

## COMMITTEE NOTES ...

### OUTER HARBOUR COMMITTEE ...

It is probably appropriate to mention here that the first stages of the new deep approach channel to Outer Harbour is beginning to appear in the form of a line of beacons extending from the Entrance Buoy to the vicinity of the Fairway Beacon. These new beacons define the southern side of the channel to be dredged, and as this dredging progresses, about six sets of side marker beacons, i.e. port and starboard hand will be established, the Fairway Beacon being eventually shifted 2,000 odd feet (make your own metric conversion if you wish) further to the N.W. and becoming the outer Starboard hand mark. The initial beacons will probably have green flashers surmounting them until the complete lighting system is established in accordance with the uniform system. The buoys will then become redundant.

Also note that the old No. 2 leads have been extinguished and will be removed following the inception of the new leads, known as the inward swinging leads (with the wind generators on top), which are on a reciprocal bearing to the outward swinging leads near the Southern breakwater, showing yellow strip lights. The inward leads show high intensity white lights, the bearings being 030° - 210°, and they are parallel to and 500 feet off the Outer Harbour wharf alignment.

PRESTON MANTHORPE

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### SAILING COMMITTEE

Our Squadron Racing Programme is proceeding fairly well and we have maintained very good fleets considering so many yachts were cruising or involved in racing in the Southern Cross Cup (Sydney) - the 3/4 Ton Level Rating

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### SAILING COMMITTEE ...

Regatta (Hobart) and lastly the 1/2 Ton Regatta in Melbourne. More news and details of these events will be available - hopefully from some of the Skippers and Crews involved - including our three members aboard "Windward Passage".

We have had over fifty yachts racing some Saturdays, including several Tempests practising for the Olympic Trials.

The Lincoln Race was started using "Flight" as Committee Boat under atrocious conditions - what with heavy rain - a strong wind - a cross sea and poor visibility - conditions could not have been much worse. This race eventually fizzled out with the unenviable reputation as the slowest Lincoln Race on record. With well over forty starters - it was a truly representative race with competing yachts from Port Adelaide, Whyalla, Kangaroo Island, Lincoln and the Squadron.

"Sauvignon" - David King was the first Squadron yacht on Handicap - being fourth on corrected time. Over eighty "sailing instructions" were available - yet many yachts started without a copy.

Racing Marks and Courses: In view of the problems we are having with the Largs and Semaphore Marks - I feel that the Squadron will soon be compelled to lay racing marks on each race day. This is standard practise at the other metropolitan clubs and we understand that the Largs Club will not be allowed to have their grid of fixed buoys next season. This will entail the Club requiring a suitable high speed launch for course and marking buoy laying in addition to the Official Vessels which are placed at the Club's disposal on race days by generous and interested owners.

Several of our members who have helped the Club on many