

OUTER HARBOR COMMITTEE

The Outer Harbor Committee greatly appreciates the co-operation and support of members, particularly boat owners, in connection with the various matters recently raised. However, there are still a few members who have not named or fendered their dinghies or cleared the rubbish from tops of lockers and their prompt assistance in attending to these things would be most welcome.

One aspect of particular concern is the absence of wire or chain pendants with a number of vessels in ROW A 9 (piles) despite requests for attention to be given to this.

Contrary to earlier expectations the General Committee decided not to have a working-bee prior to Opening Day. This was due to the limited number of projects that could be undertaken at this time as well as the ability of our outside staff to cope with the tasks to be accomplished by then.

The Committee again requests the co-operation of boat owners on "Opening Day" in ensuring that they only remain at pontoons for as long as is necessary to embark stores and wash down and certainly not longer than the permitted thirty minutes so that all may have a "fair go".

Twice now in recent months the galvanized iron water supply main has "blown up" in our yard. It is now 20 years old and "held together by rust". Tenders are being called for its replacement, based on minimal inconvenience to members and it is expected that this essential work will be commenced soon after "Opening Day", but some upheaval is inevitable.

In collaboration with the dredging required in connection with the Waterfront Plan, dredging of "high spots" in the pool will be undertaken shortly. If you know of any that we may not be aware of, will you please advise the office so that we may make this work as effective as possible.

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The Committee hopes that Opening Day will prove a most enjoyable occasion and that members will have an excellent sailing season with good racing and cruising for all.

JOHN B.W. RISCHBIETH.

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The series of races conducted for the Premiers Cup for 1981 consisted of:

1. The Outer Harbor to Kingscote race which started on Friday 9th October.
2. A race off the Outer Harbor conducted by the Squadron on Saturday 17th October.
3. A race in Largs Bay conducted by the Cruising Yacht Club on Sunday 18th October.

The winner of the Premiers Cup is Commodore Jim Howell's NIMROD II. Winner in 'A' division was Peter Mander's INFRA RED; John Inverarity's HEGIRA won in 'B' division and the J.O.G. was won by John Stockton's PADDY WAGON.

The overall winner of the Kingscote Race was PEACOCK, Keith Adams.

The Winter Series for 1981 produced the following winners:

Division 1	-	1st	KIWA
		2nd	NIMROD II
		3rd	VIVID
Division 2	-	1st	CHLOE II
		2nd	APPLE SLICE
		3rd	ANDROMEDA
Division 3	-	1st	TOM THUMB
		2nd	WIRRA
		3rd	JOYLEE

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The Pre-Christmas Mini Series will commence with the Haystack Island Race on Friday, 13th November, and intending entrants are advised to consult their Year Book for details.

The Neptune Island Race will be started on 26th December. Mr. Keith Flint has kindly undertaken the task of promotion of this event and will be contacting possible entrants.

The annual Adelaide to Port Lincoln Race will start this year on the 29th January, and of course there will be functions conducted by the Squadron in the week prior to this race.

WILBUR TEDMANSON.

AUSTRALIAN YACHTING FEDERATION SAFETY REQUIREMENTS 1977-1985

The Sailing Committee has decided that our offshore races will be Category 3 for the 1981-1982 season.

Most of the requirements are identical with those of the 1977-1981 "Blue Book" and will not cause owners who have had previous inspections difficulty.

A number of the regulations have minor alterations and the attention of owners is drawn to the following: 6.13, 6.64, 7.33, 8.21.2, 8.42, 9.7, 9.8, 10.1, 11.31, 11.32.

It is the intention of the Safety Panel not to enforce the A.Y.F. rule for a stamp AS 2227 on safety harness but to accept harness which appears to be adequate and in good condition.

Three new rules may require significant changes to some yachts.

Rule 13.3 requires in part that "it be demonstrated that the outboard motor can be placed in the operating position and operated without the need for any crew member to be substantially outside the stern pulpit or lifelines".

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Rule 14 requires that the name of the yacht, the registered sail number and the club be placed on the transom or on both sides of the hull near the transom. The rule itself should be consulted for minimum sizes and allowable abbreviations. It should be noted that, at present, this is in addition to the Boating Act requirement concerning registered number. It is hoped to obtain a dispensation to have the registration number made identical with the sail number for squadron yachts.

Finally Rule 6.12.1 requires in part that "the main companionway hatch shall be fitted with a strong positive securing arrangement which shall be operable from above and below". This presents problems with sliding hatches. Probably the simplest method is to have a spring loaded lever catch (such as is used on many boats locker doors) which fastens the sliding hatch to the wash board. This is operated from below by simply pushing and from above by means of a lanyard attached to the catch and passed through a small hole in the wash board. Locking is automatic when the hatch is slid closed provided the wash board is in place. Other methods are possible.

The current safety inspection certificate is to be re-validated by November 7th, 1981.

The AYF Safety Regulations that have been altered for the period 1981-1985 need not be fully complied with at that date, but Squadron safety officers will note on the Inspection Certificate all non-compliance.

Navigation Lights. These regulations are part of the International Regulations for Preventing Collisions at Sea. Squadron safety officers will advise on requirements but will not undertake testing to requirements. Compliance to these regulations remains the sole responsibility of the owner of the vessel.

Full compliance with AYF Safety Regulations will be required by 1st July, 1982.