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FROM THE PROGRAMME:

Skippers and crews should make a note of these dates.

Fri. 13th Mch.	Davenport Shoal Race	Start 7.00 p.m.
Sat. 21st "	Port Adelaide Regatta	
Fri. 27th "	Easter Gulf Race	" 8.00 a.m.
Sat. 28th "	Germein Trophy	" 3.00 p.m.
Sun. 29th. "	Correll Trophy	Handicap Start
Mon. 30th "	Return Gulf Race	Start 9.00 a.m.
Sat. 11th April	Gulf Race	" 1.30 p.m.
Sat. 18th "	C.S. Inkster Memorial	Handicap Start

For most of the above yacht races entries should be lodged with the Secretary by 4 p.m. on the Tuesday before the race. Skippers remembering to do this gain a special word of thanks from the Honorary Handicappers and those committed to carry out the necessary details of organisation.

SOCIAL.

Friday, 17th April. A Dinner Dance at the South Australian Hotel. Further particulars from the Secretary.

Saturday, 23rd May. S.A.Y.R.A. Prize-giving and Cabaret at Shandon Hotel. More details later.

KANGAROO ISLAND RACE (KINGSCOTE CUP).

The following is taken from a letter written by Jamie Cowell:-
 "The Start was originally fixed for 7.30 p.m. on 26th December but as some wanted to get away early and some others couldn't, boats were to take their own starting times between midday and 7.30 p.m. "Allara" started early in the afternoon and was sighted again at about 10 a.m. on the next morning. As far as I know she has not been heard of since! Most of the others started from about 3.30 p.m. onwards in a light sou'westerly. Conditions were calm to light all the way down, and hot during the day of 27th. Spindrift, Mydaoity,

and Seevogel got sick of it and retired during the 27th. I have no record here of finishing times but I think the first in was at about 5 p.m. on the 27th. Galaxy made fastest time, 24 hr. 59 min. and Galatea won on corrected time of 20 hr. 43 min.

The K.I. boys marked the channel into the Bay of Shoals, and all the yachts anchored there, many of them for the first time ever. I think they were glad to be there too because Alan Smith and Josca measured the wind velocity at 50 to 60 knots during the night! Rumour has it that a Trimaran spent the night anchored in Backstairs Passage.

The dinner was held at the Ozone in the same style as last year, but unfortunately Wilbur got bashful and chose to spend the evening firmly stuck on the end of the spit. His Trophy is still here but we'll get it up there somehow. Galaxy's crew also were unable to attend the dinner so Fred Brinkworth and John Carter respectively collected the Trophies. It was good to see more visitors at the dinner, especially in view of the Prince Philip Cup, Olympic Trials etc. Our Club enjoyed it, and I hope the visitors did too.

Results.	Elapsed Time.			H/cap.	Corrected Time
Galatea	25 hr.	07 min.	20 sec.	.825	20:43:00
Fife	28	14	45	.740	20:53:34
Galaxy	24	54	10	.845	21:02:44
Cooinda	27	14	00	.825	22:29:30
Marina	25	48	00	.890	22:57:30

Incidentally we sailed up on Christmas afternoon and night from the A.R. Light to O.H. breakwater in 11½ hours which I think isn't bad for the little old Fife."

MURMURS FROM THE MOORINGS, or What should be discussed at the comforts station.

SLIP FACILITIES.

These have improved at Outer Harbor over the past couple of years and members now find work on their vessels "on the hard" more simple. Essentials to watch are dangers such as bottles, power leads and hoses disregarded, with services left on. Watch it please, as a serious accident could occur. Members using cradles are requested to ensure cradle axles and wheels are well greased before using them.

Surely it is easier to use a grease gun than a crowbar.

MOORINGS.

The attention given to mooring chains in the past few years has paid off as very little damage has been reported following gales. However, a small light sailing craft with a newly laid stern mooring (one heavy ring) dragged about 50 ft. in a hard easterly. The weight was sufficient and the chain long enough, but the catenary too little. All persons laying moorings must confer with the Caretaker to have his O.K. before making the installation. This must also be done when the chains and equipment are being checked.

BUOYS.

The Committee recently resolved that Mooring Buoys when being renewed or newly installed must be of a type (approved by the Caretaker) which cannot cause any chafe to boat bottoms or topsides, dinghies or other buoys or such. Unsinkable types are desired and it is suggested that similar buoys to those used for the visiting Dragons be used. These are old tyres inflated with a special water-proof plastic foam. The cost is proportionate to the size and generally much cheaper than the old type of steel galvanised drum as previously used, and which is now prohibited. Some of these buoys are obtainable from the Caretaker at a cost of £7/10/- each.

RAFT MAINTENANCE.

During a recent inspection the Committee observed quite a few craft not being kept in accordance with the Squadron Ruling regarding maintenance. Several owners have been written to requesting immediate attention to their craft. For those who have not received a letter, have a good look at your vessel and hop into some mid-season maintenance. Most of the troubles appear to be open seams, and if you've never heard of a craft sinking by taking water through open seams in topsides it is time you read some of the yachting mags. and books. A strong blow kicking up a little sea even in our pool could sink one or two of the craft noticed with gaping seams near the water line.

COLLISION.

A letter has been received from the Iargs Bay Sailing Club to the effect that whilst they realise many of their skippers are more intent on winning races than keeping a good lookout, they would prefer that Squadron craft when racing keep clear of the fleet of small boats off Iargs.