

HOUSE AND SOCIAL COMMITTEE NOTES ,.....

the Adelaide to Lincoln and Neptune Island Races.

SMALL BOAT CLUB 3 DAY GULF RACE - Long Weekend, January '83

For those not off to Port Lincoln, the Small Boat Club has arranged an excellent weekend for the Cruising Division. Details are available from the Office.

LADIES DAY RACE DINNER DANCE - Saturday, 19th February '83

Our D J will again be in attendance. Cuisine will feature EIME Specials.

PRE OFFSHORE RACES CATERING

Racing skippers and crews are advised that our caterer will be making an assortment of take-away pies available prior to the start of offshore races. Load up with Eime pies!

On behalf of the House and Social Committee and their ladies, Paula, Margaret, Pat, Ruby, Marlene and Althea, we wish all members:-

A MERRY XMAS AND A HEALTHY AND REWARDING 1983

ALAN SWINSTEAD



SAILING COMMITTEE NOTES

We are now well into the racing season, and the large fleets each week are very encouraging. The Pre-Xmas Series will be completed on Saturday, 18th December, and all skippers and crews are invited to the Prize Night to be held at the club that evening.

Unfortunately, a printing error has resulted in the Course Descriptions and Diagrams available from the Office having to be amended. Could all skippers please check to ensure that they have the corrected course details. Course Descriptions purchased this year prior to the errors being detected, will be replaced free of charge.

We will host the J O G National Championship Series from the 5th to 11th January '83 inclusive. Vice Commodore Bunny Preston, the Chairman of the Organising Committee has advised that 25 nominations have been received from S A and interstate, with strong representation from both Victoria and N S W. If any members can assist by making their boats available as spectator craft during this competition, could they please let the Manager, or Bunny Preston know.

A recent innovation has been the introduction of a video replay of the start and finish of our Saturday club races, in the Club House prior to the announcement of the day's results. Our thanks go to Brian Dixon (ZANTE), for without his personal effort and his equipment, we would not be able to enjoy this new facility.

There has been some confusion regarding Category 3 safety requirements in respect of life buoys. It has been confirmed that 1 life buoy is required on yachts seeking Category 3 Safety Certificates.

Four squadron members are known to have nominated to compete in major interstate events during the Xmas/New Year period. Antony Harry will contest the Sydney to Hobart for the 4th time in ADRIA.

SAILING COMMITTEE NOTES

Members of his crew for this race will be:- Ian Godson, Leon Gray, John Heinrich, Michael Hutchinson, Sandy McLeay, David Postle and Tim Simpson. Iain Ross will also contest the Sydney/Hobart in his newly acquired Frers 47, MARY MUFFIN (formerly RAGAMUFFIN III) with a crew from Sydney. TEKIN II (Ian Scott) and BORN FREE (chartered by Commodore Howell for the event) will compete in the Melbourne to Hobart race. Ian's crew will comprise Mike Blake, Phil Edwards, Stewart Henry, Chris Pryor, Donald Scott and Peter Sheridan. Vice Commodore Bunny Preston, John Brentson, Harry Davis, Chris Howell, Darren Pratt, and Bruce Wetherall will sail with the Commodore. Our best wishes go with the skippers and crews of these boats.

As mentioned previously, the Neptune Island Race will commence at 1955 hours on Friday, 28th January '83 (5 minutes before the start of the Adelaide to Lincoln Race) and will finish at Port Lincoln. With the very full racing calendar this year, this is the only long weekend available to conduct this event. We have therefore arranged for the race to finish at Port Lincoln to enable competitors to nominate for the Lincoln Week Regatta. In previous years we have experienced difficulty in attracting large fleets, however this year, 12 skippers have indicated that they intend to compete. It is interesting to note that the Neptune Island Race will only be 17 miles longer than the Lincoln Race.

By now most racing sailors will know that twilight racing has commenced. These races are conducted by the C Y C S A and finish at the R S A Y S. Bar and dining facilities are available at the Squadron following the racing. Details of the competition are on the notice-board.

On behalf of the Sailing Committee I wish you all a Merry Xmas and a Very Successful New Year.

BOB FRANCIS

FROM THE OFFICE

The following are a few matters that we must draw to the attention of members:-

SECURITY WITHIN THE SQUADRON PREMISES

Whilst we do have a degree of security, members are reminded that it is far from being fool proof. Recently an incident occurred where a member's car which was locked in the car park was stolen and subsequently stripped at Pelican Point. Another member has lost tapes from his car, and other locked cars have been tampered with. Despite our continuing efforts, we cannot guarantee complete security for cars left in the car park overnight.

INFLAMMABLE LIQUIDS KEPT IN LOCKERS

Members are again reminded of the potential fire hazard caused by the storing of inflammable liquids in lockers. If each locker contained just 1 gallon of paint or a tin of outboard motor fuel, the total inflammable liquid stored in the dinghy sheds would reach frightening proportions. We have been reminded by our Insurance Brokers that our whole Fire Policy is at risk if members do not do as requested, and refrain from storing such material in their lockers.

CLUB DINGHIES

As mentioned by the Chairman, Outer Harbor Committee in his report, mistreatment of our club dinghies is causing real concern. Money is constantly being spent to repair dinghies that have been misused. I must stress that the yellow work boat is the only dinghy provided for work associated with moorings etc. I also regret to say that club dinghies are being taken for excessively long periods to the inconvenience of other members looking for a dinghy. There have even been instances of two or more dinghies swinging from the stern of one boat, and occasions when club dinghies have been left on span lines whilst the vessel goes off sailing. Need more be said.

MIKE DYER