

OUTER HARBOR COMMITTEE NOTES

circumstances warrant. This is where the seaman usually launches his own dinghy so working lines can be run. If you are on your own, don't be too proud to ask another member to give you a hand, as you may be able to help him at some time in the future.

THE PERGOLA

The pergola has finally been erected in the western barbecue area. Shade cloth will be fitted to it shortly, and three new barbecue units will be installed after the brick paving is laid.

This is a lovely area, and is being enjoyed by many members and their friends. Please help to keep the area nice by placing all your rubbish in the bins before you leave the area.

FENDERS

Page 41 of your 1983/84 Year Book clearly states "At least two suitable fenders to be used on the port and starboard side of vessel". On a recent mooring inspection by the committee and the Manager, it was found that many members are completely ignoring this by-law. Some fenders are in such poor condition that only the outer covering is left. Obviously the "Fender Offender" doesn't have much respect for his, or other members' boats.

In closing, I would like to take this opportunity of congratulating our staff for the excellent work that they all did before and during Opening Day to make it the success it was. In conclusion, we wish all members and their families a Merry Xmas and pleasant sailing in 1984.

On behalf of the Harbor Committee,

DON MORTON

SAILING COMMITTEE NOTES

It has been noted that a lot of hard work has been put into the boats that are the South Australian Team for this year's Southern Cross Cup Series. This is without doubt, the strongest team yet to challenge from South Australia.

RENEGADE (Bob Francis) appears to have developed a winning habit by taking out the Premier's Cup, virtually the IOR South Australian Championship, and then scooping the pool by winning both IOR and Arbitrary division of our premier offshore event, the Neptune Island Race.

BACARDI (Jim and Chris Howell) has had her IOR rating reduced by 0.8 feet, making her more competitive.

MANDRAKE (Paul Smith) is so new that she must be considered to be untried. However, the potential is there, and Paul with his experience gained with the DYNAMITE boats in previous years will get the best from his new boat.

There is a major organizational effort in preparing a boat for the trip to Sydney, and then to bring it home from Hobart at the end of the classic Sydney to Hobart Race. In addition to the boats described above, CAPRICE II, a Lion Half Tonner (J A Powell and J H P Boucaut) is going. Gil Findlay's Mander One Tonner, CROW EATER, is also on her first trip, and ANACONDA II (Josko Grubic) is once again doing the trip. Three boats are also sailing from the Port Lincoln Yacht Club.

After some weeks of racing, the alterations to the split of Divisions appears to be acceptable. The new separate classes racing inshore are gaining momentum, particularly the Etchells now at six vessels. Boats that are putting in good performances at this early stage include RENEGADE, HARLEQUIN, VIRAGO, PUMPKIN EATER, PANDORA, EROS, CAPRICE II and MEL.

It is necessary to direct competitors' attention to the requirements of Rule 108 - Alterations as set out in the Year Book.