



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2008

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Executive Secretary	Megan Keogh

Cover:

Buck (Shaun Trumbull), winner of the Kelly Cup, 2008

(Photo John Jeremy)

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COMING EVENTS

June 2008

SATURDAY 14 JUNE 2008

Combined SASC/RSYS/RANSA club race

SATURDAY 21 JUNE 2008

Third race in the Winter Series

SATURDAY 28 JUNE 2008

Annual Prizegiving at the Club

SATURDAY 12 JULY 2008

Fourth race in the Winter Series

SATURDAY 26 JULY 2008

Fifth and last race in the Winter Series

WEDNESDAY 30 JULY 2008

Extraordinary and Annual General Meetings at the Club

SATURDAY 23 AND 30 AUGUST 2008

Safety audits and fire extinguisher service at the Club

SATURDAY 6 SEPTEMBER 2008

Opening Regatta for the 2008–2009 Season

SATURDAY 13 SEPTEMBER 2008

Lion Island race

SATURDAY 20 SEPTEMBER 2008

First point score race for the 2008–2009 season

SAFETY REQUIREMENTS 2008–2009 SEASON

Safety audits will be required for
Category 7 Safety Certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE AT THE CLUB**

Saturday 23 and 30 August 2008



***NEED
THE TEN-
DER?***

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

Sat: 0900-1800
Sun: 0900-1700

SIGNALS FROM THE COMMODORE

Those of you who are participating in the Winter Series will have noticed that our Race Management Team have been starting the races from the Club Treasurer's yacht *Mausi* and that *Captain Amora* is not in the Bay or on the slip. We are fortunate that we have members like Tony Clarkson who generously makes both his yacht and his time available to keep us racing. Thank you Tony.

The reason behind this is a recent Board decision that the *Captain* required some much needed TLC, having been on duty most weekends since her last major overhaul nearly 8 years ago. Essential maintenance has always been carried out, evidenced by the fact that I think she's failed us only a few times since, once more recently when, due to battery problems, she had to be towed home from the finish line in Taylor Bay, and she's been looking a bit 'tatty' especially inside and close-up.

Our Club boats are essential to the enjoyment of our sailing and we keep them going and work them hard year in year out. They should be a source of pride to us all and they speak volumes about how we operate as a club. We all have a responsibility to make sure they are treated properly and that they look their best at all times. They are constantly in the public eye, especially in the amphitheatre that is Mosman's Bay, so their appearance and their on water behaviour reflects directly on us all. It behoves us to set an example of how to behave on the water. Our tender drivers especially are in the front line of that. Remember they, not you, are responsible for the safety of the tender so don't pressure them into overloading *Nancy K*. Also treat her nicely, don't throw your gear on board, put it in board. It's your boat so treat her as you would 'your boat'.

In recent times our self-imposed environmental restrictions on the use of the slipway have made it more difficult to carry out long term work on Club boats. We can really only water blast on the top of the 'big slip', which means any long term maintenance, i.e. for *Captain Amora*, is restricted. We cannot leave her for any period on the top slip, because we have waiting lists of people wanting to slip their boats. Apart from that, this time we needed to remove the *Captain's* propeller shaft and stern tube so we could get at some dry rot and service the cutlass bearings at either end of the propeller shaft. None of this is easy working around slipway cradles, hence the decision was taken to have the work carried out at Noakes Boatyard.

A work list was drawn up, priced and approved by the Board. I'm pleased to say the work is nearly finished. Garth Stewart has undertaken the role of managing the project, monitoring progress and costs. To try to ensure that our boats are constantly maintained we have employed a person to spend time each week, touching-up, cleaning, repairing and



generally maintaining *Nancy K* and *Captain Amora*. I'm sure this will pay dividends in extending maintenance periods.

June 2008

While in maintenance mode, members need to know that we are shortly going to have to replace some of the wharf piles. From our records it appears they were installed around 30 years ago, so they have done well, but not all of them are attached to the bottom! A 'Condition Survey' is under way and we will keep you informed. This will make further inroads on our available funds, but 'studied neglect' can only be taken so far and common sense tells us we need to act.

Finally, we need some wind for our winter racing, so those of you with better connections than I, can you please call in a few favours so we can stop buying lottery tickets..! Mind you I won the lottery the other week, so perhaps I should be quiet.



Sydney Amateur Sailing Club

EXTRAORDINARY GENERAL MEETING

Notice is hereby given that an Extraordinary General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 30 July 2008 at 8.00 pm. Details of the business for the meeting will be provided to Members in an explanatory memorandum which will be forwarded with the Annual Report. The Extraordinary General Meeting will be immediately followed by the Annual General Meeting.

ANNUAL GENERAL MEETING

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2008.
2. To elect Officers and Directors.
3. To elect Auditors. WHK Horwath, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board

Peter Chapman
Hon. Secretary

EXTRAORDINARY GENERAL MEETING

An Extraordinary General Meeting of the Club will be held on Wednesday 30 July 2008 at 8.00 pm. Members will be asked to consider and, if thought fit, pass a special resolution to adopt certain suggested amendments to the Memorandum and Articles of Association. The amendments do not represent any significant change to the present documents but bring them up to date and in accord with current legislation.

The present term in use for Memorandum and Articles is “constitution” rather than “Memorandum and Articles”. The Board wishes to retain historical and traditional associations with the existing Memorandum and Articles. These were created in 1962 as a company limited by guarantee and embody the original unincorporated articles of the Club as it was formed in 1872. The Board would like to retain this format.

The amendments have been suggested in order to recognise updated legislation in companies and to make some minor amendments to other articles to facilitate certain aspects of Club administration.

The SASC fleet gathered en masse off Steel Point during the very slow winter race on 24 May

An explanatory memorandum setting out the proposed changes in detail will be forwarded to Members with the Annual Report for the year ended 31 May 2008. Copies of the present and revised Memorandum and Articles of Association will be available for downloading from www.sasc.com.au/articles.

Photo John Jeremy



TO HOBART IN 1945

June 2008

Geoff Ruggles tells why it took over 11 days and 6 hours to race to Hobart in Wayfarer.

The first Hobart race story and its beginning has been told many times but we should remember that it was only three short months after the end of six years of war with the accompanying shortages of all sorts of gear essential to the proper fitting out of an ocean racing yacht. When this race started on 26 December 1945 ocean yacht racing had begun in USA and England but was virtually unknown here except for some short excursions coastwise, so it was not surprising that the experienced Capt. Illingworth should suggest that a mooted cruise-in-company should be a race.

Wayfarer was built to a design by John Alden, a US designer who Peter Luke asked to modify the lines etc. of an existing ketch, *Moonbi*, by using the builder's existing moulds and spacing the frames out a little. She had a trunk cabin and this was taken out to the deck edge and totally forward and aft so that her profile was somewhat higher-wooded than was the taste of the day. However, it afforded full headroom below and a fairly spacious interior — there were no deck-lights or portholes, the only openings were a fore hatch and a main hatch aft entered from the cockpit. There were no electrics so the interior were kerosene hurricane lamps as were the navigation lights, with green and red glasses. It was not possible then to get high-quality cotton sailcloth or manila rope — sisal was used which left a forest of splinters — no gloves in those days. *Wayfarer's* sails were not new and were not rope sewn as was the usual protection for ocean-bashing. There was only one winch for the anchor and all halyards were single part, being set up with a small tackle. I recall a trip to the masthead in Bass Strait hanging from this gear.

The six crew were Arthur Mills (Brigadier Rtd), a dentist aged 61, Bill Lieberman (barrister) 56, Fred Harris (fruit agent) 54, Len Willsford (chemist) 48, Peter Luke (photographer) 30 and — me, a student of 21. Arthur owned a boat, Bill and Fred had sailed up from Hobart and Len had sailed with Peter several times. Peter's experience was extensive as he had used the boat for VCP operations during the war. My experience was limited to skiff sailing in the sea scouts for four years and about two years in larger charter yachts but no offshore trips. A motley crew indeed. It is true to say that none of us was imbued with that indispensable ingredient for any sort of racing, let alone yacht racing, the dedication to winning and the killer instinct which is so very apparent in all modern sports — rather our attitude was to follow the original precept of the "race" — to cruise in company as safely and quickly as prudent. Perhaps that wasn't quite how we set off because the excitement level was high but it is amazing how quickly sea-sickness takes the shine off continuing to keep living, let alone sailing. My first taste of the dreaded scourge left me utterly useless and a complete nuisance to all.

Why did it take us 11 days and 6 hours to get to Hobart?

The log tells a lot about the hours spent NOT racing to Hobart as a result of decisions appropriate at the time, given torn sails, lack of wind and its effect on the gear and general debility of the crew.

Here then are the times when something other than racing happened:

Total time	270 hours
In ports:	
Broulee Island	14 hours
Schouten Island	10 hours
Port Arthur	16 hours.
Without sails (for safety or mending)	36 hours
Becalmed (not mending sails)	11 hours
Active time sailing	183 hours (7 days 15 hours)
Average speed whilst under way	3.43 knots

Extracts from the Log

Broulee Island

The first day's sail was with force 5 (20 kn) NE and made 111 miles — 25 miles east of Kiama. Midday next day finds southerly force 6 (27 kn) reefed main tears, wind making so lowered all sail lying-to drifting NE. Wind now Force 7 (30 kn) opposing current wet going. Log 179 miles. All very seasick except Len (Chemist used to smells!!) Fumes from petrol tin stowed in forepeak — bad gasket. Lying-to causes tiller to start bending from heavy surging to leeward. The consensus was for respite. Steered for Broulee Is.

Anchored behind Broulee Is. Dragged so dropped second while set torn reefed main and staysail . Sailed back to weather shore and laid out both anchors, After good meal turned in — cleaned up next morning and set off again.

Sunday 30 December

3 am: fire in galley — used extinguisher — leakage of fuel. Fresh NE building all day. Getting risky with heavy rolling in shorter seas lowered main, set staysail. Mizzen tears in force 6 (27 kn). Violent motion all night with occasional crest coming aboard. Now into Bass Strait. All below, cabin lit by smoky kero lamp, as Bill (with weak eyesight) opens raspberry cordial to add to rum, doesn't see it is fermented and spurting up to the deck head!

Monday 31 December

11.30 am: wind hauled to S at force 2 (6 kn) then fell right away so lowered away to save gear . Crazy cottage, rolling heavily, cooking required patience. After becalmed till 11 pm light SW came up.

Tuesday 1 January

Log 475 miles. Wind force 3 (10 kn) building gradually all day to force 5 (20kn) evening. Sea carried away lifebuoy with carbide flare which ignited. Went back to retrieve it and let it burn out, too risky to have aboard. Wind making and blew 45 kn all night. Took main off.

Wednesday 2 January

Wind died off. Becalmed, making sternway, jib halyard fouled aloft. Fresh south wind, punching into it. Landfall 11.30 am S died and light N breeze came. G. aloft to get jib halyard. Freshening wind, log 631 miles, 8 kn all night.

*Schouten Island**Thursday 3 January*

Batten broke while reefing main and tore sail. Changed to no. 2 in force 6 (27kn) N wind. Decided to make for Schouten Is. Very dirty on the way in. Anchored. Glass down to 29.35. Took photo of crew by holding camera still under side of bacon on top of doghouse while Peter pulled the string. Jettisoned bacon as maggots had invaded it!

Friday 4 January

Anchor fouled, took an hour to clear. Glass 29, lowest seen. Nasty squall coming over cliffs — katabatic willy-willies lifting water. Lowered all. Staysail blew out. Rounded Tasman Is, began to beat into Storm Bay. Squall about 65 kn, drifted all night.

*Port Arthur**Saturday 5 January*

Set Staysail 3, reefed second main and mizzen . Hard NW Beat for 7 hours and sailed 30 miles only just back to Cape Raoul. Decided to go into Port Arthur. Anchored and made phone calls. Dined ashore, roast pork and crayfish.

Wayfarer arriving
in Hobart



Sunday 6 January

Under way with big jib but had to lower to heavy squall. Visibility bad, another squall, three hands to get jib in. Fred on bowsprit opens mouth to yell obscenities but loses teeth. Iron pot abeam. Frequent heavy squalls WSW. Crossed the line at 5 pm.

Mending sails and becalmed probably speak for themselves!

We spent a few weeks enjoying Hobart hospitality and, in the first week, a yacht race with some of the local boats (one being *Weene*, now among our Sydney Amateurs regular Saturday racers). The RTYC made us honorary members while there and many friendships were made and old ones renewed.

But the time to return to reality came around, having earned the unassailable record for the longest trip down as history has shown, we set out homeward bound. After rounding the Iron Pot in Storm Bay we elected to go through the Dunally canal and into Blackman's Bay, We were of course charged 5 shillings (50 cents) fee for the swing bridge to be opened which was collected in a tin cup on a long stick by the canal master. It was a mild day and we sailed past inside Maria Is. and on into Triabunna for the night (we had got into the habit of an easy life on the way down). Next day another light breeze and easy sailing without haste into Coles Bay for another good night's sleep after filling up on the luxuries of lobster dinners and a few cleansing draughts.

Morning saw us on our way again passing Maria Is. and the spectacular Schouten passage and as we did so we were passed by the trading ketch *Lenna* making her way southward to Hobart (she was probably part of the IXL Jam maker's fleet carrying packing case timber). Our next need for relaxation after these arduous days at sea was met by a call into Wineglass Bay where we anchored in about 60 feet of the clearest water possible over pure white sand. The flathead were clearly visible just waiting in a queue to take our bait, two at a time, cleaned and into the pan almost still wriggling — nothing quite so delicious.

Oh yes! We are supposed to be sailing home. We continued our intrepid way crossing the dreaded Bass Strait in almost a dead calm, on into Eden — Jervis Bay and home ending, for me, a wonderful experience amongst great companions on a lovely vessel in a new and exciting activity — ocean racing, which I repeated the next year when we did a little better. These experiences taught me just how much I had yet to learn. I hope these lines will give some impression of the attitudes, skills, and general reasons for a long but, ultimately, happy trip.



On 4 June the NSW Minister for Ports and Waterways, Joe Tripodi, announced major reforms to marine safety laws.

The reforms include the introduction of new penalties for dangerous behaviour and a compulsory practical component for aspiring boat skippers.

They give NSW Maritime and Water Police officers new powers to direct skippers and enforce boating safety laws.

“This is the biggest overhaul of marine safety rules and practices in a decade,” Mr Tripodi said.

“New penalties, including jail terms and fines, will apply for dangerous navigation, overloading a vessel, endangering public safety and driving while disqualified.

“NSW Maritime and Water Police officers will have new powers to enforce the law and direct boaters to act safely.

“Boat licence requirements will be strengthened by requiring practical boating experience before a licence is issued and increasing penalties for operating a vessel while disqualified.

“NSW Maritime night-time patrols will also increase, with blitzes on vessel lights.

“New powers will give NSW Maritime and Water Police the mandate to immediately suspend registration when vessels are found operating outside the law. This includes vessels operating at night with insufficient lighting.

“These new measures will strengthen the culture of safe boating in NSW.

“Our overall safety record is strong — in the last 15 years boat registrations in NSW have nearly doubled and licence numbers have increased by 50%, while fatal incidents have proportionally fallen.

“But any reckless behaviour on the water can be as dangerous as it is on our roads. These laws and powers will go a long way to reducing such behaviour and making sure skippers put safety first.”

NSW Maritime will renew its focus on boating education, targeting lifejackets, skipper responsibility, offshore sailing training, boating near electrical crossings and behaviour in dangerous conditions such as crossing bars.

“We continue to believe prevention is better than cure. Our education programme will continue to build awareness of the safety precautions everyone should take while enjoying our waterways.”

Other elements of the package include:

- The creation of new offences for operating unsafe vessels;
- A new system of maritime alerts to warn of dangerous conditions, covering bar crossings, rock fishing and alpine boating;
- A requirement for vessels to display information for passengers on life jackets, maximum passenger numbers, restrictions on alcohol and skipper responsibilities;
- New height and signage requirements for overhead electrical crossings; and
- Changes to training and safety standards for offshore sail training in NSW.

SASC NEWS Mr Tripodi also released NSW Maritime's formal response to Office of Transport Safety Investigations reports on the collision between the *Pam Burrigde* and *Merinda*, and the collision involving the *Dawn Fraser* and a dinghy in Walsh Bay.

"These incidents were not the catalyst for today's announcement but they have influenced some of the changes outlined. The responses to the OTSI reports outline measures taken as a direct response to these two incidents and ongoing work to prevent similar incidents." Draft legislation was introduced to Parliament on 4 June.

EPIRB CHANGES

Recreational boat owners with vessels 8 m or longer must replace their distress beacons (EPIRBs) under new rules to take effect on 1 July 2008.

Commercial vessels which come into survey after 1 July will also be required to make the switch to a 406 MHz beacon.

An amendment to the *Boating (Safety Equipment) Regulation – NSW*, under the *Maritime Services Act*, will require 406 MHz beacons to replace any 121.5 MHz analogue beacons by July.

From 1 February 2009, the outdated 121.5 MHz signal will no longer be monitored by aircraft or satellite.

Each 406 MHz beacon — registered to an individual person and their craft — carries a unique identification code, transmitted when the beacon is activated.

The unique code provides vital information about the registered boat and its owner — ensuring a faster and more effective search and rescue response appropriate to the vessel size. The analogue beacon provided only a position to rescuers.

Boaters must switch to using 406 MHz distress beacons ahead of February next year for safety's sake.

Skippers of recreational vessels 8 m or larger are required by law to carry a distress beacon — as well as other safety equipment such as a combination of distress signals — when operating two nautical miles or more from the coast.

It is also recommended skippers of smaller vessels heading offshore also carry a distress beacon.

As an additional safety measure, any skipper going offshore should use their marine radio to alert the volunteer marine radio network with details of the expected journey, and then log off on return.

All ocean-going commercial vessels in survey — Classes A, B and C — are also required to switch to using 406 MHz distress beacons.

New beacon requirements are the result of an amendment to the *Boating (Safety Equipment) Regulation – NSW*, under the *Maritime Services Act*.

NSW Maritime Boating Officers randomly check safety equipment, including distress beacons on vessels. Last year, more than 35,000 checks were conducted on NSW waters.

CLASSIC YACHTS RALLY AT SASC

June 2008

For lovers of classic yachts the last two years have seen us celebrating three notable anniversaries — the centenary of the metre rule last year, the centenary of the square metre rule this year and the hundredth birthday of one of the most notable designers of beautiful yachts, Olin Stephens. To celebrate, the SASC held what, we hope, will become an annual event — a rally for yachts designed to the two metre rules or were inspired by them.

The rally was held on 19 April and, although it was a splendid afternoon for sailing, it was a bit trying for the concours in the morning. We were, however, very grateful to have the only day without rain in two weeks.

Amongst the yachts attending were *Karalee*, Ian Hansen's beautiful cruising 8, *Plym*, Neville Crichton's Knud Reimers 50 square and the three Cole 40s *Tanami*, *Nina* and *Theme*.

The concours was won by *Plym* from some very tough competition and the afternoon rally by Doug Sheilds sailing *Celeste*.

Our thanks must go to Ian Kortlang for his effort in getting this first Classics Rally day up and running.

Photo John Jeremy

Robert Evans

Antara preparing for the start





Photo John Jeremy

Antara on the way



Plym looking magnificent (above)

Photos John Jeremy

Nina (below)



SASC NEWS

Tanami approaching Obelisk Bay (right)



Photo Martin van de Wal

Plym, mid harbour (left)



Photo Martin van de Wal

Photo John Jeremy

Plym, well reefed (right)





Photo Martin van de Wal

Caprice of Huon

SASC NEWS

Sjo Ro (right)



Celeste powering to the finish (below)

Photos John Jeremy



GAFFERS DAY 2008

A Rally on Sydney Harbour for Classic Yachts and Yachts which Hoist a Spar

This year Gaffer's Day will be held on Sunday 19 October — with a difference. The difference this year is that the patron of the event, D.W. Gale, and the Committee would like to extend an invitation to all members of the SASC and their friends to join us aboard a classic or gaff-rigged yacht during the rally to experience the difference of traditional sailing. This can be a real eye-opener to those who are used to modern light-weight yachts. The hands-on feel of a Ranger or a traditional Couta fishing boat, the “elbows-in-the-water” sensation of a sleek metre yacht, the solidity and stability of a gracious wooden cruising yacht can all be experienced on the day.

For those who would rather watch the yachts in action, there will be a comfortable spectator ferry with fine finger-foods and light refreshments served by professional staff with an exciting commentary from our patron Bill Gale.

The day will start with a Champagne breakfast at the SASC at 0830. Yachts will be entered in six divisions covering all types of boats from historic skiffs, gaff-rigged Division I, II and III, Bermudan slow and Bermudan fast divisions with a timed start in Athol Bight to make it easier for the less manoeuvrable craft.

The fast yachts will start at 1315. After the rally, crews and ferry goers are invited to gather for a sausage sizzle at the club while enjoying the traditional jazz band and a visit to the Rum Tent or SASC bar to enhance the nautical feeling.

Skite plates will be issued and prizes awarded during the afternoon, with a special prize for the best traditionally dressed crew and yacht — ladies choice.

Put the date in your diary now. Further details will be announced in the *SASC News*. Entry forms will be available from the SASC office upon request.



Tony Clarkson's *Mausi*, standing in for *Captain Amora* during her refit, with some company at the start of the races on 24 May (above)

Intense concentration in *Hoana* as she threads her way through a busy RSYS fleet at the East Channel mark (below)

Photos John Jeremy





Photo John Jeremy

The happy gathering at the race management volunteers lunch held at the Club on Saturday 17 May

SOUTHERLY REFLECTIONS (1)

Having sailed home from Hawaii last year I began to appreciate the obsession that many SASC people have with deep-sea yachting. Consequently I recently embarked on a 77,000 tonner calling at various Queensland ports then back to Sydney.

The vessel handled the seas grandly and I must say the meals on ocean yachts are superb. I even had Alaskan crab — yum!

We were unable to tender into Cooktown, the seas were very rough. The captain turned her through 180 degrees — gybed all standing in 30 knots, no worries, there must have been some very good hands on the main sheet. Sitting on our private balcony reading novels and having a beer or two I felt myphoric.

On Saturday 19 April a Classic metre-type boat event was held at the SASC. I was very privileged to embark on the cruising 8 metre *Karalee* as an observer to observe the superb fleet of yachts.

The sailing and the running of this inaugural event was a joy to see and I am totally convinced that no other organisation can equal our relaxed camaraderie and atmosphere for this type of event.

Southerly



Photo John Jeremy

A good fleet of 23 yachts started in the Club Championship race in light conditions on Saturday 12 April 2008



Zipper (Andrew Waugh), winner of the Tara Ipo Trophy, streaking away from the competition shortly after the start (above)

Merlin (John Lehmann), winner of the Brooker Trophy, and *Very Tasty* (Chris Sligar) (below)
Photos John Jeremy



MISTER CHRISTIAN JOINS SASC FLEET

The well-known Ron Swanson double-ender *Mister Christian* has joined the SASC yacht register and classic fleet under the new ownership of David Salter and Ben Gray. She was welcomed to the club at an informal coffee-and-pastries morning on Saturday 12 April. *Mr C* was open for inspection alongside the pontoon and attracted plenty of admirers, especially from the SASC offshore ranks.

Built in 1965 for Peter Kurts at the Swanson Bros shed in Dee Why, the yacht is 36 ft LOA, 30 feet on the waterline and has a beam of just under 10 feet. The hull is oregon planking on spotted gum frames at 6-inch centres. She displaces 6.8 tons and carries a working sail area of 580 square feet.

Mister Christian had a distinguished racing record, including handicap wins in the 1966 Sydney-Brisbane and Brisbane-Gladstone events. She was unlucky not to also win the Sydney-Hobart Race that year, having led the fleet on corrected time rounding Tasman Island only to be slowed by headwinds and contrary current.

The yacht was severely damaged in 1998 after breaking away from her mooring off the RPEYC and running aground on a rock shelf. Gavin Clark completed an expert rebuild in 1999. She was then re-decked and re-engined at the RSYS in 2002.

Joint owners Salter and Gray plan to race *Mister Christian* in next season's Friday twilights and Saturday classics pointscore division. Some coastal cruising is also on the agenda, including a possible BBQ Cruise to Lord Howe Island in 2009. Her sail number will be A16.



Photo John Jeremy

Mister Christian at the pontoon



Well known SASC members with Sir James Hardy enjoying morning coffee on the wharf (above)
Michael York and Sir James exchanging tall tales from the legendary past in *Mister Christian* (below)

Photos John Jeremy





Down below in *Mister Christian*

Photos John Jeremy



CLUB CHARGES 2008–2009

June 2008

The Board has approved the following scale of Club charges for the 2008/2009 year. The new charges will apply from 1 June 2008. The figures include GST.

BOATSHED CHARGES

Moorings per metre per week	\$5.70
Dinghy storage per week	\$9.70
Locker hire per week	\$5.30

LABOUR CHARGES

Members, per hour	\$61.00
Non-Members, per hour	\$77.60

SLIPPING CHARGES

(Using Club Labour)

Members	
— per metre, first day	\$17.00
— per metre, subsequent days	\$7.90
Non-Members	
— per metre, first day	\$25.80
— per metre, subsequent days	\$12.40

(Not Using Club Labour)

Members	
— per metre, first day	\$18.80
— per metre, subsequent days	\$7.90

SLIPPING AT WEEKENDS

Members — per metre	\$24.30
Non-Members — per metre	\$31.10

SUNDRY EQUIPMENT

Hire, per hour (members only)	\$7.20
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SUB CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$7.10 per metre per day will be levied.



CLASSIC MEETING

On Friday 15 August a Classic Boat meeting will be held at the SASC Clubhouse, commencing at 8 pm. Liquid refreshments and nibbles will be available. Ian Smith will speak on the building of *Britannia*, an exact replica of Wee Georgie Robinson's 1919 18-footer except for synthetic sail cloth and cordage. Simon Sadubin will talk on the rebuild of *Windward*, the famous 1923 gaff cutter. The presentations will be illustrated. There will be no need to book — all welcome.

Southerly

SOUTHERLY REFLECTIONS (2)

On rounding the corner of Pitt and Bathurst Streets on Anzac Day a very attractive young lady approached me and asked for a minute of my time. Being a public-spirited citizen I agreed. She enquired if any of my medals were for service in World War One. Are the young ladies of Sydney trying to tell me something?

Southerly



SASC ANNUAL PRIZEGIVING

The annual prizegiving will be held at the SASC Clubhouse Green Street, Cremorne on

Saturday 28 June 2008

The prizegiving will commence at 1200 sharp and will be followed by a 'happy hour' and lunch

Cost \$45.00 per head (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Megan Keogh on 9953
1433 no later than Friday 13 June 2008**

NEW MEMBERS

June 2008

We welcome the following new members:

Beverly Bevis (Associate)	Neville Olliffe
Richard Button	Marni Raprager
Andris Kariks	Marc Weedon-Newstead
Gregory O'Keeffe	

BOM DOES IT AGAIN

The Bureau of Meteorology has done it again with further additions to their excellent radar site (www.bom.gov.au/weather/radar) which gives a real time view of rainfall, its severity, and movement. It leaves it to the viewer to interpret where its likely to go. The latest addition is a "National Loop" (click "National" in the top right-hand range box) which is a combined Australia wide weather map and all the individual radar observations overlaid on an hourly basis over a 4 hours period. The only drawback at the moment seems to be the dark topographical background which tends to mask lighter cloud and radar observations. In time, I am sure they will build in an option to modify/delete the topographical feature as they have done on all local radar sights.

No doubt Southerly recognise this as one of the greatest steps forward for mankind since the evolution of the Bermudan rig!

Tony Curtis

SASC SHOP (AKA The Office)

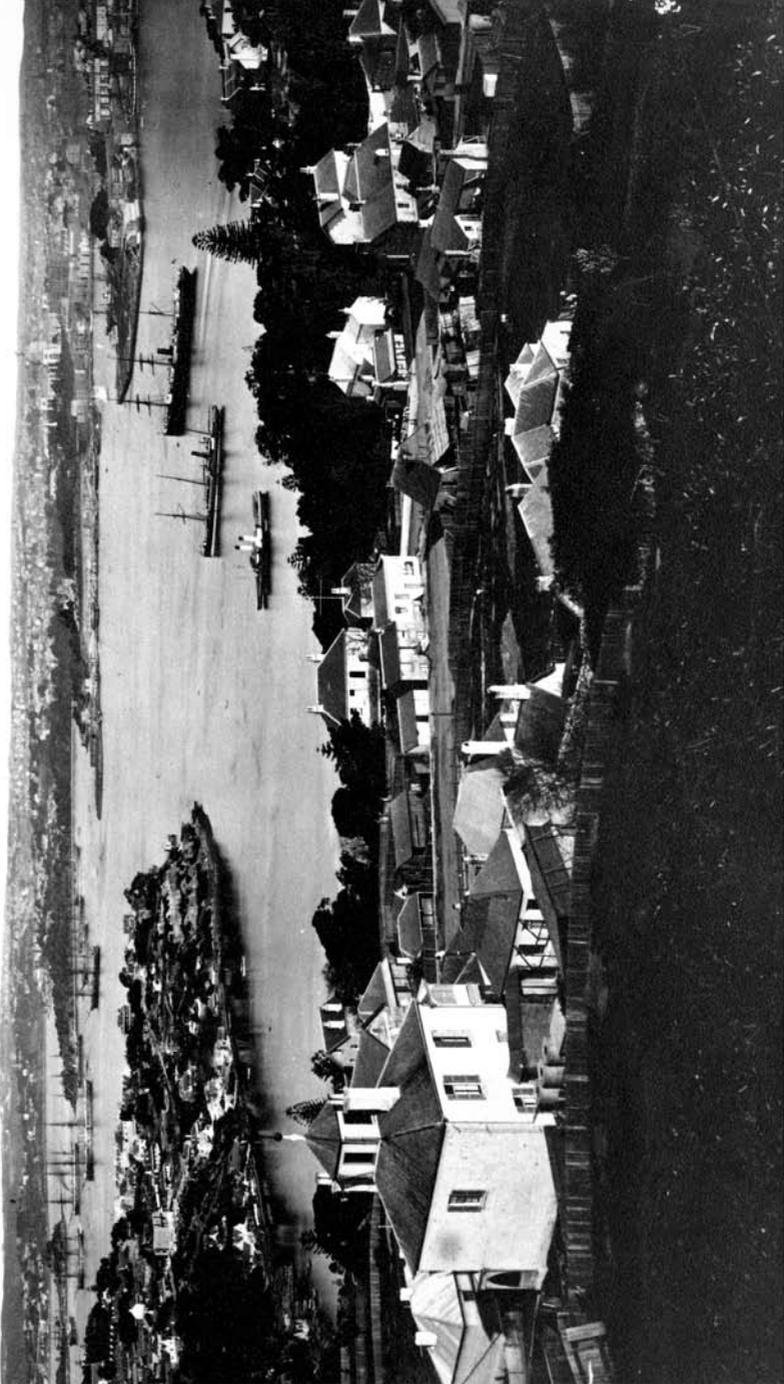
The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2005–2008)	\$29.95
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$21.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$49.00

NEWSLETTER DEADLINE

The next SASC News will be the August 2008 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 July 2008. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





A view of Sydney Harbour from the north shore looking across Berry's Bay towards Bennelong Point in 1881. Ships of the Detached Squadron of the Royal Navy are at anchor off Farm Cove. The large ship with two funnels is the flagship, the screw frigate HMS *Inconstant*



Photos John Jeremy Collection

Royal Navy ships engaged in a mock battle on Sydney Harbour in 1881. The ship on the left is the screw corvette HMS *Wolverine*. She is flying the broad pennant of Commodore John C. Wilson, Commander in Chief of the Australia Station



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