

STRICTLY FOR THE BIRDS ...

The month of January saw many empty moorings in the pool - it seems a record number of "happy wanderings" were made.

February bought us Ladies Day - that magnificent day the Ladies take the helm in the races. We send hearty congratulations to all the winners and place-getters and warm appreciation to all the starters - a wonderful achievement we feel.

We look forward to the Easter events held at Port Vincent. Will you be with us there? We do hope so.

Yours sincerely,

CLARE HARNIMAN

CORRESPONDENCE

INTERNATIONAL DRAGON CLASS WORLD CHAMPIONSHIP

In January I attended this Series of races held at Geelong on Corio Bay as a member of the International Jury.

Preceding the World's, the Australian Championship for the Prince Philip Cup was conducted by the Royal Geelong Yacht Club, after which the best eight Australian yachts were selected as Australia was allowed that number.

South Australia was represented in this first series by Maj Britt, Southern Cross II, Nan II and Gustel XI, all these being on the register of our Squadron. Austin Gibson kindly loaned Sea Joy V to Royal Geelong Y.C. and

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she was sailed by M. Glas of Germany. In this series of races Maj Britt finished fourth, Nan II sixth, Southern Cross II twenty seventh and Gustel XI thirty ninth in a fleet of fifty two craft. Nan II was winner of the second heat. Sea Joy V finished twelfth.

The Australian competitors included Maj Britt and Nan II with one yacht from Victoria, two from New South Wales and three from Tasmania. Considering the numbers and size of the various State fleets we did very well to have two of our yachts gain selection in the Australian contingent. Rawhiti - Ted Albert of N.S.W. was the winner of the Prince Philip Cup also the Charles Davies Memorial Trophy for the Invitation Race. The first series was plagued with indifferent weather and I believe that for the seven races they had a total of twenty five starts!

The competitors for the World's, besides the eight Australians, were ten German crews, one Austrian, two Danish, one Swedish, one Irish, two Belgian, one American, one from Switzerland, five from Great Britain, with New Zealand represented by Ao-Tea-Roa sailed by Denny Green whom a number of our members will remember having sailed in the Prince Philip Cup Regatta at the time of the Squadron's Centenary in 1970. This fleet totalled 33. All overseas competitors with the exception of the New Zealand entrant sailed chartered Australian Dragons - the overseas crews bringing their own sails, thereby saving thousands of dollars in shipping freights.

The Invitation Race for a trophy presented by the Mayor and Council of Geelong was won by Kirribilli from Tsunami (Germany) and Rawhiti, five German boats being in the first ten.

The first World Heat sailed on January 13 was a wonderful

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race won by Jock Robbie of Tasmania, just pipping Kirribilli followed by Cambria. Maj Britt was fifth.

The second Heat was sailed in very fresh conditions. There was a violent wind change and with the weather mark being shifted 65°, the winner was Kirribilli, followed by Ranui (Germany) and Jock Robbie. Adios broke a mast and one of the Danish boats, a boom. Our South Australian boats did not fare too well in this race.

Heat three was started in about eight knots, and a wonderful race resulted with the place-getters Cambria. (Aus.), Ranui (Germany), and Kirribilli 3rd. On the second windward work Maj Britt gained ten places but could only finally finish fourteenth!

Heat four was another good race with a magnetic course of 170°, boats that worked the western side of the course on the first weather leg faring far better than the others. Placings - Jock Robbie, Sunny (Germany), Wyuna (Germany). Maj Britt was sixth. The German crews were proving themselves very tough competitors and had six yachts in the first nine. There were rumblings about team racing.

The start of Heat five was in a breeze of 8-10 knots with a course of 150°. In freshening conditions the winner was Wyuna (Germany), from Anastasia (Australia) and Orange Peel (Germany). The computer printout revealed Maj Britt making up eighteen places on the second windward leg, finally finishing in tenth position.

The sixth Heat was started in a light northerly course 30° and after a general recall Nan II sailed very well. There was a terrific conglomeration of yachts at the end of the first triangle with competitors sorting themselves

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out accordingly. We had another winner in Titipu (Great Britain), Tahune (Australia) and Waliki (Germany). Nan II was fourth.

Excitement was building up for Heat seven, and at this stage it was possible for any of five boats to clinch the Series. A strong northerly was blowing and a course of 340° magnetic was laid. It had rained very heavily and in overcast conditions the fleet was sent away, and the Jury boat arrived at the weather mark just in time to see Slaghoken III (Sweden), Jock Robbie (Aust.) and Tsunami (Germany) round together. Jock Robbie had approached the mark on port tack, touched and had to re-round losing six places and this jeopardized her severely. Nan II was sailing well early. Maj Britt went the wrong side of the course and unfortunately lost a lot of ground. Before the final beat to windward two boats now had a chance of winning the Series, and although the heat placings were Tsunami (Germany), Orange Peel (Germany), Slaghoken III (Sweden) - Kirribilli sailed superbly to finish fourth and clinch the Series from Ranui (Germany) and Jock Robbie (Aust.).

The rain was pouring down and the Jury boat waited until the last competitor (a Belgian) had finished. We towed them back to the Club. There were some protests pending on this race and as I was about to leave the Club for my motel, I had the phone call from Bob Balfour advising of "Medina" losing her mast in Adelaide!

The Series was superbly organised by the Royal Geelong Yacht Club with computer printouts giving positions of all yachts at the six marks. Communications were excellent and the hospitality extended to Officials and all visiting yachtsmen was very good, and greatly appreciated especially by the overseas visitors.

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You may wonder why the Germans had ten craft racing and Australia eight. This was on account of the strength of the Class in Germany where eighty yachts in a race is not uncommon.

This year the Class is fifty years old and there is to be a Special International Regatta to be conducted in Scotland by the Royal Forth Yacht Club for the Edinburgh Cup and the Gold Cup.

Although these beautiful yachts are no longer raced in the Olympics they have gone from strength to strength since 1972.

THOMAS G. FLINT
VICE COMMODORE

Editor,
R.S.A.Y.S., Newsletter

Dear Sir,

In the last two years a number of members have fitted 27 MHz radios to their craft. These radios are very light in weight, compact, easily installed and tuned to whip aerials. Cost varies from \$80.00 to \$120.00 depending on quality and \$60.00 for a suitable whip aerial.

The range of this equipment is adequate for coastal cruising as base stations are now operating at Semaphore, Kingscote and Port Lincoln.

Most R.S.A.Y.S. members who have these radios have joined

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the Australian Volunteer Coast Guard as associate members in order to use their frequencies and facilities. The Small Boat Club and Port Adelaide Sailing Club also have base stations to operate similar equipment and have had specific frequencies allocated to them.

I understand there are about 20 yachts moored in the pool now fitted with these radios and possibly other members interested. To obtain exact figures, a sheet has been placed on the notice board requesting members who have the sets and those who are interested in obtaining sets in the near future to enter their names in the appropriate column.

If sufficient interest is shown that an application could be made to the Postal and Telecommunications Department, for the Squadron to be allocated a frequency.

The sheet will be left on the notice board until 30th March. If you are unable to enter your name before this time or for other information, please phone 3566891 Home or 2973164 Business.

Yours sincerely,
ANTHONY R. HUMAN

3 Highfield Avenue,
West End Fareham,
HANTS ENGLAND.

Gibraltar 25/11/75

Dear Friends and Members at Home,

Your sailing season has begun once more, Christmas and another new year are fast approaching, and once more I write to wish you all the best for the coming sailing and