

CORRESPONDENCE

out how far over the ground yet). Despite recorded weather history and the latest weather reports, we didn't have mainly SE/SW winds, but found NW/NE winds almost all the way from Eden Northwards.

I met Don McIntosh (Skye) at Mooloolaba on the 30th June, he was just setting off single handed for Noumea in company with another (crewed) Dunc '29 - Poldari. We made a total of 14 stops along the way, mainly because we got tired of beating to windward.

I have a job here in Gladstone and will probably stay until after next summer. There are about 20 cruising yachts here at any one time and continually arriving and leaving, most people staying to earn some money to finance the next "hop".

Best regards to you and the staff and Members,

JOCK.

CONTRIBUTIONS

THE PORT LINCOLN RACE OF 1982

This year the race was started on 29th January to fit in with the Tunarama Festival weekend. There were 58 boats nominated, of which 46 finished the course, indicating that the race was not entirely incident-free. Wilbur Tedmanson's HECATE was damaged in a port and starboard incident, forcing her to retire twelve minutes before the start, whilst the P.A.S.C. boat GRAPPLE had to land an injured crew member at Edithburgh.

With a SW wind of 15-22 knots at the start, we had a beat to the Marion Reef light. I was sailing in STORM, and 30 seconds before the start we ripped our mainsail, forcing us to change to our cruising mainsail and allowing the larger boats to open up a good lead on us. The sailing was very pleasant, but due to the wind slant, most of the medium-sized boats closed the Peninsula around the Tapley Shoal beacons. After tacking to clear the Marion buoy we crossed tacks with many boats and thought we were in a reasonable position.

CONTRIBUTIONS

After tacking again for Marion, we rounded the light at about 2 a.m. and freed sheets for Cape Spencer, but another wind shift soon had us hard on the wind again. Early morning reports put us 8-10 miles behind NIMROD II. Approaching Stenhouse Bay at first light, we sighted EMMA and MUSTANG and later learned that BELLA was not far ahead.

Tacking around Cape Spencer we freed sheets to a wind angle of 35-60 degrees and soon afterwards passed BELLA, then pushed hard to catch TEKIN II which was in sight ahead. We then had a fast sail to Dangerous Reef, where we were overtaken by SCIMITAR of the P.L.Y.C. On rounding the Reef in close company with TEKIN II and with SCIMITAR 100 yards ahead, we found ourselves once again hard on the wind.

As we passed Cape Donington, the wind dropped to below 10 knots. We worked hard tacking up the harbor, with the fireworks display in the distance making it rather difficult to pick out the beacons.

Tacking towards the finishing line, we sighted another boat on the starboard tack about $\frac{1}{4}$ mile ahead. We kept the boat going in the light conditions and to our surprise cross tacks with SCIMITAR, which we finally beat across the line by one minute. Even so, we felt that we hadn't sailed a very good race.

Many thanks go to the Port Lincoln Yacht Club for its usual display of hospitality, also to the radio relay vessel ARA-WORRA skippered by Brian Sutherland and all participants in the Lincoln Race for making the second biggest racing fleet, next to the Sydney to Hobart Classic.

We enjoyed the race and will certainly return next year.

PETER STEVENS.