

MESSAGE FROM THE COMMODORE ...

Legacy Day this year will be on Sunday, 9th March. The Junior Legatees enjoy and look forward to this day and we have now been doing it for some fifty years. Will those members willing to provide their boats for this day please advise the Squadron office.

Last year was the fiftieth anniversary of the Correll and Germein Trophies and each family gave a beautiful trophy to be kept by the respective winners. Bill Ross won the Germein Trophy and was duly presented with the special trophy. Owing to a lack of wind, the Correll Trophy could not be sailed, so this year the winner of that race will receive the 50-year special Correll Trophy, which will add great interest to this race on Easter Day, 6th April.

The next quarterly meeting is on Wednesday, 12th March at 8.15 p.m. and the dining room will be open. There will be a ballot for new members at that meeting and the closing date for nominations is 1st March next.

BILL HARNIMAN

COMMITTEE NOTES

SAILING COMMITTEE

Alteration to Squadron Sailing Instructions:

Because of changes to I.Y.R.U. Rule 1.3 which take effect immediately, all members should alter Clause 4 of Rule 211 (LIABILITY) in the R.S.A.Y.S. Year Book by deleting the words "All yachts entered or racing shall be subject to the direction and control of the Race Committee, but...".

That Clause should now read:

- "4. It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race."

GRAHAM BROWN

HALF TON ASSOCIATION

Level Rating Series - January 1980

The effort put into our Half Ton Series, completed on Saturday, 19th January and capped by a most successful prize giving night at the Squadron on Sunday, 20th, was amply rewarded.

All courses were set within St. Vincent Gulf, the Glenelg-Tapley Shoal-Ardrossan-Long Spit area, and for the last race we had eleven marks to round, providing a good test for all points of sailing. Apart from the long race starts which were under calm conditions, the weather generally provided fresh to boisterous southerlies up to the 30/40 knots limit, and for the long races with the usual short, wet seas up the western side of the Gulf, good brisk spinnaker shooter runs from Tapley to Ardrossan, with a hairy gybe or two round the Orontes dogleg.

COMMITTEE NOTES ...

HALF TON ASSOCIATION ...

A fleet of nine half tonners competed, including Ron Layton's hotshot Paul Whiting design Magic Dragon from the R.Y.C. of Victoria, which having mopped up the boats on Port Phillip Bay, came with the sole purpose of taking the National honours, which in fact she did with a polished performance. It was, however, a "near damn run thing" as Magic Dragon nearly came unstuck when in the first race she had to retire with a broken mast. Had Peacock exploited the misfortune it could have been a different story, but she also had bad gear and split her mainsail just after the start in the same race, allowing Magic Dragon to recover from her disastrous $8\frac{1}{2}$ points loss with good firsts in the next four races to win the series by 1-7/8 points.

Brian Snowden in Redback, after a good win in the first race, battled with Peacock over the next four, with the brothers McCoy on opposite sides, to finish third over all. In the last race (which logged 260 miles), Chook Smith finally got to grips with Rouseabout, which he had re-rigged to the new Half Ton rating on the eve of the series, and demonstrated his spinnaker ability under predominantly off-wind conditions to cross the line second behind Magic Dragon, then to be told he had not responded to a recall at the start and awarded zero points for his outstanding effort!

It was good to see in this last race five local half tonners cross the line within half an hour, after nearly two days racing - which is what level rating is about. It was also good to see our old friend Dynasty back in the fleet and doing so well with a scratch crew, and the new Pion, Dianne II, with her decorative crew, jumping in at the deep end to join the series. We hope both these boats continue to race with the fleet.

COMMITTEE NOTES ...

HALF TON ASSOCIATION ...

Reflecting on the lack of interstate entrants and not wishing in any way to denigrate Magic Dragon's polished performance, one cannot but feel that the International Offshore Rule is not achieving its basic purpose of promoting a good seaworthy offshore racer. This fast Paul Whiting design appears dangerously close to the limits of safety and one doubts whether it would stand up to a boisterous Sydney-Hobart race or even gale conditions around the Althorpes, for which all half tonners should be designed. Regrettably, such designing is to be the death knell of level rating for Mr. Everyman. In 1976 there were 28 starters in the Half Ton National Series on Port Phillip Bay, with good representation from NSW, SA, WA and Tasmania. What will happen in 1981?

We thank Commodore Bill Harniman for taking over the chair from Wilbur Tedmanson and organising so successfully. We also thank Keith McKenna and his capable team which had a difficult job starting, setting out courses and finishing in the fresh conditions, with Phil Etty's seamanship in Blue Gulf surfing out to the weather mark, Tim Paterson in Frolic having a battle with the wing mark balloon and Bill Yard with Bird of Dawning as a commodious and comfortable committee boat, most suitable for the occasion.

Howard Trotter and his team rounded off the event with a well-organised prize giving by H.E. the Governor, when a lot of champagne was drunk, and he also capably organised the introductory cocktail party and the lay day barbecue. We thank Howard and his committee for helping to make the social side go with a swing.

The final results were:

COMMITTEE NOTES ...

HALF TON ASSOCIATION ...

<u>Boat</u>	<u>Level Rating</u>		<u>I.O.R.</u>	
	<u>Points</u>	<u>Place</u>	<u>Points</u>	<u>Place</u>
Magic Dragon (Ron Layton) R.Y.C. of Victoria	51-7/8	1	51-7/8	1
Peacock (Keith Adams)	50	2	44	2
Redback (Brian Snowden)	47-3/4	3	41-3/4	3
Trochus (Tony Human)	29-1/2	4	34-1/2	5
Dynasty (Graham Jones)	28	5	37-1/2	4
Rouseabout (Chook Smith)	25	6	24	6
Scopus (Bob Francis)	19-1/2	7	18	7
Kaos (Roy Hambour)	17-1/2	8	17-1/2	8
Dianne II (John Stevens)	6-1/2	9	6-1/2	9

KEITH ADAMS

COMMITTEE NOTES ...

DRAGON NOTES

Well, the Prince Phillip Cup Regatta is now over for another year and our representative, Cynthia II, is safely back in Adelaide. After towing the boat over 5,000 km at 60 kph, Brian Codd reports the trip was a little tedious, apart from the loss of three tyres.

The crew of Cynthia II thought the series was extremely well run by the Royal Freshwater Bay Yacht Club. On the starting line, boats were well behaved with only one recall during the series. Conditions were generally fresh, being described by the locals as "about 10 knots", but actually closer to 30!

The W.A. State Championship, run as a warm-up series, was won by Rawhiti skippered by Ted Albert (NSW). Rawhiti also went on to win the Prince Phillip Cup with Aeolus (R. Lynn, WA) second and Kismet (S. Parker, WA) third. Cynthia II finished eighth out of a field of 16, her best placing being a second in the sixth heat. However, according to skipper John Nicholls, the crew performed better in the social events!

John feels it is very important to have our State represented each year. Perhaps we will have more starters with Sydney being the venue next year. The following year, 1982, should see the series return to Adelaide, so that a serious attempt at fund-raising will have to be made over the next two years by the SAIDA. Our next major function will be the Annual Dinner in May, which has been very popular and successful for the last two years. All squadron members are welcome to attend and we would be pleased to hear from anyone interested in bringing along a group of friends.

RICK BAKER
