



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2012

SYDNEY AMATEUR SAILING CLUB

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Cover:

Cherub and *Antares* competing for space on the Harbour with several Tall Ships on Australia Day
 Photo John Jeremy

CONTENTS

Coming Events	3
Signals from the Commodore	4
<i>Hoana's</i> Log Book, Friday 27 January 2012	5
The 176th Australia Day Regatta	7
Never Underestimate the Power of Curried Egg	14
Letter to the Editor	15
Brave Little Rubber Duckie	17
Honour for Frank Talbot	20
More on Captain Amora	21
A Boat by Any Other Name	23
Around the Port	26
<i>Spectre</i> of 1938	28
I Love a Protest Hearing	30
Ynglings Galore	32
New Members	34
From the Archives	35

The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

COMING EVENTS

February 2012

SATURDAY 18 FEBRUARY

Pointscore race for Super 30 Division (long and short series)
Division 2 (long and short series) and Classic Divisions

SUNDAY 19 FEBRUARY 2012

RANSA Regatta

TUESDAY 21 FEBRUARY 2012

Fifth race in the Paul Slocombe Trophy twilight series

SATURDAY 25 FEBRUARY 2012

Pointscore race for Super 30 Division (long and short series)
Division 2 (long and short series), Classic Divisions and Cavalier 28
Division

TUESDAY 28 FEBRUARY 2012

Sixth race in the Paul Slocombe Trophy twilight series

THURSDAY 1 MARCH 2012

Third Classic Twilight Race

SATURDAY 3 MARCH 2012

Pointscore race for Super 30 Division (long and short series)
Division 2 (long and short series) and Classic Divisions

SUNDAY 4 MARCH 2012

Point score race for Division 6 (non-spinnaker) and Gaffers Division

TUESDAY 6 MARCH 2012

Last race in the Paul Slocombe Trophy twilight series

SATURDAY AND SUNDAY 10 AND 11 MARCH 2012

Sydney Harbour Regatta

FRIDAY 16 MARCH 2012

Last Friday twilight race

SATURDAY 17 MARCH 2012

Pointscore race for Super 30 Division (long series) Division 2 (long
series), Classic Divisions and Cavalier 28 Division

SATURDAY 24 MARCH 2012

Summer Trophy Day. Last pointscore race, all Saturday Divisions

SUNDAY 25 MARCH 2012

Last pointscore race for Division 6 (non spinnaker) and gaffers
Division

SATURDAY 31 MARCH 2012

Club Championship race

**NEED
THE TEN-
DER?**

**Call Mike, Al-
lan or Dennis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700



Happy New Year and welcome back for the summer sailing season at the SASC. I trust that you all have had a good Christmas and that Santa brought you suitable boat-type toys.

With the assistance of Vice Commodore Liam Timms the slipway upgrade has officially commenced. The installation of the new water-treatment plant and a trade-waste licence with Sydney Water is the first step in the upgrade. This was also necessary to allow the present slipway to continue working. North Sydney Council's environmental officer is a happy man and grateful the SASC has a proactive approach to improving the environment. At this stage, the operation of the slipway water treatment system is restricted to the slipway staff.

The complete rebuild of the slipway is dependent upon renewal of the Crown Lands Lease of the Clubhouse premises. This can proceed at its own pace thus allowing us to make decisions without impending deadlines. The pre-Christmas letter sent to all members explained this process in detail.

The wisdom of the starting crew has again been displayed on recent Saturdays with abandoned races and shortened courses. For those in the Super 30 fleet there has been a course change for one of the shortened courses so that all vessels in all divisions finish in the same direction. However, some competitors in various divisions still don't seem to know what the "S" flag looks like, with consequent confusion on the water! I would like to thank all the start teams for their efforts as we head into the busiest time of the year with racing on Tuesdays, Fridays, Saturdays and some Sundays and Thursdays.

Many sailing events on the Harbour in January have been quieter because of the very wet weather. The Australia Day Regatta was no exception. I had the privilege of representing the Club aboard *HMAS Sydney* on the day. The Navy went to great lengths to ensure that the weather did not dampen our spirits and as luck would have it the rain stopped for the duration of the yacht races, which were organised by our Maggie. The races ran like clockwork — well done Maggie, and thanks!

I believe that this year is the 50th year that SASC has occupied our site at Cremorne. Once our resident historians have checked out the date I think a small celebration will be in order. Certainly we have much to celebrate — we without doubt have a club in one of the most pleasant locations on the Harbour.

Thinking about organising things — the Club has a small number of committees. One of the most active committees is the Boatshed Committee which is about to embark upon planning for the future development of the Green Shed (Mosman Boatshed) in conjunction with the Clubhouse dinghy shed. If you would like to have input into this process please let Liam Timms know of your interest and availability.

Thank you for your continuing support of our Club and good luck for the current racing season.

Bill Hogan



HOANA'S LOG BOOK

FRIDAY 27 JANUARY 2012

February 2012

It was early 1987. I took a call from a complete stranger who informed me that I had just bought a boat with the sail number A100. He introduced himself as Bill Gale and asked me what I was going to do about it.

“About what?” I said.

“Well,” he replied, “are you going to join the Club and keep that sail number?”

It has to be said that my inner curmudgeon resiled at the prospect, long cherishing a Marxian attitude to clubs of any description. It was when he mentioned history that I became interested and by the end of our chat I decided that maybe my newly-purchased little wooden boat had a place in history and I had better find out what it was.

My interest piqued, I took myself over to a decidedly historic-looking wooden structure on the shore of Mosman Bay and, being directed to the Commodore, introduced myself to a chap with a broad welcoming smile. John Morris and his powerhouse wife Lil quickly made me feel that all my reservations about club-land were the product of a paranoid fantasy.

It was the ever-courteous Vic Dibben who put the icing on the cake when, during the membership briefing, he presented me with a copy of the SASC book in which *Hoana's* circumnavigation made fascinating reading. The grouchy phantoms were laid to rest long ago but today's events makes me conscious of just how callow my youthful mistrust of club-land was.

Photo John Jeremy

Hoana sailing in a fresh southerly



Today began as a day like many others, when *Hoana's* need for constant maintenance sat in happy unity with the Club's ability to provide the facility and charm to make a day's work a pleasure. After a day spent remediating the wear and tear a racing ninety-two year old gaffer inevitably sustains she was turned home early at 3.50 pm to allow the twilight racers unimpeded access to the wharf.

We motored steadily into the teeth of a 15 knot southeaster towards *Hoana's* mooring at Rose Bay. The Harbour was almost deserted except for a grand parade of the historical 18's flying down to Careening Cove with spinnakers and ringtails abroad. At 4.00 pm we were almost across Athol Bight when a quick check over my shoulder to starboard revealed a large timber motor launch coming up at speed 100 metres away. The rest of that story is in the hands of the assessors. Suffice to say 12 tonnes travelling at 8 knots, striking your low-freeboard yacht an arms-length from your head is a pretty unnerving experience.

I was in a state of shock motoring back to the Club thinking surely after that huge hit with the shattered hull, torn decks and up-rooted cabin top staring me in the face, she must inevitably founder. As I approached the wharf it was all I could do to mutely point at the damage as Dennis came down towards me. After quickly tying her up alongside *Nancy K*, Dennis immediately sized up the situation and said she's got to come up. I made feeble protestations — it'll be all right, nobody's around, everybody has a race on, she's not taking that much water. From that moment everything was taken from my rather shaky hands.

It was John Morris, fully decked out in his Race Committee whites who manned the winch. Trevor Kosh set up the cradle and Simon Sadubin helped me get *Hoana* onto it. Within half an hour she was safely high and dry and Lil Morris was sensibly prescribing a cup of sweet tea to *Hoana's* shattered owner. Other club members gave practical help and offered good advice. Simon kindly spent some time assuring me that *Hoana* will live to fight another day.

The events speak for themselves — there are clubs and there are clubs and then there is the SASC. *Hoana* has carried the A on her sail for most of her long life. Her owner might still have something to learn about carrying the A on his own sail. Today's tribulations show, however, that history is not just the passage of events but what we can learn from them.

I have always been grateful for the Amateurs' existence. What I learnt today is a deep gratitude for the very real people who embody the spirit of this special piece of Sydney Harbour. Thank you.

Martin Van Der Wal



THE 176TH AUSTRALIA DAY REGATTA

February 2012

Two past line honours winners and an overall winner of the Sydney Hobart Yacht Race, *Brindabella*, *Fidelis* and *Quest*, excelled in their respective fleets of the 176th Australia Day Regatta as yachties celebrated the national day afloat on Sydney Harbour and sailing an historic stretch of ocean between Sydney and Botany Bay.

by
Peter Campbell

Back in 1788, the First Fleet sailed north from Botany Bay to Port Jackson (Sydney Harbour) to establish the Colony of New South Wales, and on 26 January 2012 a fleet of modern ocean-racing yachts retraced that fleet's coastal course in the Australia Day Regatta race for the City of Sydney Sesquicentenary Cup.

On Sydney Harbour yachts old and new, small and large contested the traditional Australia Day Regatta, held continuously now for 176 years and as such, the oldest continuously-conducted sailing regatta in the world.

Bob Steel's TP52 *Quest*, overall winner of the 2008 Rolex Sydney Hobart Race, led the ocean race fleet home fast reaching up the Harbour under her powerful Code 0 sail. Close astern of her came *Brindabella*, line honours winner of the ocean classic back in 1997.

On the Harbour, in the historic 176th Australia Day Regatta itself, the 1966 Sydney Hobart line honours winner *Fidelis* led home the fleet

Wathara heading
for the start

Photo John Jeremy





Photos John Jeremy

Suraya II, Mister Christian and Windward (above)

Anonyma II, Yeromais V and Antares (below)



after a sail around fixed marks on what is traditionally a race enjoyed by family and friends as well as regular racing crews. *Fidelis* did sail a shorter course in the non-spinnaker divisions with fastest time in the spinnaker divisions going to *Sydney*, owned by 176th Australia Day Regatta President Charles Curran.

Helming *Sydney* on behalf of Curran, whose duties as President kept him busy as host aboard the Flagship, HMAS *Sydney*, was David Kellett, the treasurer of the International Sailing Federation (ISAF).

However, neither of the big boats figured in corrected time results on a day of light easterly winds on the harbour and even lighter offshore. On the Harbour 84 keelboats and historical skiffs raced and all but a couple completed the course.

Early rain reduced the number of spectator craft, but the Sydney Harbour ferries again put on a spectacular Ferrython and four Tall Ships added nostalgia to what is the world's oldest, continuously-conducted annual regatta. "A light easterly came in just as the first boats were ready to start and the sun shone brightly throughout a warm summer's afternoon," reported Australia Day Regatta management committee chairman John Jeremy.

"Three RAAF F-18s gave a wonderful display over the harbour, the Army's Red Berets did a spectacular parachute jump into Farm Cove, while a Navy Seahawk provided a search-and-rescue display," Jeremy said. "All in all, it was a wonderful day to celebrate Australia Day 2012."

Photo John Jeremy

Yachts heading
for the finish





Photo John Jeremy

Fidelis was the first to finish

The Australia Day Regatta always attracts a magnificent line-up of Classic Yachts, some a century old and this year saw 27 old-timers compete in two divisions.

Fidelis, Nigel Stoke's 60-footer which took line honours in the 1966 Sydney Hobart, sailed a splendid race to take line honours and third place on corrected time in Classic Yachts division 1. The winner was David Mandelberg's *Tanami*, second place going to Ian Kortlang's metre-style boat, *Antara*.

Division 2 went to *Cherub*, owned by Mark Pearse and Peter Scott, second to *Antares* (Robert Keesen and Dennis Wood), third to *Tamaris* (Greg and Brian Sproule).

Spinnaker Division 1 saw a win for Philip Grove's *Huntress* from Larki Missiris' *Wild One*, with Charles Curran's *Sydney* third. In Division 2, first place went to *Hickup* (Bill Ure) after a close duel around the course with *Balmain Tiger* (Brian Wood). Third place went to Allen Mather's *Akela*.

Well-known Sydney Amateur Sailing Club member Herschel Smith won Division 3 with *Shambles*, second place going to *Joka* (Cec Williams) and third to the Yngling class yacht, *Karma* (Gary Wogas).

The non-spinnaker divisions are always strongly supported on Australia Day, with Division 1 going to *One More – No More*, skippered by Ian



Photo John Jeremy

Guanaria, from *Lahara II* (Glenn Crane) and *Nocturne* (Gerard Kesby). In Division 2, *Kaleula* (Chris Warren) won corrected time from *Slips* (David Kinsey) and *Mid Wicket* (Stephen Churn).

Shambles, winner of Division 3

It was a long, long day for some competitors and certainly for the Cruising Yacht Club of Australia's race team as they ran the Australia Day Regatta race to Botany Bay and return for the City of Sydney Sesquicentenary Cup. The race started from Sydney Harbour at 11am and the last of the 44 starters in all divisions crossed the finish line back in Rushcutters Bay at 7.49pm.

The City of Sydney Cup is decided on PHS results with the Cup going to *AFR Midnight Rambler*, Ed Psaltis' Ker 40. Runner-up was Paul Clitheroe's *Balance*, third Stephen Thomas' *Blackadder*. Of the 24 starters in the City of Sydney Cup, seven boats did not finish.

The City of Sydney Cup was run in conjunction with the CYCA's Grant Thornton Short Ocean Pointcore and while most boats in the Australia Day event also are contesting the SOPS, results in this series also include IRC scoring in two divisions.

Under IRC scoring for the SOPS, *AFR Midnight Rambler* won Division 1 from *Quest* and *Balance*, while *Out of Sight* (Mike Wilkinson) was the only finisher in Division 2 IRC. Top three PHS results for the Grant Thornton series were identical to the City of Sydney Cup results in Division 1. In PHS Division 2, *Limelight* (Alan Husband) won from *Outlandish* (Sean Barrett) and *Alpha Carinae* (Damian Barker).



Photo John Jeremy

Southern Swan, Young Endeavour, Soren Larsen and Duyfken during their stately Tall Ships Race



Three RAAF F/A 18s put on a spectacular and noisy display over the Harbour on Australia Day
(above)

The jets were followed by three Tiger Moths, a glimpse of another era (below)

Photos John Jeremy



NEVER UNDERESTIMATE THE POWER OF CURRIED EGG

Australia Day dawned disappointingly — grey, windless and showery. How many skippers would be convinced that a picnic sailing day on Sydney Harbour could be fun? It turned out we needn't have worried — yachties are not put off by the threat of a little rain.

The starting crew set off in the Royal Sydney Yacht Squadron's *Gitana* in good time to set up a starting line east of the flagship. Despite the weather reducing the number of spectator boats on the Harbour, our peace was soon disturbed as the fleet accompanying the Ferrython steamed right through our line. Fortunately the pin mark survived unscathed.

As the competitors arrived the wind remained stubbornly absent, however meticulous risk-management style pre-planning ensured that we had an ace up our sleeves for this very situation. Out came the specially-ordered curried-egg sandwiches — delicious!

Immediately post-consumption wind arose and almost miraculously, the 40-minute start sequence began exactly on time with 5 to 8 knots of breeze.

Most starts were spot on with the occasional contestant a little early. In an effort to simplify our calculations afterwards one boat was told that she was starting in the wrong division — she restarted correctly and all was well.

It seemed no time at all before the first finishers were approaching. Yachts were soon arriving en masse mixed with a few tall ships starting their own 'race'. We managed to identify most easily in the rush but a few needed some post-race analysis providing a challenge for Maggie Stewart and Kevin Dixon at the computer.

Gitana on the way to lay the start line for the Australia Day Regatta



Photo John Jeremy

A pleasant wrap up took place on board *Gitana* once safely back at her berth at the Squadron and Australia Day was declared a success by all. Fortunately, next morning I was able to return to the ship and vacuum up the detritus left after numerous biscuits and cheese and the occasional glass of wine.

Charles Maclurcan

Dear Sir,

I have been pursuing a detailed analysis and specific testing of methods and objects suitable to deter seagulls from perching on *Warana* and thereby disrupt their long-range objective of creating another Nauru. The methods explored to this point have been strings with CDs (Beethoven to Beatles tested) strung on a string above the boom, an owl imperiously looking back along the boom, a specifically-designed hawk suspended above the boom which moves in the breeze and the most recent testing of two coiled red-bellied snakes placed on the stern. I am saddened to report none of these tests has met with significant success. The latest snake approach looks very intimidating to humans at first glance and so it is with seagulls as the photo attests.

I am forwarding a copy of this photo to the purveyors of this “bird-scaring” device with a request that they consult the warranty terms as the product is self-evidently “not fit for purpose”.

I have now turned my mind to first principles and have come to the conclusion that what hitherto had not been a problem has been brought about by more seagulls being attracted to the increasing schools of small fish being attacked, from below, by larger fish and the seagulls feeding on the collateral damage from the attacks. The first principles’ conclusion is therefore the reintroduction of high concentrations of tin, lead, zinc and copper to antifouling paints to diminish the attractiveness of the harbour to the small fish, their predators and as a consequence diminish the food supply for seagulls.

You know it makes sense.

Fred Bevis

Fred, what happened to the eggs?





Photo John Sligar

The Super 30 fleet sets off in the first race for 2012

BRAVE LITTLE RUBBER DUCKIE

February 2012

by
*Michal
Tomaszewski*

Her name is *Avon*, she is some eight-feet long and as far as rubber duckies go, pretty old, we think more than 25 years old. Her career started as a tender to the original *Margaret Rintoul* then owned by close mate of mine Robert Tardif. They visited Lord Howe and cruised the Pacific with Robert, his then wife Lenore and five- or six-year old son Michael for some eighteen months.

Wife number one and the boat gone, Bob no longer needed a tender on Byron Bay's hinterland. *Avon*, packed in a canvas bag, was sitting in Bob's garage and on one of my visits there some years ago, I inherited the rubber duckie. Back in Sydney she was pumped up, washed and placed on the rack in the Amateurs' dinghy shed.

Life at the Amateurs was not without adventures. Some kind person borrowed her bellows which, after some advertising, fortunately and mysteriously reappeared but minus the hose. I jury rigged the hose and *Avon* was ready to face the ocean again.

Life at the Amateurs began peacefully. First Sydney's Store Beach then as super cargo on the Bob Brown Race and subsequent cruising on Pittwater at Coasters' Retreat, America's Bay and Smiths Creek. More booze cruises followed — Store Beach, Athol Bight, entertaining kids and generally having fun! Then the elderly rubber duckie's seafaring adventures were about to start again.

The brave little
rubber duckie at
Lord Howe Island

Photo David Salter



TWILIGHT SAILING IS HERE AGAIN!

Sailing in the SASC Friday Twilight Races is a great way to relax after a busy week. Sail with friends and enjoy a barbeque at the Club afterwards.

Sail regularly and you can win a trip for two to Lord Howe Island, valued at over \$2,000.

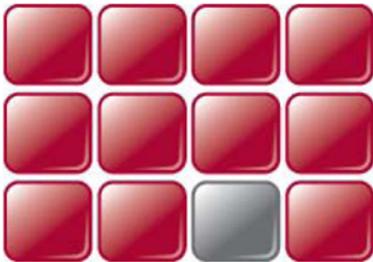
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To qualify for the draw you must enter for the whole season and complete at least five races. For each additional race which you complete your boat gains one entry in the draw for the trip to Lord Howe Island. The more races you complete, the more chances you have! The trip for two will be drawn after the last race of the series.

Friday Twilight sailing with the SASC is always popular and space at the barbeque is limited. Table bookings are essential and must be received no later than midday on the Wednesday of each week. Catering is based on the number of people booked — so don't miss out!



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First a shake down cruise to Port Stephens, then a race to Lord Howe Island. She travelled in style on board the beautiful fifty-one year old yawl *Maris*. It was *Maris*' second winning race to Lord Howe and *Avon*'s second visit to the Island.

More was to come. With Lord Howe's John "Friendly" Green (who has been to the reef many times) Tiare Tomaszewski and Ben Hawke onboard, *Maris* left Lord Howe and cruised to Middleton Reef. Anchored in the reef's lagoon the rubber duckie was pumped up fitted with a three HP outboard and was ready to go. Tiare, on anchor watch, watched in horror as Friendly, Ben and tiny *Avon* disappeared over the horizon in search of the yummy fish so plentiful on the reef.

She was a little concerned. *Avon* the rubber duckie had a cantankerous, untried outboard, two fairly useless paddles, two big guys on board and was only eight-feet long. She knew she could not motor the yacht to rescue them on the shoals of the lagoon. A couple of anxious hours passed — finally a tiny speck on the horizon turned out to be *Avon* laden with yummy fish and John and Ben, smiling and wet.

Time passed and towards the end of last year, brave little *Avon* was invited to join the crew on Hugh O'Neill's *The Indefensible*. With Hugh, Dal Wilson, David Salter, Charles Davis and myself on board we cruised to the annual barbeque on Lord Howe Island's Neds Beach where the brave little duckie once again acted as ship's tender and even took our hosts John Green and his partner cruising around the lagoon. She is now back on her rack in the Amateurs dinghy shed ready for more adventures.

HONOUR FOR FRANK TALBOT

SASC Life Member Professor Frank Talbot was appointed a Member in the Order of Australia (AM) in the Australia Day Honours List.

Frank was honoured for service to environmental protection through the Sydney Institute of Marine Science, to coral reef research, to museum development and management and to international scientific organisations.

Frank was the founding Chairman of the Sydney Institute of Marine Science (2006–2010) and has been a member of the board of trustees of the Sydney Institute of Marine Science Foundation since 2010.

He was a founding director of the Graduate Centre for Environmental and Urban Studies at Macquarie University (1975–1982) and Adjunct Professor since 1995. He was also Visiting Professor, School of Biological Sciences and Marine Studies at the University of Sydney from 1995 to 1998.

Frank Talbot has also held senior positions at the Smithsonian Institute in Washington, the California Academy of Sciences, San Francisco, and the Australian Museum in Sydney.

MORE ON CAPTAIN AMORA

February 2012

Tony Saunders' talk about our first commodore, Captain J. H. Amora, at the lunch for past Commodores, Honorary Life Members and Life Members at the Club on 17 November (SASC News December 2011) prompted Neville Chidgey to write with more information about the Captain. His letter is reproduced below.

Dear Tony,

Thanks for ensuring my attendance at the 2011 life members' luncheon at the SASC. I very much enjoyed meeting old friends and receiving the latest reports of the flag officers.

I was especially interested in your presentation on Captain Amora, our first commodore. Let me explain.

From 1975 to 1995 Val and I visited Lord Howe Island almost annually in *Mystic Seven* — either in the Gosford to Lord Howe Island yacht race, cruising or in passage through New Caledonia or the New Hebrides. We often stayed at the island where we made good friends with some of the very friendly settlers.

Mystic Seven won the 1977 LHI race on handicap in frightful weather conditions, after which the rounding of Balls Pyramid was permanently eliminated from the race course. My son, Colin, took out fastest time in the Australian Army entry in the same race.

In the days of celestial navigation alone, heading for Noumea in light ENE winds we found it wise to change onto the north tack upon sighting LHI to have a recent land sighting booked before sailing north along the LHI Rise to negotiate the Elizabeth and Middleton reef country, where celestial sightings were often sparse due to sea mist, low cloud and the strong random currents which abound amid the extensive coral reefs.

So the island holds a special place in the sailing hearts of Val and me, not only for its natural beauty and its friendly and caring people but for its timeless navigational value when sailing northwards close by historically dangerous reefs.

Mystic Seven proudly carried the SASC burgee throughout those balmy days but we were certainly not the first club representatives to do so.

About 100 years earlier Captain Amora sailed the schooner *Esperanza* to LHI, arriving at the island on 26 November 1876. He was commissioned by the NSW Government to carry to the island a member of another Hunters Hill family, Surveyor Fitzgerald, who was making his second visit as a representative of the government of the day.

Fitzgerald's instructions were to report to the government on the desirability or otherwise of 'removing' the remaining 44 settlers to the mainland. For the previous 60–70 years the mid-Pacific whaling fleets had regularly visited LHI for re-provisioning with fresh farm products.

In return the settlers had received processed and manufactured goods in trade. By 1876 this trade had ceased due to the eventual failure of whaling in the mid-Pacific and the remaining settlers were reported to be in some distress.

Captain Amora held a number of meetings with the settlers to discuss the issues and the terms for possible relocation to the mainland. The Sydney Morning Herald reported that the meetings held by Captain Amora with the settlers often lasted well into the morning hours but were conducted with moderation and decorum. Good temper was maintained although some of the speaking was 'decidedly effective'.

Amora did not achieve any return passages which may have been a disappointment for him. Nevertheless, he treated the settlers with kindness and respect, notwithstanding they were dressed mainly in re-sewn rags and sackcloth due to the lack of trade at the time.

In his final report on the visit Surveyor Fitzgerald recommended setting up a whaling and fishing station and the establishment of a coffee crop on the island. The resulting coffee industry eventuated but unfortunately the cropping finally failed. However, in the long term, the Fitzgerald report was considered to have helped the eventual re-establishment of trade to the island.

So, in my book, Amora was a man we can be proud to have had as our first Club commodore. He may have fallen on hard times later as many did in those days but in my view he well deserves the honour placed upon him by carrying his name on our principal Club vessel.

Kindest regards,
Neville Chidgey

The Sydney Heritage Fleet's *Lady Hopetoun* on Australia Day — slightly over-dressed, perhaps, for a lady of 110

Photo John Jeremy



David Salter reflects on the weird and wonderful names of modern offshore yachts

Nothing destroys the inherent grace and quiet authority of yachting quite like a really crook boat name. The first yacht on the radio sked list of the recent Sydney-Hobart race was called — wait for it — *Accenture Yeah Baby*. How anyone could put to sea with those words plastered across their transom escapes me. (Apparently the sailing gods weren't too pleased either — it was among the first entrants to withdraw when the Southerly hit.) Other shockers in the fleet included *Deloitte As One*, *Flying Fish Arctos*, *Investec Loyal*, *Kiss Goodbye to MS*, and the utterly bizarre *Fullynpushing*.

Compare and contrast with the names of the first fleet of nine yachts to race to Hobart back in 1945. Here they are, in alphabetical order: *Ambermerle*, *Archina*, *Horizon*, *Kathleen*, *Mistral*, *Rani*, *Saltair*, *Wayfarer* and *Winston Churchill*. There's a lovely music to those monikers that immediately reflects the traditions of sail and the strength and beauty of the boats themselves. Over the next thirty years Australian offshore yachts continued to carry elegant, evocative names — *Trade Winds*, *Nocturne*, *Solo*, *Caprice of Huon*, *Lorita Maria*, *Even*, *Stormy Petrel*, *Camille*, *Freya*, and umpteen *Ragamuffins*. It's a long list of famous yachts, easy to recall because they carried fitting, memorable names.

Investec Loyal and *Wild Oats XI* leading the fleet to sea after the start of the 2011 Rolex Sydney to Hobart Yacht Race

Photo John Jeremy



But today, some owners have completely given up choosing a name that reflects the romance of the sea or their boat's character. Instead, they simply call the yacht after the company that tipped in the most sponsorship money that year. Thus, in the last Sydney-Hobart, we could follow the fortunes of such romantic craft as *Colortile*, *Ella Bache*, *Hugo Boss*, *LMR Solar*, *TSA Management* and *Wild Oats XI*. (At least Bob Oatley had the grace to name his new wine brand after the boat and not the other way around, but the principle still applies.)

The villain in all this — that's if you share my distaste for such overt commercialism in sport — is sponsorship itself, and the rot set in much earlier than most of us think. Way back in 1957 the Cruising Yacht Club was delighted when Caltex offered to provide fuel and victualling for the Sydney-Hobart radio relay vessel *Lauriana* (another beautiful Australian yacht name ending in "a"). More than half a century ago large corporations like Caltex already understood that just a little "in kind" sponsorship support could generate significant marketing value, provided they had the media on board. So the one condition the US oil giant placed on their generosity was that the CYC set up a press centre for the duration of the race. *Lauriana* also took to flying a Caltex flag from her starboard cap shroud and the "official" film of the race featured a scene showing the relay vessel taking on fuel from — surprise! — a Caltex pump. The die was cast.

This is very close quarters for big yachts

Since then, the Sydney-Hobart has been sponsored by a string of companies including AWA, Hitachi, TAA, Telstra, Kodak and Nortel. Most, of course, have insisted on naming rights to the event, a practice

Photo John Jeremy



which continues with the current Rolex sponsorship. Journalists who forget (or decline) to refer to it as “The *Rolex* Sydney to Hobart Race” can expect a swift and rather pointed reminder of its authorised name from the Rolex/CYCA media relations team. At times this push to extract maximum brand exposure from sponsorship of the event has reached grotesque levels. For the 50th anniversary race in 1994 the Kodak company offered a \$100,000 prize for any yacht which could better *Kialoa*’s remarkable 1975 elapsed time record. We can only wonder what the founders of the race might have made of their casual Christmas passage south being turned into an unseemly Dash for Cash.

Meanwhile, the old international yacht racing Rule 26 forbidding advertising on hulls, spars and sails was abandoned. Trophy-hunting owners with ambitions deeper than their pockets could now seek sponsorship dollars to join the ever-escalating arms race for better designers, builders, sailmakers and riggers. There was also access to enough money to hire professional crew. The whole character of ocean racing was rapidly transformed: the gap between the supercharged front of the fleet boats and the genuine amateurs widened to the point where many of those who resisted this commercialisation of their sport were rendered so uncompetitive that they were squeezed out of offshore racing altogether. It’s no coincidence that the steady decline in Sydney-Hobart fleet numbers began roughly from the time the prohibitions on advertising were relaxed.

But we can’t turn back the clock. As the cost of ocean racing keeps increasing it’s understandable that some owners might be prepared to trade away their boat’s good name for the price of a new mainsail. Yet equally, there are many who still prefer to express their commitment to the fundamental principles of amateurism in sport by selecting a boat name founded on love, not money. With that in mind, during this Hobart race I found myself cheering on yachts like *Aurora*, *Copernicus*, *Chutzpah*, *Lahana* and *Maluka of Kermandie*. Gentlemen, I salute your loyalty to the Corinthian spirit. And how heartwarming it was that the overall winner, *Loki*, was one of the few entrants to compete without sponsorship of any kind.

Maluka on the way to Hobart



Photo John Jeremy



All photos John Jeremy

HMAS *Choules* arriving in Sydney Harbour for the first time on 21 December 2011 (above)

The research vessel *Whale Song* visited Sydney in December, berthing at the Australian National Maritime Museum (below). *Whale Song* is operated by the Centre for Whale Research (Western Australia) Inc. which conducts research into whales, dolphins and porpoises





Colour and contrast — *Young Endeavour* and the cruise ship *Pacific Sun* on the Harbour on Australia Day (above)

HMAS Sydney, Flagship of the 176th Australia Day Regatta (below)



SPECTRE OF 1938

by
Peter Chapman

Bill and Russ Chapman acquired *Spectre* in 1969 after deciding to move into yachts, having tried sailing with their families in dinghies first. *Spectre* was a Colleen-class day-sailer/racer which, they were told by a well known North Shore yacht broker, had been built in the 1950s.

When we moved the current *Spectre* (also a day-sailer/racer) to Woodford Bay after 30 years moored in Mosman Bay, the well known Woodford Bay identity and retired merchant seaman Don France, on seeing the picture of the first *Spectre* in the companionway, informed the writer that that boat was certainly not built in the 50s as his friend Bill Prentice had built her in 1938. When the friends returned from wartime duties for leave during WW2 they had sailed *Spectre* to Pittwater together for their break.

Don passed away last year but a Sydney Morning Herald photo of *Spectre* in a SASC Anniversary Regatta race in 1946 or 1947 which adorned the walls of his house is now in our safe hands, a valued piece of *Spectre* history. On board *Spectre* in the accompanying photo are Bill and Ross Prentice with Don France.

Bill Prentice subsequently sailed at the Club in another boat he built, *Psyche II* (A13) in the highly-competitive Division 2 of the 60s and 70s.



Spectre



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I LOVE A PROTEST HEARING

In commemoration of a recent SASC melodrama, with apologies to Dorothea Mackellar

I love a protest hearing,
A room of sailing folks,
Who know what racing rules apply
When boats meets other boats.

I love it even better
When the protest is bizarre,
And facts are found that puzzle
The pundits near and far.

A recent race was shortened,
(The “S” was clearly signed),
Yet some protested ignorance
Of how to cross the line.
“We were confused!” cried *Vanity*,
And knew not what to do,
Not only that, they added,
“The breeze had shifted too!”

Three other boats were following
As *Vanity* crossed wrong way,
Lolita, *Ranger* and *Caress*
Were sadly led astray,
“It’s not our fault”, they argued,
“The starting boat’s to blame.
Others crossed correctly, but –
We’ll protest just the same!”

The rule* is surely simple:
You finish on the line,
Direct from last mark rounded
And everything is fine.
By way of double checking,
(As every skipper ought),
The committee boat’s to starboard
And the laid mark’s off to port.

Another rule** predominates,
(As recently applied):
Cross before the finish
And you’ll be disqualified.
Yet in their lofty wisdom,
Our judging panel found
The rules were “inconclusive”,
And the protest therefore sound.

The four boats had been penalised
 “Through no fault of their own”,
 So times and placings were restored,
 And everyone went home.
 But the strange and crowning glory
 Of this whole almighty mess,
 Was instead of rightful DSQs
 The bastards got redress!

David Salter

* SASC General Sailing Instructions – **5. FINISHING LINE** *The finishing line must be crossed in the direction from the last mark. The Committee vessel will be at the starboard end of the line.*

** SASC General Sailing Instructions – **5. FINISHING LINE** *Competing yachts that pass through the Finishing Line when not finishing shall be disqualified.*

A NOTE FROM THE EDITOR:

Interested members will find the decision of the protest committee at www.sasc.com.au/Redress170112.pdf. The SASC sailing instructions have been amended, changing the course responsible for the problem to prevent it happening again.

There was a similar incident during a Royal Sydney Yacht Squadron race in October 2010. In that case the course had been shortened and Division 3 approached the finish line from a different direction from all other divisions. From the perspective of the Division 3 yachts the finish line was ambiguous. Because the sailing instructions stated that when the committee boat was on station for the finish it would be at the starboard end of the line, some yachts sailed around the finish pin to finish accordingly, whereas others sailed directly across the finish line from the direction of the last mark.

When considering a request for redress by the yachts scored DSQ for not crossing the line correctly, the protest committee found that the definition of ‘Finish’ is not a rule that may be changed by the sailing instructions. The definition states:

FINISH: A boat *finishes* when any part of her hull, crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after taking a penalty under rule 44.2 or, after correcting an error made at the finishing line, under rule 28.1.

The committee decided that “the Organising Authority had committed an improper action in writing a set of sailing instructions that failed to comply with the Definition of ‘Finish’ in the Racing Rules of Sailing” and reinstated the yachts scored DSQ.

The lesson here appears to be: When in doubt, ignore the position of the committee boat and finish from the direction of the last mark, even if that means yachts from other courses might be crossing the line the other way. If the line happens to be directly in line with the direction from the last mark, well...

When there are a number of divisions sailing different courses it is a challenge for sailing committees to make sure that these situations do not arise when the course is shortened.

YINGLINGS GALORE



Photos John Jeremy

Sydney Harbour was covered with Ynglings after Christmas when the RSY conducted the Yngling Open Championship and Youth Gold Cup followed by the 2012 International Yngling World Championships. SASC starters Charles Maclurcan and John Jeremy were amongst the race management volunteers for the event which saw 45 boats take part in a very competitive series

There were many close finishes during the Yngling races — this one was during the Open Championship and Youth Gold Cup conducted between Christmas and New Year





This red bucket was tendered as a protest flag but the protest committee very quickly decided that it wasn't and dismissed the protest

Even World Champions can have a bad moment — Maarten Jamin from The Netherlands came a bit too close to the pin boat *Era* during a dramatic finish in one race



NEW MEMBERS

We welcome the following new members:

Peter Brookes
 Tim Keith
 Bill Urquhart

Bruce Coombs
 Ian Prentice



Photo courtesy Garry Kirkman

Ariel (A140) at the start of the 2012 Pittwater to Coffs Harbour Race

SASC SHOP

(AKA The Office)

The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$30.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2009–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next *SASC News* will be the April 2012 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 March 2012. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

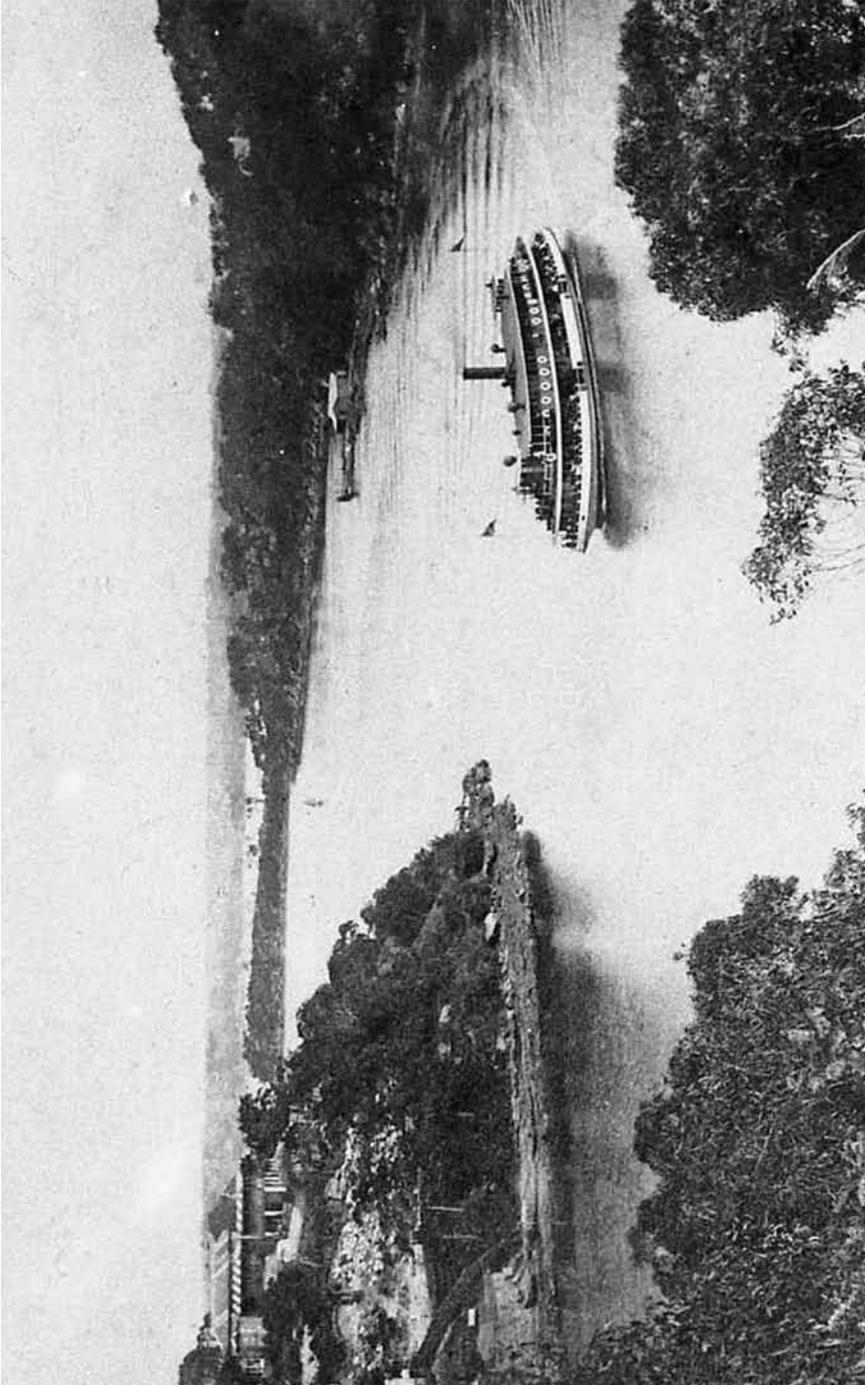


Photo courtesy Bill Allen

Another historic photograph of Mosman Bay, this time taken around 1905. The ferry is *Kummulla*. There was certainly plenty of room for moorings then



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