

as many members of South Australia's yachting fraternity as possible. The Commodore has therefore invited the Offshore Committee to attend an informal get together with Squadron members in the club's Main Bar between 6 pm and 7 pm on the Saturday evening. All racing members are urged to take this opportunity to meet the interstate delegates and measurers.

BOB FRANCIS

HALF TON ASSOCIATION NEWS

Conditions during the Adelaide to Lincoln Race favoured Half Tonners this year. The first 3 places on handicap were filled by CAPRICE II, DYNASTY, and Q E D, with BAD COMPANY 14th, and AMATUANA 29th. The smaller boats had light winds which held up throughout the race allowing spinnakers to be set from the Marion Reef to Donnington. CAPRICE, DYNASTY, and PEACOCK crossed the line within minutes of each other. Unfortunately, PEACOCK was disqualified due to not signing the "Intention to Start".

Eleven boats have entered our championship series which should ensure plenty of competitive racing. The first heat was won by CAPRICE II, with PEACOCK and VALKYRIE second and third resp. The second heat, the Island Cup, was won by ROUSEABOUT. Second and third places went to DYNASTY and CAPRICE II resp.

Five new Pions are being built and should be ready for next season. We hope to see them all racing with us. It is encouraging to see the extra interest being shown in Half Ton racing.

JIM BOUCAT

Few people have known the thrill of sailing a tall ship. An ambitious project is underway to offer this opportunity to many young South Australians. The Jubilee Sailing Ship Project Inc. has commenced the construction of a two masted topsail schooner which is to be presented to South Australia for her 150th anniversary as a sail training vessel.

Many countries in the world have tall ships which are used as an educational experience for young people. The crew trainees learn about life in a way that cannot be obtained in our sophisticated modern society. This learning comes through an appreciation of the skill and courage associated with the heritage of sail.

The Jubilee Ship is based on a famous schooner built at Port Adelaide in 1874 called POST BOY. The designer is Kell Steinman R.I.M.A., IME, A.A.I.M. who has taken the best features and outward appearance of this 19th century coastal trader and combined them with a shape below the water line that should give her excellent windward performance. She will have a draft of 2.1 metres with two drop keels. The ship will have a total length of 30 metres and will carry a working sail area of 511 square metres. Scantlings are well in excess of Lloyds requirements and the vessel is designed to qualify for an unrestricted Commonwealth Offshore certificate so that she can sail anywhere in the world.

When complete she will be sailed by a crew of 28 trainees of both sexes, a professional crew of three and volunteers of up to six on voyages of one to two weeks during the months of September to May. The trainees will be drawn from schools during term time, and various youth groups over the summer holidays. During the winter months it is envisaged the schooner will make longer voyages to Northern Australia and the Pacific.

This ambitious project is being undertaken by a non-profit organisation, The Jubilee Sailing Ship Project Inc. which was formed in 1980 under the presidency of Sir James Hardy OBE.

JUBILEE SAILING SHIP PROJECT

The value of the completed ship will be nearly \$1 million which will be raised through donations of time, money and materials from both the business community and interested individuals. The Ships Bounty Act of 1980 will refund 27% of the value of the ship which will significantly affect cash needs.

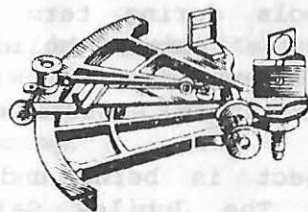
Thus far, the ship's keel has been laid and building has started; principally by W G Porter and Son of Port Adelaide who are extremely enthusiastic about the project. The rate that work can continue now depends on the flow of cash and assistance that can be obtained from supporters.

Everyone who is interested in this project is urged to join the organisation. Annual subscriptions are \$10 for individual membership, and \$15 for group or business house membership. Subs may be forwarded to the Secretary, Jubilee Sailing Ship Project Inc, GPO Box 1570, ADELAIDE, S AUST 5001. Further information may be sought from either:-

Michael Smee (Secretary) 42 8497, or

Nicholas Wright (Asst Secretary) 390 1295.

PETER DREW



THE IMLAY SURVIVORS

The IV IMLAY sank off SE Australia on 16th June 82 and the survivors were in a rubber liferaft for six days before being rescued. The IMLAY capsized after being knocked down by a succession of 'freak' waves, the whole event taking less than one minute and the three crew members had no time to take any action before they found themselves in the water.

They are alive today because of a chain of events brought about by the fact that they are experienced fishermen, the skipper having 34 years experience. They had received no formal survival training and had not made a study of the instruction manual "SURVIVAL AT SEA". However with the seafaring experience gained over many years, they evolved systems which parallel very closely the information and advice in the manual (available from AGPS bookshops).

Their liferaft was stowed in a 'float-free' rack and when the IMLAY overturned the liferaft container floated free and inflated as soon as the inflation cord was pulled. Had it been stowed below, or firmly lashed to the deck it would have been irretrievable and the crew would not have survived.

Once in the liferaft they took stock, and their appreciation of the situation was that they would not be missed for some days and they therefore prepared for a long stay in the raft. Water rationing was implemented immediately and they complied with one of the basic rules - for the first 24 hours they didn't drink. On succeeding days they drank very sparingly and in fact drank less than the recommended minimum of half-a-litre per person per day. Fortunately the weather conditions were very cool and hence body water loss through sweating was significantly less than would have been the case in higher temperatures. In general though, the recommended minimum ration should be adhered to and drunk slowly in 165ml rations at sunrise, midday and sunset.