

HALF TON NEWS

The next State Half Ton Championship Series will be held on the following dates:-

Saturday, 11 February 84 - Tapley Shoal Race
Friday, 24 February 84 - Island Cup Race
Saturday, 17 March 84 - Olympic Type Course
Saturday, 7 April 84 - Olympic Type Course
Saturday, 14 April 84 - Olympic Type Course

Nomination forms can be obtained from Graham Jones, 22 Hillview Avenue, Panorama, 5041, phone 225 6412 (W) or 276 1757 (H), and must be returned to him by 31 January 84.

The 1984 Half Ton World Championships will be conducted by the Clyde Yacht Clubs Association at Troon, Scotland from the 15 August 84 to 28 August 84 inclusive. If anyone is holidaying in Europe during this period, Troon will be a great place to visit while the championships are on.

Association members are reminded that their subscriptions are now due. Membership fees are still \$5 pa, and they can be forwarded to the Hon Treasurer, Tony Human, 27 Southern Avenue, West Beach, 5024.

JIM BOUCAUT



GRAHAM BROWN

In 1961 the racing fleet acquired an augmentation that began something of a new era in racing, both off-shore and around the cans. This was marked by the arrival of the first three plywood flyers, derisively called the butterboxes, but officially the Black Soos. JEDDA and ENCHANTRESS were built by David Binks for David Judell and the late John Muirhead Senior respectively. They were moored in a line in plywood alley, with GALAXY (now FAT CAT) and SPINDRIFT, and the northernmost of them was LIAT.

Thus did we first meet Graham Brown, whose boat differed from the others, because he built it himself. At first Graham was very much a learner, who followed the other two Soos while he came to terms with the craft and how to make it perform. Within a very short time, however, he began to show the true nature of the man and his determination to succeed. It was a time of keen competition, when almost every race brought out the three Soos to test themselves against each other. We had exhilarating downhill slides to Port Lincoln, with year after year producing fresh south easters, and we began to think that the Lincoln Race was made for us, planing much of the way to fastest time.

After a year or so we weekend sailors began to realise that there was another component of Graham that he didn't boast about, but which steadily began to mark him out as the extraordinary yachtsman that he had become. He was a master of handling LIAT alone, on all points of sailing. I recall coming home from a February cruise in a fresh sea breeze, reluctant at having to drop our spinnaker. Graham bore down on us, passed us with ease (after all, there were four of us, with all our cruising gear), jibed his spinnaker, dropped it and sailed in beside us - all alone. Another equally casual achievement was to sail alone across the gulf to Port Vincent, starting with the racing fleet on Good Friday morning, take "fastest time", and at once turn back to start work later in the day.

After Van der Stadt visited Adelaide, Graham planned a really big plywood flyer. Once again it was the challenge of achieving by himself which appealed to him. Thus was conceived SUNDOWNER, but it really was a huge project. He was forced to relinquish the task, and it was Bryan Price who completed the vessel.

But Graham was by no means defeated. With the knowledge that he had now acquired of construction, and making himself a master of the theory with the same determination that he had shown in all else that he did, he designed and built LIAT II, which he raced as actively as ever.

Graham knew that the privilege of regular racing carries its responsibilities, and he served with strong commitment on committees. He regularly attended Quarterly Meetings, and gave his opinions with conviction and lucidity.

The news of his death was a great shock to us all, and we will miss him greatly. At sea he raced with total determination, knowing and using the rules unflinchingly. On shore he never allowed the tension of racing to deflect him from the courtesy, consideration and generosity of spirit that we will always remember. Graham was one of the great characters of the Squadron in recent times, and we shall not look upon his like again.

PETER LAST

The following report from Alfred's Navigator's Notebook which appeared in the September 83 edition of "The Journal of Industry" is reproduced with the Editor's kind permission.

The report takes the form of a letter from a ship's captain to his owners about a little flag that signalled some unusual events.

DEAR SIRs: It is with deep regret and haste that I write to you: regret that such a small misunderstanding could lead to the following circumstances, and in haste so you will receive this report before any over-dramatised reports in the Press.

We had just embarked the Pilot, and the Deck Cadet had returned to the wheelhouse after changing over the "G" flag (I require a Pilot) to the "H" flag (I have a Pilot on board).

This being his first trip, he was having difficulty in rolling up the "G" flag. I proceeded to instruct him in the correct method. Coming to the last part, I told him to "let go". The lad, although willing enough, is not too bright, so I repeated the order in a somewhat louder and sharper tone: "LET GO!"

At this moment, the Chief Officer appeared from the chartroom. Thinking it was the anchors being referred to, he repeated "let go" to the Third Officer, who was on the forecastle. The port anchor was promptly let go.

The effect of letting go the anchor whilst the vessel was at full harbour speed proved too much for the windlass brake, and the anchor and 30 shackles of cable were deposited on to the harbor bed. The braking effect of the anchor naturally caused a sheer to port - right towards a swing bridge which spans a tributary of the river on which we were navigating.

The bridge operator showed great presence of mind by promptly opening the bridge to my vessel. Unfortunately, he did not think to stop vehicle traffic. The result was that