

COMMITTEE NOTES

SAILING COMMITTEE:

It is customary at this time in the fiscal year to carry out a half yearly review. Since our summer season is also about half over I will attempt to review the first half of the programme with the hope that this review may develop interest so that at the Racing Skippers and Crews Meeting to be held on 6th May, 1981, the Sailing Committee will receive a critical input to programming.

Inshore racing has been producing good fleets, particularly in Second Division. It appears that at least two boats have been revamped and are performing better than previously. The re-introduction of a Third Division is considered to be successful although to some extent at the cost to numbers participating in the Second Division Open Series which is sailed on the same days.

No interest has been shown by cruising type vessels with the exception of VALIAN which started in the Sailing Staff Race immediately prior to Christmas.

The special prizes consisting of vouchers for jugs of beer on the days when Third Division is raced does not appear to have an impact. It may be that non-drinkers are winning on these days.

Dragon class fleets are satisfactory.

The Sailing Staff under the control of Alan Ewens have settled down to become very competent, starting lines are generally good and races are well conducted.

The handicapping panel is receiving the usual run of complaints although somewhat less than in previous years.

Only one protest, FAT CAT versus the Sailing Committee, was lodged. Protest dismissed as the Sailing Committee

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had complied with the Sailing Instructions.

The Premier's Cup Regatta, of which the Squadron is a co-host, was poorly attended and the long race of that series, the race to Kingscote over the October long weekend, was down on participants resulting from a weather forecast of strong conditions. The hospitality at the Kangaroo Island Yacht Club was again of a high standard.

The Pre-Christmas mini-series suffered somewhat from confusion regarding entry procedure. Entries were disappointingly few but those who participated were aware that they were part of a series and racing was keen.

The Half Ton Championship Series conducted prior to Christmas was successful although the entries in the long race (the Haystack Island Race) were disappointing particularly as two Half Tonners were first and second overall. The Haystack Island Race which started on 21st November, 1980 produced magnificent sailing conditions.

Congratulations to Vice Commodore Jim Howell and his son Chris in gaining line honours and third place in the West-coaster (the Queenscliffe to Hobart Race) in NIMROD II.

It was noted that the National titles for Half Ton and One Ton boats were cancelled through lack of interest. These were to have been held at Port Davenport, Tasmania. Is this the end of Level Rating (I.O.R.) racing in Australia?

The Special Committee set up to promote the Neptune Island Race was successful in that eleven boats started in two divisions. It is perhaps unfortunate that only three spectator craft were present when the Minister for Recreation and Sport (Mr. M. Wilson) fired the starting gun.

The picnic races at Black Point and Port Vincent over the same weekend were poorly attended although those participating had an enjoyable time. To John Inverarity many thanks