

SAILING COMMITTEE

The Return Gulf Race on Easter Monday 20th April, 1981, resulted in five protests. These all involved incidents at the starting line. The protests were:

1. Windsong against Nimrod 11.
2. Celeste 111 against Windsong and Nimrod 11.
3. Nimrod 11 against Windsong.
4. Caravel against Celeste 111.
5. Storm against Caravel and Celeste 111.

A protest sub-committee of five heard the protests. This number was considered appropriate in view of the apparent complications and the experience of the men in charge of the vessels. In addition a very experienced chairman, completely foreign to the competitors etc. was sought and Peter Moore of the Largs Bay Sailing Club accepted the job. Other members were Keith Cosh (also from Largs Bay); Chook Smith, Bob Lanyon and Colin Smith. Peter Moore, Keith Cosh and Bob Lanyon are also members of the S.A. Yacht Racing Association's Racing Rules Committee.

The key incident was a collision between Windsong and Nimrod 11 and the protest Windsong against Nimrod 11 was heard first.

Facts found:

1. Both yachts were on starboard tack.
2. Windsong was the windward yacht.
3. Nimrod luffed prior to the starting signal.
4. Windsong and Nimrod 11 collided.

Rules judged applicable: 40; 37-1; 34-1.

Yacht holding right-of-way: Nimrod 11.

Decision and grounds for decision:

Protest dismissed. The committee found that Nimrod 11 luffed according to the provisions of rule 40. Windsong failed to respond to Nimrod's luff and therefore infringed rule 37-1. The committee found that in a start situation, a luff by a leeward yacht should be forseen by all windward yachts and therefore rule 34-1 has been complied with.

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The hearing of all applicable protests resulted in Windsong being disqualified.

The protest lodged by Caravel was judged as being not in order. The rules provide that a protest flag must be flown at the first reasonable opportunity. The committee did not consider that one hour after an incident complied with the rules.

From the protest Storm against Caravel and Celeste 111, Caravel was disqualified, being judged that failed to avoid a collision.

Both Windsong and Caravel appealed. The appeal committee comprised members of the S.A.Y.R.A. racing rules committee who were not involved in the protest hearings and others. Both appeals were dismissed. The appeals committee also criticised the starting line, taking into account the number and size of the yachts involved, and the fact that it was heavily biased to one end.

This newsletter preceeds the opening of the Summer Racing Season which will start on the October long weekend with the S.A.Y.R.A. Offshore Committee's Race to Kingscote on Friday 9th October. It is expected that the Bunday Cup (all boats race) will be sailed on Saturday 10th October starting at 1400 hours.

The Premier's Cup Regatta for 1981/82 will consist of the race to Kingscote for the offshore vessels and the two races to be held on Saturday 17th October and Sunday 18th. Inshore vessels will compete on the 17th and 18th also. The Saturday race will be conducted by the Squadron and the Sunday race by the Cruising Yacht Club.

Opening Day is Saturday 7th November.

The Squadron will again conduct two mini series, the first of these being (for offshore vessels):-

Friday 13th November:	Haystack Island Race
Saturday 21st November:	Inshore Open Series Race - possibly course to include Wave Recorder beacon off Seacliff

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Saturday 28th November: Ardrossan Race
Saturday 5th December: Inshore Open Series Race - probable Olympic style course.

Series racing is extended to inshore boats and the races on November 14th, 21st (as above); 28th (Point Score) and December 5th (as above) will comprise the first group of races to form a series event.

J.O.G. boats will race during the coming season in their own group, in a similar manner to I.O.R.

Third Division is considered to be sufficiently successful that a full seasons racing will be available for this division.

The division between divisions is being carefully analysed.

On Saturday December 19th, an all boats race will be held and owners are requested to carry as crew at least one member of the Sailing Staff on an official boats' crew.

The Plympton Cup will be conducted by the Holdfast Bay Yacht Club on Sunday 29th of November.

The Neptune Island Race is programmed for 1700 hours on Saturday 26th December. This should allow time to watch the start of the Sydney Hobart (unless you are competing).

The races concerned with the Prince Philip Cup series for Dragon Class yachts will occupy the period from 2nd to 20th January 1982.

The annual Adelaide to Port Lincoln Race for the coming season will be held over the long weekend in January to fit in with the Port Lincoln Club's 50th celebrations. This will be prior to the school year and hopefully will therefore attract more competitors.

The race for the Port Line Cup will take place on Sunday 14th March 1982 and hopefully will take the form of a regatta. It is understood that this trophy was originally presented by the

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Port Adelaide Corporation and was for competition by other than Squadron boats. It has only been in the past decade or so that the race has been conducted by the Squadron.

Sailing Staff: Members and Associates who have an interest in the conduct of races are invited to consider joining the Sailing Staff either on a permanent or casual basis. A team of up to six persons is required.

John Jarvie has agreed to act as the Honorary Sailing Secretary at least for 1981/82 season and Alan Ewens will continue to record results but has declined other sailing staff work.

Owner's attention is directed to the requirements of the Squadron with respect to Marine Third Party Legal Liability Insurance and particularly to the fact that no entitlement to participate in races of the Squadron exists without this insurance cover. Members who have not joined the Squadron's "Pool" insurance will need to give proof of an alternative arrangement with his own insurer in the terms of the Squadron's requirements prior to commencing in races during the coming summer season. The office is giving consideration to how this can most easily be done and your cooperation is requested. However, the responsibility is yours.

Racing skipper's attention is directed to the requirements of the Special Squadron Regulations, clauses 307 - Declarations and 312 - Reporting to Race Official and also to clause 114 - Distinguishing Numbers and Flags.

Two accreditation seminars were conducted by the National Coaching Director, Alastair Mitchell recently. The following members were accredited:-

1. Cruising Yacht Master - Jamie Cowell and Michael South
2. Offshore Racing Skipper - Jim Howell; Merv. Butterfield; Keith Flint; Sandy McCrae; Colin Smith; Jamie Cowell.

Further seminars will be held on the weekend of the 25th

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September 1981. Bookings can be made with the Manager or by phoning Colin Smith (79 1144 - home).

Best wishes for a successful and enjoyable season.

WILBUR TEDMANSON

COMMITTEE NOTES

OUTER HARBOR COMMITTEE

Those who have visited the Squadron recently will be aware that the northern fence has been completed and now extends to our western boundary in line with the front row piles. Our staff will erect a short fence in a southerly direction to the low water mark, devised to prevent access by unauthorised people and a suitable sign is ready to go up there. This is a further step in upgrading our security.

After most frustrating delays the contractor has levelled, topdressed and seeded the various bare areas of lawn, particularly on the eastern side and the new grass has come through well despite the lateness in the season.

The Committee has looked at the possibility of obtaining additional land for car parking adjacent to our southern boundary. Unfortunately this is not feasible as A.N.R. will be running a new railway line through the area next year.

Critics of the main septic system will be pleased to know that with the elimination of the effluent flow into the pool the decomposition of the marine vegetation has ceased, as was expected, and the smell has departed as has that from the tank itself following its proper sealing.

COMMITTEE NOTES

Cleaning and painting of the premises internally is continuing. In the course of a clean up, it will be necessary to remove gear left lying around (especially on tops of lockers) and it will be placed in the Bosun's yard.

A number of dinghy spaces are available and anyone wanting one should apply to the office. A few dinghies are still unnamed and it appears that they do not have owners. As they are not being paid for, they too will be removed after this further notice, so that the space may be made available to others.

With the recent allocation of further moorings, the waiting time for entry into the pool is now less than twelve months. However, a number of those to whom moorings were offered declined to take them up as their boats would not be ready for six months or so. This is likely to create an abnormal demand early in the new year and we may not be able to accommodate them should they all be requiring them at much the same time. These boatowners are urged to keep in touch with the Manager so that we may do our best to avoid disappointments.

Following last year's very successful working bee it is planned to hold another one in mid-October and the date will be announced shortly.

In view of the Special General Meeting called for 12th August 1981 to consider the Waterfront Plan and various commitments the Squadron has, the Boatowners Meeting has been deferred for the time being.

Although a number of projects are under consideration, it is expected that this year the Committee will be directing the major part of its effort to the implementation of the Waterfront Plan and that with the replacement of the older pontoons maintenance costs will be reduced.

JOHN B.W. RISCHBIETH