

few tools were slung into the ute and a quick spin down the road to investigate. The trawler's owner looked very glum. A quick glance in the bilge did indeed show a couple of inches of water, taken on only an hour after being pumped out.

With some gymnastic contortions, if you ignored the stench, there was just enough room to peer around inside the bilge with a torch. Scanning around in the gloom, and ignoring the creepy crawly things, there were, sure enough, several trickles of water running down from both sides.

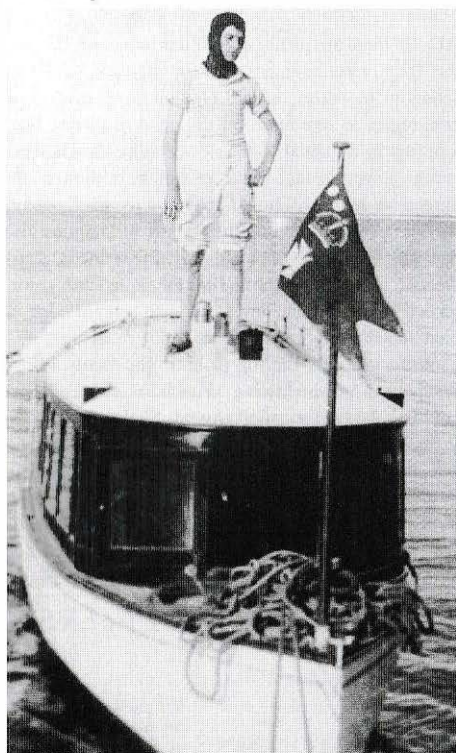
Years of experience means being prepared for all eventualities. Using that tried and trusted method Noah used on the Ark, a pocketful of sawdust rubbed on the outside of the hull was all that was needed. Sure enough, the flow of water gradually slowed and then stopped. The fine particles of sawdust filtered through the cracks and swelled with the water to create an effective seal. The look of disbelief on the owners face was priceless!

At the moment Paul Henshall and his lovely wife Lisa should be enjoying a romantic honeymoon, savouring the sights, sounds and sheep of New Zealand.

As yours truly was given the job of making sure Paul got to the church on time, I was also given the task of organising a fitting sendoff as Paul kissed goodbye to bachelorhood. Of course the cone of silence is in force as to what actually goes on during these evenings... (and definitely no mention of the soapy bath!). But it was great to see our intrepid Commodore out on the town for the evening, determined to show the young guys a thing or two about having a good time. All was going well, until the early hours of the morning, when our group stumbled into a pub in Rundle Street. Pounding music and the sight of all those pretty young things in short black skirts was enough to send David off in search of a cup of tea, a Bex and a good lie down! 80

Mystery Photograph

Can anybody identify this strange vessel? It flies a Rear Commodore's burgee, and we can say what it isn't (or wasn't), but not when it was taken or where. For example, it is not *Daralie*, *Waveney*, *Blue Line* or *Minerva*. Burford's MY *Wakeful* is a possibility. The strangely dressed young man or woman has a Squadron burgee on his/her left breast and seems to be wearing sandals.



New Vessels on the Squadron Register

Adam's Apple	Charles Cimicky
Grumpy Old Men At Sea (Gomas)	David Harris, Richard Colebatch, David Biven
Jay-Em II	Peter Tetley
Rouseabout	John Gibson
Sandpiper	Colin Corbett
Strega	Peter Roberts
Time Out	John Eakins
Tymara (formerly Misty)	Andrew and Jenny Rooney

AYF Amendments

The Australian Yachting Federation issued on 23 July 2001 the following amendments to the 2001–2004 Racing Rules of Sailing as amendment No 1

Racing Rules, Page 33 RRS 79

Delete existing AYF prescription and replace with the following:

The AYF prescribes that for 2001–2002:

The AYF provision for its Advertising License System as outlined in AYF Addendum F is not applicable and the AYF requirements under 20.4.3 and 20.7.1 of the ISAF Advertising Code are also withdrawn during this period.

In accordance with 20.4.2(c) of the Code, the AYF has ruled that for all Classes sailed in Australia, other than those classes covered by 20.4.2(a) or 20.4.2(b), boats may carry Category C advertising.

In accordance with 20.5.1 of the Code, the AYF has decided that unrestricted Category C advertising is permitted.

Page 100 Appendix 2 – ISAF Eligibility Code

ISAF announced changes for immediate effect on 6 May 2001. They seem to relate to international competitions and Olympic selection racing, with little immediate impact on the Squadron. They may be consulted at the Office.

Special Regulations

Page 146 Regulation 3.11(f)

Delete 'not' in second paragraph under LOA column; ie it should read '8.5m and over'.

Page 154 Regulation 3.26 Insert Categories 1 R.

Page 158 Regulation 4.04

Add under 'Conditions' for Fire Blanket 'Any boat required to carry a fire extinguisher.'

Page 162 Regulation 4.07 (h)

Panadeine Forte – Delete repeated row of categories.

Page 163 Regulation 4.07 (h)

Delete at the top of the page the repeated words from the previous page 'For varying degrees of pain' and 'quantity'.

Page 168 Regulation 4.24(d)

Insert Categories 1 2 3 4 5 R

Page 175 Appendix B clause 1.

Delete 'on the wind' in line 1.

Page 186 Appendix D3

Third dot point – Amend D.3.03 and D.3.04 to read D.3.01 and D.3.02 respectively.
Fourth dot point – Amend D.3.04 to read D.3.02.

Page 172 Regulation 6.01

Delete text of existing Regulation 6.01 and replace with the following (still applies for Category 1 and recommended for category 2):

6.01 TRAINING

At least 30% of the crew, including the skipper or sailing master (50% from 1 July 2002), shall have undertaken training and received a Certificate of Competence in both theoretical and practical sessions in accordance with the AYF Safety and Sea Survival Course (SSSC), or a Course of no less a standard acceptable to the organising authority that covers as a minimum, the following topics. The AYF strongly recommends that all crew members do likewise:

- care and maintenance of safety equipment
- lifecrafts
- storm sails
- fire precautions and fire fighting
- damage control and repair
- heavy weather - crew routines, boat handling, drogues
- man overboard prevention and recovery
- giving assistance to other craft
- hypothermia
- SAR systems
- Using communications equipment (VHF, GMDSS, satcoms etc.)
- weather forecasting
- pyrotechnics – flares

The Certificate of Competence shall have a 5 year validity period. Revalidation shall be achieved by completing an update course and maintaining logged records of sea miles or Category 1 or 2 races in accordance with the SSSC. The practical wet drill and flare components need not be revalidated.