

SOUTHERN CROSS CUP SERIES 1973

"The sport of sailing creates an elite brotherhood, a jargon that only experienced sailors understand, a shared knowledge of their boats, the weather and navigation, a common love of the salt air and the exaltation of participating in something extraordinary, the ever changing adventure of the sea."

This surely exemplifies what the "Southern Cross" series is all about.

1973 is a year of notable activity for South Australia, in particular, because it is the first time that South Australia will have run an elimination series, to select yachts to represent this state in the forthcoming "Southern Cross Cup", next December.

The "Southern Cross Cup" is held every second year, and is run the same year as the "Admirals Cup" and "Fasnet" races in the United Kingdom, and alternate years to the "Onion" and "Bermuda". The "Sydney-Hobart" of course is held every year and forms an integral part of the "Southern Cross Cup" series.

The first race, the Royal Prince Alfred Yacht Club Centenary Bowl, is to be held on the 15th December, and is an off-shore race of 30 miles. The second, The Royal Sydney Yacht Squadron Cup, an ocean race of about 180 miles, is held on Monday the 17th December, the third is the Middle Harbor Yacht Club Cup, held on Thursday the 20th of December, this is an off-shore race of about 30 miles. The Final Race is the Sydney-Hobart starting on Wednesday the 26th of December, an ocean race of about 630 miles.

The Royal South Australian Yacht Squadron is the host for the elimination series, and activity will be hectic for the next few months. The elimination series is to choose from those boats that nominate, the best three to represent South Australia.

The series is open to any boat in South Australia meeting the measurement requirements, and nominations in South Australia will close on Wednesday the 22nd of August. Those Yachts that have already indicated that they will be competing in the Southern Cross Elimination Series are "Sundowner", Brian Price; "Ramrod", Jim Howell; "Maggi", John Duncanson; "Morning Hustler", Dick Fidock; "Morning Mischief", Dick Caville; and Bob Francis' new Yacht at present un-named, and Josco Grubrics' "Anaconda". The dates for the Elimination Series are as follows: The first to be held on Saturday the 22nd of September, the second to be held on Saturday the 29th of September, the third on Saturday the 6th of October, the fourth on Saturday the 13th of October. These will consist of two races of about thirty miles, one race of not less than 180 miles, and another of not less than 360 miles preferably under ocean conditions, plus another further race as may be required by the selection committee.

So much for the general background of the "Southern Cross Elimination Series", members of the Squadron are asked to help as much as possible in making this notable event in the Yachting World a South Australian success. These yachts that are selected will be competing against not only the other states of Australia, but New Zealand, The United States, it is also understood that Japan may be sending a team, in addition to the United Kingdom.

During the next few months, T.V. cameras, Photographers, and Newspaper Reporters will no doubt be moving into the Squadron at different times, if members can help by offering the use of their boats to assist in coverage of the various races, it would be most beneficial to promote the Squadron and its achievements publicity wise.

Mother ships are required during the Elimination Series, those members wishing to offer their services are requested to contact the Secretary.

SOUTHERN CROSS CUT SERIES 1973 ...

The more help that our members can give to the participants and to the organising committees, the more chance of making South Australia's name as a yachting state noted.

WINDSCREEN STICKERS

Now that the Club has increased by one the annual quota of windscreen 'decals' which must be removed when they expire, some hints about their easier removal may be welcomed.

If one follows scrupulously the instructions on the motor registration label - which apply - even if not given - to all such devices, one finds it extremely difficult to remove them one year later. Recently I hit on an easy method of removal. I soaked the sticker with a wet cloth until it was fairly saturated (about 5 minutes) then, by using a 'Gem' razor blade, it was possible to remove the registration label almost intact. The 'Gem' blades have two advantages over other razor blades for this purpose. They are made of thicker steel and so do not break easily, and they have a protected top edge making it possible to handle them without cutting off the odd finger or two. They come in individual cardboard shields with paper wrapping so that they can be stored safely until the next annual event.

ERJ

MOORINGS

Experience over 20 years with three moorings in the Club pool, one at Somerton and one at Port Vincent has shown the value of using zinc sacrificial blocks attached to the riser chains.

Black ("self colour") chain was laid three years ago on Clandoig's mooring. Zinc boiler blocks about 8" x 8" x 1" were hung on the chains, one one foot below the buoy and another lower down so that at the lowest tide it was just clear of the bottom. They weighed 9 lb. each and cost \$17.38 for the four.

When inspected recently the chain was galvanised and there was negligible wear or corrosion. The upper blocks had been reduced to about 10% of their original volume and the lower ones to about 75%. New blocks were put at the top and the remnants of the original top blocks added to the bottom. We expect these to last at least three more years.

To hang the blocks a piece of 3/8" reinforcing rod is bent over one's knee - if one is tough enough - into the shape of an ordinary paper glider clip with each arm the same length. The single part of the clip is passed through a link of the chain and the double parts go either way through a 1" diameter hole symmetrically placed in the block. Attaching them takes a couple of minutes.

If one can drill 1" diameter holes in zinc - a rather villainous job - it is cheaper to buy ordinary ingots of zinc. These are made like chocolate blocks and can be broken into three parts which being bigger, last longer than boiler blocks. The only trouble is that you will have to buy two ingots which will leave two spares and unless you share with friends or those moored nearby, next you will need another ingot, leaving one spare, until finally another ingot will make you square by which time you are too old to enjoy sailing any more!

JL;ERJ