

MESSAGE FROM THE COMMODORE

It is pleasing to hear that the young lady crew member of GRAPPLE (a P.A.S.C. entrant, not the Squadron vessel REBEL as reported in the Press) who had to be taken ashore with head injuries at Edithburgh is completely recovered.

Readers will find elsewhere in the Newsletter a short account by Peter Stevens of the Port Lincoln Race as he saw it from STORM.

The 7th Lincoln Week Regatta was thoroughly enjoyed by all of us who were fortunate enough to participate, the ever-popular Coffin Bay Yacht Club Luncheon being one of the highlights. Letters of appreciation have been written to the Port Lincoln and Coffin Bay Clubs, on behalf of all Squadron members who participated. Incidentally, the proceedings at Port Lincoln included the celebration of the 50th anniversary of the Port Lincoln Yacht Club's foundation.

In my report on the foreshore development scheme, I unfortunately omitted Peter Hebdon's name from the Waterfront Construction Committee. Peter's expertise and services have been invaluable to this project and I apologise for this omission.

The Chairman of this Committee, Rear Commodore Merv. Butterfield reported, at the December quarterly meeting, on the planning and progress of the scheme. Detailed drawings have been completed and materials with a long lead time have been ordered to the value of approximately \$50,000.00. Companies interested in tendering for this work have registered with the Squadron's office. Tenders will be called on February 15th. and close on 10th March 1982.

I trust this report and newsletter brings all members up-to-date with events of our club and the Flag Officers and Committee men look forward to your continued support.

JIM HOWELL.

SAILING COMMITTEE

The various changes that were made to the Racing Programme for this summer season will be discussed at the Racing Skippers and Crews Meeting to be held on Wednesday 28th. April.

The pre-Christmas mini series was not heavily supported but the series was enjoyed by those who participated. The results were:-

Offshore 1st. Division	-	HECATE	:	W. Tedmanson.
Offshore 2nd. Division	-	STUNNED MULLET	:	J. Clarke.
Inshore 1st. Division	-	KIWA	:	L. Sugars.
Inshore 2nd. Division	-	DEMETER	:	H.L. Rhodes.
Inshore 3rd. Division	-	TOM THUMB	:	I.B. Moncrieff.

Insufficient entries were received for the Neptune Island Race that was scheduled for 26th. December so this was cancelled.

Following on criticism of starting times of 1300 hours it has been decided to alter the starting times of the races to be sailed over the Olympic Type Courses to be held on March 13th. and 27th to 1400 hours - the more usual starting time.

Advice has been received from the Australian Yachting Federation that the International Yacht Racing Union, at its meeting on 6th November, 1981, agreed that Rule 60.4 be removed immediately. The Racing Rules Committee submitted the following reasons:

Rule 60.4 (a)

- (i) It is the only exception to the principal that a yacht which sees a sailing infringement has the right to protest without pre-conditions.
- (ii) The requirement of warning leads unscrupulous competitors to exploit the rule by deliberately infringing until they are warned.

SAILING COMMITTEE

Rule 60.4 (b)

- (i) This rule placed an unwarranted onus on a protesting yacht to prove her innocence which is inconsistent with all other racing rules and the principles of natural justice.
- (ii) It leads to a yacht being penalised for a possible non-established infringement.
- (iii) It encourages unscrupulous competitors to use rule 60 to eliminate other competitors.

The South Australian Yacht Racing Association advised of a decision on an appeal handed down by the Racing Rules Committee concerning the S.A.Y.R.A. Standard Sailing Instruction for Class Boat Events and Regattas, namely, "THE ROUND THE ENDS RULE". The S.A.Y.R.A. advised that yachts breaching this sailing instruction shall only be disqualified by the decision of a Protest Committee, and the protestor shall be the Sailing or Race Committee. Members are referred to the Year Book - Special Squadron Regulations; Page 34 and in particular to clause 304.3.

It is the decision of the Sailing Committee to continue with the current practice for the remainder of this season and to vary clause 304 as necessary for next season.

Members will appreciate the new Weather Station installed in the foyer. Unfortunately we are all button-pushers and the station is attracting persons who do not understand the operation.

Please refrain from touching the station. The Sailing Committee records with thanks the work done by Mr. Kevin Boyle in programming the station.

The Sailing Staff continue to do an excellent job in conducting the races on our programme. However it is requested that any member who can assist by joining the team please come forward.

SAILING COMMITTEE

The recent protest: Bella v. Sailing Committee created considerable interest and the following is the result with recommendations:

PROTEST HEARING - 23 JANUARY 1982

BELLA v SAILING COMMITTEE

Protest was not upheld as the middle silt buoy was found to have navigational waters around it. Notice of foul ground was displayed on noticeboard.

The Committee felt a five minute allowance should be made to finishing time of the yacht Bella and placing corrected accordingly.

Recommendations to Sailing Committee:

1. Use of middle silt buoy should be phased out of the club racing programme, but not used at all in a low tide situation.
2. Inflatable buoys to be used as alternative.
3. The silt ground area as marked by its three markers is used for indiscriminate dumping by the Marine and Harbors and is really classified as foul ground.

Therefore, this problem could recur, forcing the Club to consider using other marks.

R.E. Francis (Chairman)

The committee has noted with regret the resignation of Mr. Bob Francis as chairman of the S.A.Y.R.A. Offshore Committee and records appreciation of his work as chairman of that committee over the past years.

Captain W.N. Henry has advised the Chairman of the Australian Yachting Federation Offshore Committee of his inability to continue in the position of Measurer to the International Offshore Rule.

Wilbur Tedmanson