

Sailing Committee Annual Report

Tony Hooper

This is my final report as Chairman of the Sailing Committee. My two years in this position have gone quickly; in fact, when I stop to ponder on it, I cannot believe that the time has passed by at such a rapid rate!

I believe firmly that after one has served his time as Chairman of a Committee, that he should retire from the Committee altogether, so as not to impede or influence the new Chairman and Committee. So, after the Skippers' and Crews' night on Tuesday, 8 May, I retire from the Sailing Committee.

During my time on the Committee I have learnt just how much time and effort is required to put a sailing season together and to run it! I recommend thoroughly the experience to anyone interested in sailing. It most certainly gives one a wider understanding of the sport.

Our season just completed has seen excellent competition and, in the main, good weather throughout. The competition was very close in all areas and our congratulations go to all the successful competitors. For those who missed the Presentation Night, our series winners were:

Inshore Pointscore

Division 1	<i>True Blue</i>	David Morphet
Division 2	<i>Toffy Apple</i>	Tony Baldwin
Division 3	<i>Seagames</i>	Neil Dalrymple
Etchells	<i>Warkanu</i>	Paul Henshall
Offshore Series	<i>Speakeasy</i>	Bill Strangways
Special Inshore Series	<i>True Blue</i>	David Morphet
Overall Twilight Series	<i>Rimfire II</i>	John Moffatt

On reflection, one of the highlights of our season was the success of our handicap system. It is very rare that a handicap system does not attract criticism of some sort from some areas of disenchanted competitors, no matter what club or what sport. It seems that we almost achieved the impossible, and only a few minor complaints were received throughout the season.

The accuracy of a handicap system can be checked by a number of tests, eg, spread of

finishing times, number of place-getters, etc. It is pleasing to report that our system has survived all of these tests. An indication of this was the regular occurrence during the Twilight Series of all corrected finishing times being within 1-2 minutes! The corrected times for our other series were also very close throughout the season.

Without doubt, the highlight of season 2000/2001 was the Twilight Series. Regularly more than 30 vessels competed, and 150 people attending the post-race dinners on the Wednesday nights. It appears that this 'fun style' racing is still gaining in popularity and, hopefully, this trend will continue for some time.

The Sailing Committee tried introducing a WAGS series during the season, i.e, racing similar to the Twilight Series, but on a Friday afternoon. Unfortunately, this series did not attract many competitors and it is unlikely that we will run this event in the future.

Planning for season 2001/2002 is well underway; in fact, the second draft program has been completed and we are almost ready to sign off with the CYCSA on the new program. To

assist us in this planning, we posted a questionnaire seeking input from our Members. Whilst the response was a little low, we, at least, had replies from most of our regular competitors.

The results were not unexpected; in fact it was heartening to see the overwhelming support for our major events, in particular, the

Adelaide to Port Lincoln race. As a result of the survey, we have adjusted our new program to suit the majority of views, reduced the overall number of races, in particular the Twilight Series, and introduced a new passage race (Wallaroo) to be run in late December 2001.

As most Members are aware, during the season serious problems developed with the relationship and co-operation that we have enjoyed with the CYCSA in running our joint racing program. It is pleasing to report that

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these matters now seem to be substantially resolved. Our survey indicated the vast majority of our competitors wanted to continue sailing with the CYCSA, and, accordingly, we have reached agreement on most points of our new sailing program with the CYCSA.

This new-found co-operation with the CYCSA has seen a successful joint proposal put forward to the AYF, by both Clubs, for the running of the Australian Offshore Championships to be held in Adelaide next February, just prior to the Pt Lincoln race.

This series will be a major event in the Australian sailing calendar and will see many keel boats arriving for both the regatta and the Pt Lincoln race. Joint Committees have already been formed and planning is well under way. This event will need a large number of committed volunteers, so don't be surprised (and, hopefully, be prepared to help) if you are asked for your assistance.

I thank the members of the Sailing Committee for their help throughout the season. Also, I must mention the work put in by John Ellison and his crew on *Miss Robyn* (Peter James and Ken Gifford) for their excellent work on setting

our courses and running our races. Many thanks, also, to Helen Prisk and Rosemary Ferguson for the time they have put in on time keeping and running our computer system. To the many other volunteers whom I have not named, I apologise.

Your Sailing Committee has put forward a recommendation to go to the next Squadron General Meeting that the number of elected members on the Sailing Committee be increased from six to eight. This is designed to help reduce the Committee members' workload and to have a wider representation on the Committee.

The strength of our racing and, for that matter, the future of our Squadron, relies on volunteers. I urge you to consider donating your spare time to help with the numerous tasks required to run our racing program. I am sure you will find the experience as rewarding as I have!

At the meeting of skippers and crews held on 8 May, the following Members were elected to the Sailing Committee: Bill Strangways, Graham Taylor, Colin Todd, John Moffatt, Colin Dowdy, and Roger Oaten. They elect their Chairman at their first meeting. SD

Cruising Committee Annual Report

John Wickham

This is my first report as Chairman of the Cruising Committee; it is my pleasure to complete this season, as Clive Arnold has finally left to go cruising. We would like to thank Clive for the time and effort he has dedicated not only to cruising activities but also in many other areas.

On the morning of Thursday 15 February, *Earrame* left the Squadron bound for Sydney, then up the East Coast. The crew consisted of the Arnold family: Anne, David and Michael and they also enlisted the assistance of well-known Squadron members Alan and Faye Duncan for the leg to Sydney.

Interestingly, as many as five yachts decided to leave the Squadron for an extended cruise this year. *Earrame* was followed by *Exotic Escort* (Andrew Powell) on Saturday 3 March, with plans for Wilson's Promontory, New Zealand, then further Pacific Cruising, Tonga etc. Third to get under way on Wednesday 7 March was *Piping Shrike* (Michael Fowler & Helen McGivern, including their four-legged crew Pita the dog). Fourth to cast off was *Pandemonium* (Bruce and Bonnie Marriotte) on Thursday 8 March. Finally, *Ada* (John Lawlor & Catherine O'Meley) set off on Thursday 5 April.

All have been asked to keep us informed of their travels, so we can trace them on the new world chart in Jimmy's Bar. Please forward any information you would like to see on the chart to the Cruising Committee (via the Office) who will decide how to display it appropriately. It was disconcerting to find pins punched through the laminated surface of the chart, which has been funded by the Cruising Committee and procured and installed courtesy of Bernie Matzat and Malcolm Brinkworth. Please look after it!

After staying approximately ten months with us, the American yacht *Cornucopia* (Rufus and Maxi Home) left the Squadron on 13 January and arrived at Fremantle Sailing Club on 24 February. They stopped at Esperance and Albany on the way. Rufus and Maxi flew back to Adelaide to pick up their car, the 'Maxi Taxi', and

arrived safely back on *Cornucopia* during the first week of April. They plan to head north on 22 May to the Houtman Abrolhos Islands (29°S 114°E), then continue on to Shark Bay, west to the Cocos Keeling, the other islands in the group and finally the Red Sea by the end of December.

We have been busy this year, with a 'Cruise in Company' coordinated by Jamie Cowell, three Sundowner-Overnighters, a Special Cruise the week before Easter and, of course, Easter at Port Vincent and Anzac Day.

Cruise in Company (14-28 Jan): In an event such as this, run under the auspices of the Squadron, all participating vessels are required to comply with Cat 3 (minimum) and must sign on. Six vessels did so (an ideal number to cruise the North Coast of KI) but, disappointingly, only *Beachcomber* (Phil Tassicker) joined Jamie and Anthea on *Morning Hustler*. None the less it turned out to be an enjoyable cruise, which extended as far as Cape Forbin.

Sundowner/Overnighter (Sat 17 Feb): Good weather allowed a late afternoon get-together off North Haven Beach, and we all decided to stay and watch the passenger ship *Oriana* sail into the sunset. She was a wonderful sight with all her decorative lights! We then proceeded to the Quarantine anchorage overnight.

Sundowner/Overnighter (Sat 10 March): The day brought strong winds, and no one turned up at the briefing, but a handful of faithfuls were directed by a message on the notice board to our usual get-together on board *Camelot*.

Sundowner/Overnighter (31 March): As advertised on our posters, the BYO brunch helped all participants to get into the cruising spirit. At noon we left to sail to Glenelg, anchored off Holdfast Shores and watched the yachts participating in the McDonnell Sound Race rounding the Glenelg Breakwater. All on board the five vessels rafted up inside the marina had a great time, assisted by excellent weather and some serious boat hopping. Most visited the local eateries for dinner and, not surprisingly, ended up on *Camelot* for coffee and port until late. On Sunday morning some were



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