

April, 1963.

Published Bi-monthly.

Price 6d.

Registered at the G.P.O. Adelaide for transmission by post as a periodical.

8th May. Quarterly meeting of members.

ISSUE 3

1962/63 Season Racing Results.

The winners of championships and special prizes for the Season 1962/63 are as follows:

Points Prize, 1st Division	- Celeste.
" " 2nd "	- Unity.
" " 3rd "	- (tie) Meg and Serene.
Points Off Shore Races	- Enchantress.
Dragon Championship	- Eros.
Tamlaren Championship	- Unity.
Cook of the Walk, 1st Division	- Judith Pinl.
" " " " 2nd "	- Unity.

We congratulate all these yacht owners on their success afloat.

PORT LINCOLN RACE, February 8th.

The start this year was in fairly moderate conditions with the wind NW x S about 12 knots. 13 starters went over the line, which is obviously becoming more and more too small for the number of boats crowding the starts. As the fleet cleared the harbor entrance hard on the wind, the sea kicked up a bit more steeply and wind increased somewhat. Several boats reduced headsail before dark, and Wylo "wiped off" all her gear in one fell swoop; caused by a fitting on the lampkin giving way.

Marlon Reef was rounded in good times although some crews had a bit of discomfort down below. Cooroyba split her genoa and lost quite some time. Jedda and Gip were practically together here, followed by Cooroyba, Marina, Josephine, Demeter, Coocinda, etc. and all going well.

Soon after rounding the light Gip tried her spinnaker staysail but decided to shorten back to spinnaker and still averaged 8 knots to

17 New Members listed

Althorpes in quite a nice breeze with plenty of comfort.

Harcourt Doherty, after returning with the dismasted Wylo, caught the morning DC 3 for Lincoln, on which quite a few of the yacht's wives were travelling. Capt. Crabb, the pilot, agreed to follow the course of the race and report. The fleet was caught up with off between Stenhouse Bay - C. Spencer and up along to about Emmes Rock. The DC 3 was brought down low and winged some of the boats which looked very good getting along in a fair SE wind. Gip, somewhere along the line believed they were leading the fleet but then as Jim P. said the plane would come along just as he was 'on the throne'. Marina and others really looked delightful in the morning light. Then away to the NE a tiny sail came into sight, possibly 6 miles or so away, which turned out to be the Soo. The wind lightened all day on the run across to Dangerous Reef but Jedda Soo took along her private wind and turned up in Lincoln hours before the fleet, to decidedly get line honors and win on handicap with Gip second and Cocinda third.

Port Lincoln Yacht Club hospitality was again up to their wonderful standard, although the prize giving was perhaps more sedate than of yore.

Wet conditions prevailed both inside and out but did not spoil good yacht racing on the Sunday as many starters went away in three classes. The A class got a bit mixed as some boats started on the wrong gun which didn't do them any good anyhow, as Cooroyba outsailed them most of the way. Mixed Maxie should have a word to say about the last rounding mark!!! Handicaps placed Jack Randall's Alloway first and Chook Wiseman's Bluebird second. Third we do not know.

Pt. Lincoln Club is organising an ocean race for the five A class boats at Easter from Lincoln to and around Taylors Island, thence to and around Sir Joseph Bank's Group and across to Tumbay where a regatta is to be held as usual.

PORT LINE TROPHY DAY - March 9th.

A terrific day was enjoyed by hundreds of yachtsmen and thousands of onlookers in perfect weather on the Port River near Snowdens Beach. There were races for ten classes of yachts and very big entries were

evident from the number of boats on the river. Twenty-five boats entered in the A class race which was won by Mr. Alec. Ramsay's Caydrown Aroona. Second was Tom Flint's Dragon Pam and third is Howell's Tum Zephyr. The racing really created an unequalled spectacle mainly because of the coloured sails and the reorganised courses which obviated most of the usual confusion in confined waters.

BLYTHE SPIRIT NEWS.

There are at least three being built in S.A., Keith Flint's being perhaps the first to touch the water. We note that Cyrene, a Blythe Spirit with the Middle Harbour Sailing Club in Sydney, has won the last couple of off-shore races, so it will be interesting to watch the performance of our editions of what could be a first rate small ocean-racing class.

BOOM STERS SECTION.

Are there to be any more members eligible to join this band? We have had four masts go by the board in the past season or so, and it would be a good plan for more use of the bosun's chair during next re-fitting season.

PORT SPIT RACE or The proving of a maxim. March 16th.

Surprising are the happenings on yacht races, especially off-shore races in variable conditions, and as Keith Flint has observed from the new oft called 'flying foredeck' of Enchantress Soo that a race is won till its finished.

Cooroyba, sailing well, led a scattered fleet to the Bay in fairly light wind and sea. The only incidents were some keel scraping over Pt. Malcolm. Gip followed her round at the Bay then came Enchantress, Jedda, Taeping, Marina and the rest not far behind. Some slow spinner work was witnessed and the fleet became more scattered. The breeze inshore was very flukey with puffs from the east.

The run across to Orontes was with the wind well aft and freshening to a strong SE. As the race progressed very good times were recorded. Bartley Kelly had some bother and had to steer for home under sails only as his rudder jammed due to a tangled spinnaker sheet over the side. Some craft changed spinnakers for genoas before reaching Orontes

and as the dark night before the moon rose was mild an excellent crossing was made. Enchantress struck some halliard trouble also - probably too anxious - but a valiant crew member went aloft and soon cleared the snarl. Cooroyba had at this time again showed her backside to the fleet and in the lightening conditions went like a train. Actually every boat should have had a most exhilarating run from Orontes to Long Spit - even the Daydream tailing the fleet. Enchantress and Cooroyba rounded Long Spit practically together and it looked as though Colin C. had the race in the bag. However, during the early hours of the morning Cooroyba must have fallen in a wind hole and Gip and Jedda fared very little better, because when dawn came Enchantress found (perhaps because of trying hard and perhaps plenty of fortune) they were first over the finishing line...so it just goes to prove -

The rest of the fleet straggled over the line with the back markers drifting further north - between going round in circles. Some came home under iron-topsails only.

ROUND AUSTRALIA CRUISING YACHTSMAN VISITS ADELAIDE.

Young Geoff. Baker and his lovely new wife Lois have recently dropped into the Squadron with their fibreglass J.O.G. Leaving Melbourne a year ago this couple voyaged up the east coast of Australia and around to Darwin making many calls en route. Further round they sailed down the NW coast of W.A., as young Geoff said 'four hours on and four off is one way to spend your early married life'. Our opinion is - this couple have proved they're intrepid sailors. They put the J.O.G. on a semi-trailer at Esperance in W.A. and travelled overland to Adelaide. The Largs Club entertained the visitors in their delightful new clubhouse and the Squadron provided them with all the facilities we have. They have now left on their last leg to Melbourne by sea and we wish them a safe and happy homecoming.

IDENTIFICATION OF YACHTS.

With the advent of sail numbers becoming compulsory, much easier identification has come about and it is now intended to publish a chart reproduced in color showing the design and color schemes used in each craft's spinnaker or spinnakers. Should anyone contemplating having a new spinnaker made, please bear this in mind so that his

spinnakers are uniform. Further to this later.

INSURANCE.

We have received a communication from a Company offering insurance for small vessels and if anyone is interested the correspondence may be inspected on the notice board at Grenfell Street clubrooms.

LADIES DAY - March 23rd.

Congratulations not only to the dead-heating lady skippers Mrs. Grubio and Miss Cocks, but to every lady who sailed in quite brisk conditions on this day. Many remarks have been made about the standard of sailing generally and the handicap start certainly proved a desirable feature, as well as the skill of our handicappers (how did they do it?) to bring the fleet home as they did.

KANGAROO ISLAND RACE - 29th March.

A fleet of fourteen boats went away in a light to moderate SW breeze at 7 p.m. At times the wind had a lot of west in it allowing the boats to make long legs down the coast, helped also by the strong ebb tide.

The forecast was for a change but no one expected the squally condition which we met. Things were getting quite boisterous as the fleet was strung out between Carrickalinga Head and Cape Jervis about daylight on Saturday. Rumour has it that the squalls about 6.30 a.m. reached 40 knots or more and as they carried some rain a bit of discomfort was felt by the smaller boats. Six of the back-markers pulled out about this time.

The leaders in the race as they made into the Passage hard on the wind were Southern Myth, Enchantress, Cooroyba and Gip all going well with the rest of the fleet scattered about not more than a few miles astern.

Southern Myth soon drew well ahead in the breeze which grew more southerly after the worst of the squalls passed. A steep sea kicked up and not very fast times were recorded to the next mark off American River. First to round was Southern Myth at 12.20 p.m. followed by Cooroyba and Enchantress at about 1.35 and Gip at 2.15 p.m.

It is to the credit of Enchantress, her skipper John Muirhead and those valiants who sailed in or on her that she went so well in the conditions prevailing, proving the capabilities of these craft.

'Audrie-Mae', our base radio station was alert, but not many craft reported as they usually do on the off-shore races.

At about 8 p.m. Saturday Southern Myth was off Troubridge with the next part of the fleet about ten miles and more astern.

The conditions lightened off as the night progressed and most boats had an easy if not tiring journey home to the Harbor from Orontes.

During the hectic squally conditions one craft noticed her stove, which is set on gimbals, turned a complete 360 degree circle, together with the kettle of water standing on it. Some motion. We understand the design is to be called 'Plummet' not 'Plymyt'.

Sunday morning saw many red eyes floating around from craft to craft in the pool and not so many saw fit to go straight to bunk but stayed up for the post-mortems. Small eye balls and blurred faces were the order of the day. One most melodious session rendering 'Hooray for Normie' evidently became influenced by the water-melon dispensed by Cooroyba to celebrate Southern Melon Myth's superb victory.

There is no doubt about it there is more and more interest and keenness being taken in these excellent off-shore races, which should gain more and more starters in the coming season.

DREDGING.

Project 2 of the Outer Harbor Improvement Scheme is about to begin and as a vital part is dredging, and the dredge has been returned to the pool, work is about to commence. Bulldozers will be used to push off the top sand down to low tide level first, then the suction dredge will take the depth down to a minimum of 6 ft.

Slip work will also be undertaken almost immediately, so that the new approach for No. 2 slip and traverse should be ready for boats to use in time for the coming fitting-out time.

During the above operations about 12 boat berths in the back row will have to be moved. Owners will be notified accordingly.

NEW PUBLICITY OFFICERS.

Mr. Colin 'Fiona' White and Mr. Peter 'Marconi' King have agreed to take over the job of keeping the public informed as to our doings both whilst afloat and ashore. From recent results it is obvious these officers are entirely competent.

TWO-WAY RADIO.

This has become ever increasingly popular with sea going craft, and it is hoped all sea going boats will soon be fitted. Not only is the safety angle a great boon, but from evidence in the past a most interesting and informative racing and cruising period can be achieved to a great extent because of the said two-way radio. Our 'Audrie-Mae' base radio station has gained many members' appreciation by its alertness and keen interest and efficiency. A very fine job by the owner-skipper-and operator, Mr. Peter King.

Thanks are also extended to Mr. Merv. Morton for his co-operation in similar fashion during the past Lincoln yacht races.

OUTER HARBOR PARKING.

Each member may now purchase 1 sticker for his vehicle (cost 2/- each) from the Secretary's office. More control is intended especially during days when great numbers of visitors are present. It is obvious that boatowners must have the space to unload, and members have prior rights. However, with more order there should be more room for our welcome guests.

INTERNATIONAL C-DET CLASS.

The choice of this class of racing dinghy as a Junior Class has proved a wise one. This 10'6" plywood dinghy, accepted as an international one design, is a delightful little yacht, easy to learn to sail by any boy or girl from ten years to seventeen years of age, yet fast and exciting enough for competitive sailing.

An active interest by fathers and mothers this year has added to the pleasure. Don McMichael and Mark Sheppard are regularly out sailing on Saturday afternoons watching the racing, having in their own crews one or more parents of a sailing junior. Malcolm Gray has continued to operate the life-boat in spite of home-building demands. With the end of the season in sight it seems evident that one season's sailing in this type of yacht will produce a reasonably competent helmsman or woman.

In February the Squadron was host for the "teams race" and five yachts each came from Henley and Somerton. Many visiting parents were entertained on board Meg and Maid Marion. Judging from the remarks of the visitors, the Junior Sailing in the River gives both fathers and mothers far more pleasure following the racing than would be had at the beach clubs. The Squadron team almost won the race as on this occasion the first Squadron yacht led across the line, well ahead of the Australian and State Champion (the Gleasons) from Henley.

JUNIOR NOTES.

Geoff. White is now getting Frolic to show its form. Andrew Dunstone swapped his Aletapa for a sail in Little Trump, but did not have any more success than certain other young gentlemen who swapped female crew.

FLYING DUTCHMAN OLYMPIC CLASS.

Jim Hardy, who is now resident in Sydney, has won the N.S.W. State Championship in his new Dutchman "Fino" and will be No. 1 representative for Australia in the Inter Dominion Championship held in Auckland during April.

Mrs. Eileen Hardy, Jim's mother, will also visit New Zealand to see, as we hope, Jim maintain the high standard of Australian yachting by showing the Maori boys the way round the cans.

SQUADRON NOTES.

Nomination of Officers - closing date for nominations 8th May.

J.T. BELLING, Balaklava. Company Director.	Proposer, R.W. Mattner.	Second, J. Nankervis.
T.M. BURRELL, 34 Winchester Street, St. Peters. Manufacturers' representative.	Proposer, H.R. Cook.	Second, R.L. Wood.
M.R. CALDWELL, 84 Church Tce., Walkerville. Salesman.	Proposer, G. Wright.	Second, C.G. White.
N.T. CONRAD, 18 Trevorton Ave., Glenunga. Chartered Accountancy.	Proposer, T. Chapman.	Second, J.T. Iang. Student.
P.M. DAVIS, Flat 1, 92 Greenhill Rd., Glenside. Sales Manager.	Proposer, W.O.S. Martin.	Second, H. Doherty.
J. EGLINTON, 486 Torrens Rd., Woodville. Manufacturer.	Proposer, P.G. White.	Second, C.G. White.
G.H. FIDOCK, 14 Fifth Ave., Helmsdale. Secretary.	Proposer, R.H. Fidock.	Second, A.L. Searcy.
P. HASLER, "Goonamurra", Keith. Grazier.	Proposer, H. Rymill, Jr.	Second, J.B. Forwood.
W.N. HENRY, 55 Gordon Street, Albert Park. Marine Surveyor.	Proposer, R.D. Wells.	Second, A.M. Blackburne.
D.R. HOWELL, 24 Charnock Street, Largs Bay. Company Director.	Proposer, A. Burnside.	Second, C.A. de la Perelle.
P. JOHNSON, Adamson Ave., Belair. Managing Director.	Proposer, A. Searcy.	Second, M. Woollatt.
H.M. LOUTIT, "Glendore", Aldgate. Retired.	Proposer, F.L. Penahll.	Second, T. Hardy.
V.O. MALLAN, "The Glen", Aldgate. Retired.	Proposer, J. Harrington.	Second, J. Harrington, Jr.
W.M. MATTHEW, 31 Romalo Ave., Magill. Company Director.	Proposer, G.E. Brabham.	Second, R. D. Hambour.
P.A. MEYER, 23 Stewart Street, Henley Beach. Civil Engineer.	Proposer, W.J. Tedmanson.	Second, K.W. Flint.
P.A. PEARCE, 25 Balcombe Ave., Findon West. Production Manager.	Proposer, P.H. King.	Second, E.W. Charlesworth.
A.W. RAVEN, 23 Nelson Tce., Da Costa Park. Garage Proprietor.	Proposer, J.S. Taylor.	Second, T. Hardy.

Candidates continued:

P.C. RUSSELL, C/- P.C. Russell & Partners, 1 North Tce.,
St. Peters. Chartered Quantity Surveyors.

Proposer, H. Wilckens. Second, R. Woodhead.

F.J. THOMAS, 11 Torrens St., Torrensville. Company Director.

Proposer, J. Henry Jacobs. Second, K.L. Carroll.

D.W. THWAITES, 91 Walkerville Tce., Walkerville. Company Director.

Proposer, E. Binks. Second, P. Gleeson.

I.C. TRUELOVE, 22 Panmure Place, Woodville, Technical Officer.

Proposer, C.W. Smith. Second, I.A.R. Polson.

R. WOODING, 39 Stopford Rd., Brighton. Musician.

Proposer, A.N. MacLeod. Second, R. Human.

Registered at the G.P.O. Adelaide for transmission by post as a
periodical.