

MESSAGE FROM THE COMMODORE.

As our last newsletter was going to press, we were celebrating our Opening Day and for members who were unable to join us on that day, I will commence with a report of that occasion.

143 vessels participated in the sail past in ideal weather, although the changing wind did make the sail past for some sailing vessels rather tricky at times. 420 meals were served in the marquee and the dance band's amplifiers were in good working order. I believe that our Opening Day was very successful and it was a proud occasion for me, as your Commodore, to represent the Squadron and to take the salute with His Excellency the Governor. Your Committee did note a number of details which caused concern and these will be avoided next year.

December was a very active month for all at the Squadron. On Saturday, 5th. the Bon Voyage Happy Hour for skippers and crews competing in the Southern Cross Series and Sydney/Hobart races was enjoyed by all and we sent the crews off in high spirits.

The prizes eluded our yachts but they achieved reasonable results in such a large fleet. Anaconda 11 returned to Sydney to compete in the Sydney/Rio race which started on 24th. January.

Our December quarterly meeting of members was held on Wednesday 16th. and sixteen new members were elected. A Squadron welcome to these members was held on Sunday 20th.

The Christmas Luncheon at our clubrooms on Friday 18th. was well attended and our Guest Speaker was Dr. John Young, the Chairman of the Organising Committee for the Jubilee Sailing Ship Project. Sir James Hardy is President of the Management Committee for this project.

Following the Saturday 19th. afternoon race, trophies were presented for the winners of the pre-Christmas mini series of races. This series consisted of 4 races for 1st and 2nd division Off-Shore and 4 races for 1st, 2nd and 3rd division.

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In-Shore. The results of this series are published in this newsletter in Wilbur Tedmanson's Sailing Committee Report.

Our New Year's Eve party was a credit to the organisation of the House & Social Committee and the large jovial gathering ensured an enjoyable evening and morning.

This now brings us into 1982 and the very successfully conducted Dragon Sailing Regatta.

On the evening of 2nd. January, after the first race of the introductory series, a function to welcome all competitors provided an opportunity to meet the interstate crews. The final race of the Regatta was the 7th heat of the Prince Philip Cup series on 19th. January and Prize Presentation and Dinner held on Wednesday 20th. January.

His Worship The Mayor of Port Adelaide, Mr. Roy Marten presented the trophies to the winners and plaques to all competitors, race Committee vessels and official spectator vessels.

Although interstate Dragon yachts received the major trophies, our own skippers and crews achieved excellent results with Bob Lanyon (Nan 11) 2nd. in the introductory Hazelmere Estate series and 3rd. in the Charles E. Davies Invitation Race and Dave Morphet (Maj. Brit) 3rd. overall in the Prince Philip Cup series.

The complete success of the series was marred by Ivan Godfrey's unfortunate accident with a starting gun. On behalf of the members, I wish you a speedy recovery Ivan and we all look forward to seeing you at the harbor again in the not-too-distant future.

The Adelaide/Port Lincoln Race attracted 54 starters, a near record. Line honours went to QUASAR (Charlie Rigg) of the Port Lincoln Club, the handicap placings being VIVID (Keith & Ian Flint) 1st., QUASAR 2nd. and KIWA (Lloyd Sugars) 3rd. The IOR Division placings went to BORN FREE (Vice Commodore Bunny Preston), RENEGADE (Bob Francis) and KESTRAL (Dick Fidock).

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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.