

MESSAGE FROM THE COMMODORE

It is a pleasure to record that the whole of the damage to our clubrooms resulting from the storm on 14th November last was virtually repaired prior to Christmas, and there was no real interruption to our use of the premises. The item now remaining is the new flagpole, which has been made by Searles and will shortly be erected. Tradition has been followed and the new pole is an excellent wooden one, as was the old. All of the damage was fully covered by insurance. We are much indebted to Jim Howell for his supervision of the whole operation.

The Christmas luncheon on 7th December and the New Year's Eve dinner dance, both in our own clubrooms, were well attended and most enjoyable. At midnight on 31st December two guns were fired to mark the second decade of the second century of the Squadron's history.

Of our yachts in the Sydney-Hobart Race, Dynamite II was in the end unable to go, but Jamie Cowell did extremely well in Morning Hustler, coming second in his division and tenth over all. Wilbur Tedmanson's Hecate also did well, ending fourth among the Southern Cross Cup boats in the Sydney-Hobart Race.

In the Great Circle Series, Keith Flint in Vivid went very well indeed in the preliminary races, recording two seconds and two thirds over the line against yachts which may fairly be considered world class; Siska joined in the last two Bay races. In the Great Circle Race itself, Vivid was going very well, lying apparently first on arbitrary handicap and third on IOR, when she developed a leak along the keel, forcing Keith to make the very sensible decision to retire. At Devonport the trouble was found on slipping to be minor and was quickly remedied. Keith reports that the people at the Mersey Yacht Club at Devonport made Vivid's crew very welcome and did everything possible to assist. It is

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certainly nice that this generous spirit exists so extensively among yachties and their clubs. A letter of appreciation was sent by the Squadron.

The Half Ton Australian National Title series conducted by the Squadron between the 8th and 20th January was successful, there being nine entries in all. The Victorian boat Magic Dragon sailed by Ron Layton and his crew proved the winner, after breaking her mast in the first race, and by a tremendous effort having it repaired and ready to race again by the next day. All Squadron members and their partners were invited guests at the Prize Giving by our Patron His Excellency the Governor at the clubhouse on the afternoon of Sunday, 20th. The nice weather, along with the big attendance, the sparkling trophies and a very good speech by the Governor, made it a fitting finale for a National series. Many thanks to all who did so much to make the series a success.

Lincoln Week will be over before this Newsletter goes out. All arrangements have been made to look after and entertain our visitors and their crews, as well as all other entrants, and we are looking forward to welcoming them all. The Port Lincoln Race is timed to start at 2000 hours on Friday, 8th February.

On the Australia Day weekend, some twenty-six yachts went to Black Point, then on to Port Vincent and home again on the Monday. Unfortunately, the Neptune Island Race with its finish arranged at Port Vincent to coincide with the holiday weekend there, had to be cancelled as there were only two entries. One of the problems is to get a date that enough skippers can manage for this long race.

Dr. John Jones has been appointed to fill a vacancy on the Outer Harbor Committee caused by the resignation of Tim Paterson, who has always done such good work for the Squadron. Congratulations, John.

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Legacy Day this year will be on Sunday, 9th March. The Junior Legatees enjoy and look forward to this day and we have now been doing it for some fifty years. Will those members willing to provide their boats for this day please advise the Squadron office.

Last year was the fiftieth anniversary of the Correll and Germein Trophies and each family gave a beautiful trophy to be kept by the respective winners. Bill Ross won the Germein Trophy and was duly presented with the special trophy. Owing to a lack of wind, the Correll Trophy could not be sailed, so this year the winner of that race will receive the 50-year special Correll Trophy, which will add great interest to this race on Easter Day, 6th April.

The next quarterly meeting is on Wednesday, 12th March at 8.15 p.m. and the dining room will be open. There will be a ballot for new members at that meeting and the closing date for nominations is 1st March next.

BILL HARNIMAN

COMMITTEE NOTES

SAILING COMMITTEE

Alteration to Squadron Sailing Instructions:

Because of changes to I.Y.R.U. Rule 1.3 which take effect immediately, all members should alter Clause 4 of Rule 211 (LIABILITY) in the R.S.A.Y.S. Year Book by deleting the words "All yachts entered or racing shall be subject to the direction and control of the Race Committee, but...".

That Clause should now read:

- "4. It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race."

GRAHAM BROWN

HALF TON ASSOCIATION

Level Rating Series - January 1980

The effort put into our Half Ton Series, completed on Saturday, 19th January and capped by a most successful prize giving night at the Squadron on Sunday, 20th, was amply rewarded.

All courses were set within St. Vincent Gulf, the Glenelg-Tapley Shoal-Ardrossan-Long Spit area, and for the last race we had eleven marks to round, providing a good test for all points of sailing. Apart from the long race starts which were under calm conditions, the weather generally provided fresh to boisterous southerlies up to the 30/40 knots limit, and for the long races with the usual short, wet seas up the western side of the Gulf, good brisk spinnaker shooter runs from Tapley to Ardrossan, with a hairy gybe or two round the Orontes dogleg.