



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2010

SYDNEY AMATEUR SAILING CLUB

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Members	(02) 9953 6597
Racing (Monday & Friday only)	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au
Commodore	Bill Hogan
Vice Commodore	Liam Timms
Rear Commodore	Bruce Dover
Captain	Peter McCorquodale
Honorary Treasurer	Tony Clarkson
Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Maggie Stewart

Cover:

Cherub preparing for the start of the Classic Twilight race on Thursday 4 November

(Photo John Jeremy)

CONTENTS

Coming Events	3
Signals from the Commodore	4
There and Back on Starboard Tack	5
New Lifejacket regs in NSW	10
Letter to the Editor	12
Classic Yacht Twilight Race	17
Closest Thing to Sailing, Part 2	18
Sunday Sailing with the SASC	22
YA Special Regs Amendments	25
Regatta Action in November	26
Flag Officers' Dinner	30
Holidays at the SASC	32
Wharf Rules	33
New Members	34
From the Archives	35

The SASC News is published six times per year.

Editor: John Jeremy

email: news@sasc.com.au

Print Post Approved PP 255003/01708

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

COMING EVENTS

December 2010

FRIDAY 14 JANUARY 2011

First Friday twilight race for 2011

SATURDAY 15 JANUARY 2011

First pointscore race for the summer season for Super 30 Division (long and short series) Division 2 (long and short series), Classic Divisions and Cavalier 28 Division

SUNDAY 16 JANUARY 2011

Pointscore race for Division 6 and Gaffers Division

SATURDAY 22 JANUARY 2011

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

WEDNESDAY 26 JANUARY 2011

175th Australia Day Regatta

SATURDAY 29 JANUARY 2011

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

TUESDAY 1 FEBRUARY 2011

First two races in the Paul Slocomb Trophy twilight series

THURSDAY 3 FEBRUARY 2011

Second Classic Twilight Race

SATURDAY 5 FEBRUARY 2011

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

SUNDAY 6 FEBRUARY 2011

Pointscore race for Division 6 and Gaffers Division

TUESDAY 8 FEBRUARY 2011

Second two races in the Paul Slocomb Trophy twilight series

SATURDAY 12 FEBRUARY 2011

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

SUNDAY 13 FEBRUARY 2011

Young 88 Regatta

**NEED
THE TENDER?**

**Call Mike, Alan or Denis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

Saturday 27 November — at last a proper summer's day on Sydney Harbour with a nor'easter building to 25 knots. Some damage was sustained across the fleet, but for the rest of us — we loved it. The Super 30 fleet hit the record high of thirty entries recently, well done Chris Sligar.

Trevor Cosh, well controlled by Jim Lawler, has managed to construct a pile under the Mosman Boatshed deck which will stop some of the shed falling into the harbour. Thanks to them and the others who assisted.

Slipway development proposals will be unfolding over the Christmas period as initial quotations and responses to our invitations to tender are received and evaluated. We have received four expressions of interest from which one will be selected with whom we will proceed to detailed consultation and evaluation.

Only as this process moves into these discussions will we be able to ascertain to what extent the club's 'wish list' can initially be implemented, to what extent costs can be curtailed and contributions can be made by the club and its membership, and the likely timing, nature of contract, and the total project cost can be clearly identified.

This process will be completed early in the New Year and the results made available at that time.

Negotiations with respect to the club's leases are progressing to a satisfactory extension of term and we are now subject to the formal processing time at the Lands Department.

To all Members, our great Staff and our teams of volunteers, have a happy and safe Christmas on or off the water and we will see you all again on Saturday 15 January 2011 for the Summer Series.

Bill Hogan



THERE AND BACK ON STARBOARD TACK

December 2010

Or Notes from Ned's Beach — The 8th Lord Howe Classic Yacht BBQ.

If you had read the news reports of the Gosford Sailing Club race to Lord Howe at the end of October you would be forgiven for thinking that Murphy and the yachting gods had conspired and that the wind was always a gale from the NE blowing out of the island towards Sydney or on the nose and right down the rhumb line course 060 degrees.

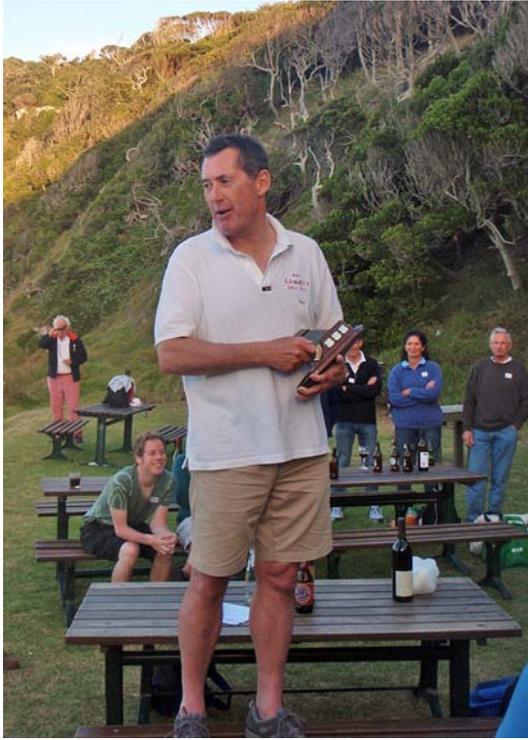
For those who had planned to attend the 8th, now annual, Lord Howe Island Classic Yacht BBQ there was forgiveness with most yachts departing early in the first week of November to arrive in good time for the BBQ to be held at Ned's Beach on the now traditional date of "one week after Melbourne Cup" which, this year, was on the infamous Tuesday '9/11'.

Some ten yachts made it to the island with *Fidelis*, *Fontana*, *Indigo*, *Irene J*, *Lunacy* and *Touchstone* all departing from Sydney, *Morning Tide* from Lake Macquarie and they were joined at the island by *Folly II* which was cruising offshore and some of the crews of *Sorcerer* and *Scarlet Ribbon* all in time for the Neds Beach BBQ. *Sorcerer* from Sydney, *Inez* from Pittwater and *Too Impetuous* from Brisbane had

Fidelis under shy spinnaker

Photos courtesy Nigel Stoke





Tom Moulton accepting the Classic Yacht Trophy

both put to sea but returned to home port with challenging weather conditions. Two further yachts arrived the morning after the BBQ, *Taratibu* from Noumea en route to home port in Newcastle and *Stylapora* from Brisbane.

The fleet was welcomed to the island to provide some balance to the visiting golfing set that had a week of classic golf. There was room for all and the Classic BBQ yachties seem to now be an institution in their own right with posters prominently displayed around the island.

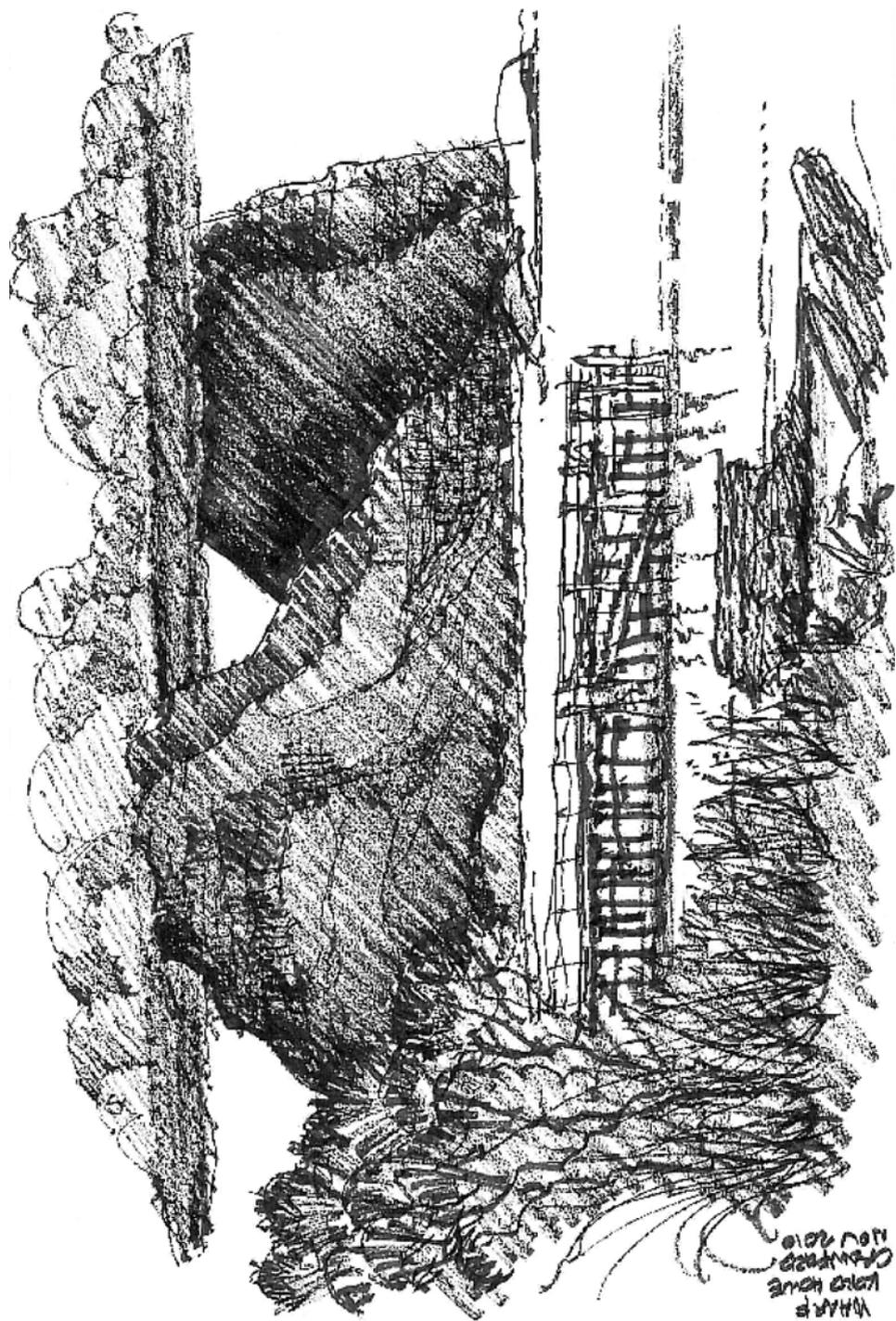
The BBQ at Ned's Beach never disappoints and on this occasion there were some 75 visitors to tackle the huge spread of food prepared by the Island school P & F and \$3,000 was raised to donate to the school. The senior prefect from the primary school (a Wilson of course) stood up in front of the assembled crowd and thanked us all for our contribution to their funds — very sweetly done.

Stephen Wills, the CEO of the Lord Howe Island Board, stood on a table and made a formal speech of welcome. Clive Wilson who had stood in for the policeman as harbour master for our visit gave the background to the Classic Yacht Trophy.

He was followed by Nigel Stoke who read the lists of yachts and other usual suspects which had made it to the island. This included classic design yachts from the desks of S&S, Swan, Hinckley, Contessa and Knud Remiers.

Nigel then congratulated Tom Moulton of *Lunacy* who was awarded the Classic Yacht Trophy for 2010. Tom had been a foundation contributor to the Classic BBQ having designed and printed each of the now infamous posters and had set off on each of the eight BBQ trips, collecting funds and helping to organise the rabble at Neds Beach. He missed only 2009 after turning back in poor weather. Tom had his first race to Lord Howe as part of the crew in *Inch by Winch* in the late 1980s, had raced in *Anitra V* and then several trips in *Fidelis*. On this occasion he had skippered his own Contessa 32 in fast conditions with only one crew — Tom II (alias Tom Griffiths) — ably backed up and supported by Tom III (the autopilot).

Beautiful weather on the island with blue skies, warm seas, gentle



WHAT'S
LOVE HAVE
CHANGED
NOW 2010

SASC NEWS

breezes improved with the news of a Northerly stream for the trip home which for most yachts was a new experience — ensuring record runs

back to home port.

Thanks to the Lord Howe Island Community for all their generous hospitality.

Nigel Stoke

Fidelis

Postscript

Nigel Stoke left me to edit his words and so I shall. All that he said is true but what Nigel failed to tell you all was that the trip back has used up all my “dream-sailing brownie points” into the future and beyond.

Fidelis left Lord Howe at 10.30 am on Thursday and dropped her spinnaker behind Bradley’s Head at 10.30 am on Saturday. Four hundred and seventy nautical miles in almost exactly 48 hours, the wind varied between a bearing of 356° to 008° and between 14 knots and 35 knots, with mostly 18 to 25 knots. The fastest recorded speed down a wave was 19.9 knots, which in 16 tons of classic yacht is fun!

How am I ever going to beat that?

John Crawford



Civilised refreshments in the cockpit of *Fidelis*



The logo features two pennants of the Australian flag (blue field with white stars and a red cross) on either side of a central oval containing the text '175th'. Below this is the main title 'Australia Day Regatta 2011' in a large, brown, serif font, with a decorative flourish underneath.

Australia Day Regatta 2011

The 175th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Wednesday 26 January 2011. This popular event is a great way to celebrate Australia Day and SASC members are invited to join the Sydney Harbour fleet. A Notice of Race and entry form is available at www.sasc.com.au and www.australiadayregatta.com.au and copies of the Australia Day Regatta programme are available at the clubhouse and on the web.

The Australia Day Regatta Management Committee is chaired by SASC Past Commodore John Jeremy and Past Commodore Charles Maclurcan will be starting the main harbour races again this year. The start and finish will be close to Clarke Island, near the regatta flagship HMAS *Ballarat*.

To celebrate the 175th Regatta, a special trophy race will be held for classic yachts starting after the usual divisions. Many yachts have been invited to take part and competitors are invited to come to the SASC for celebration and a prizegiving after the race.

Members are asked to keep the pontoon, piles and holding moorings clear for visiting yachts on the afternoon of Australia Day.

Touch-and-go for dropping off guests will be possible at the end of the pontoon.

Other attractions on the water on the day will include an aerial display by an RAAF F/A 18 and a parachute drop into Farm Cove by Army Red Berets.

Activities on the harbour are a major part of the Australia Day celebrations and the Regatta is always well supported by SASC members — so fill out the entry form and come sailing.

The Australia Day Regatta is proudly sponsored by



NEW LIFEJACKET REGS IN NSW

New regulations regarding the wearing of lifejackets came into effect in NSW on 1 November 2010.

The new minimum requirements for **wearing** a lifejacket will be as follows:

- By children less than 12 years of age when in a vessel less than 4.8 metres in length; and when in an open area of a vessel less than 8 metres in length which is underway;
- By all the occupants of a vessel less than 4.8m in length when the vessel is being operated in any of the following situations:
 - at night;
 - on open (ocean) waters;
 - on alpine lakes;
 - when boating alone;
 - as a tender more than 400 metres from shore;

At any time, and in any type or length of vessel, when the skipper judges that the situation is one of heightened risk (as defined below) and he/she directs that all occupants are to don a lifejacket;

- By all persons being towed (this includes people who are waterskiing, wakeboarding or parasailing and those being towed on tubes, sea biscuits or similar towable devices);
- By all occupants of a canoe or kayak on:
 - enclosed waters when more than 100 metres from shore; and
 - ocean waters;
- A person kitesurfing alone more than 400 metres from shore; and
- When in an off-the-beach sail vessel in ocean waters.

It is now also a requirement to **carry** lifejackets for each person on board an outrigger canoe.

What is “heightened risk” and what are the skipper’s responsibilities?

NSW Maritime will introduce a provision for the skipper to require passengers to put on their lifejackets in situations of heightened risk.

A time of heightened risk is any time when there is a greater risk of **either** an incident occurring **or** if an incident was to occur, when it might be difficult to help yourself.

- The concept of “heightened risk” is an extension of the current situation regarding crossing coastal bars (an inherently risky activity) to include: boating in bad weather (such as in a gale warning, storm warning, severe thunderstorm warning or other severe weather warning issued by the Bureau of Meteorology);
- when a yacht does not have safety barriers, lifelines, rails, safety harnesses or jacklines in use;
- boating by the elderly, non-swimmers and people with serious medical conditions;
- when the vessel has broken down;
- when there is a significant likelihood that the vessel may be capsized or swamped

- by waves or the occupants of the vessel may fall overboard or be forced to enter the water; and
- other similar circumstances.

This makes it clear that the skipper has a high level of responsibility.

Will I have to wear a lifejacket in my tender?

Occupants of vessels being used as a tender will be required to wear a lifejacket while the tender is more than 400 metres from the nearest shore.

WHAT LIFEJACKET AM I REQUIRED TO WEAR ON MY RECREATIONAL VESSEL?

BOATING ACTIVITY/ VESSEL TYPE	SITUATION	LIFEJACKET OPTIONS
Children under 12 years of age	<ul style="list-style-type: none"> • At all times in a vessel under 4.8m • When in an open area of a vessel 4.8m to 8m that is under way: <ul style="list-style-type: none"> • On enclosed water 	type 1, 2 or 3
	<ul style="list-style-type: none"> • On open (ocean) waters 	type 1
	<ul style="list-style-type: none"> • On alpine waters 	type 1 or 2
On all boats less than 4.8m (unless specified below)	<ul style="list-style-type: none"> • All occupants on enclosed waters when: <ul style="list-style-type: none"> • Boating at night • Boating alone 	type 1, 2 or 3
	<ul style="list-style-type: none"> • At all times on open waters 	type 1
	<ul style="list-style-type: none"> • At all times if the vessel is being used more than 400m from the shore to transport persons or goods between the shore and a vessel, or between vessels. 	type 1, 2 or 3
	<ul style="list-style-type: none"> • At all times on alpine waters: 	type 1 or 2
	<ul style="list-style-type: none"> • If wearing waders 	type 1
All towing	Anyone being towed at all times on all waters	type 1, 2 or 3
Canoes and kayaks	<ul style="list-style-type: none"> • On enclosed waters more than 100m from shore 	type 1, 2 or 3
	<ul style="list-style-type: none"> • On open waters at all times 	type 1, 2 or 3
	<ul style="list-style-type: none"> • On alpine waters at all times 	type 1 or 2
Off the beach sailing vessel (eg catamaran & centreboard boats)	<ul style="list-style-type: none"> • All occupants on enclosed waters at all times 	type 1, 2 or 3
	<ul style="list-style-type: none"> • All occupants on open and alpine waters at all times 	type 1 or 2
Sailboarding	When more than 400m from shore:	
	<ul style="list-style-type: none"> • On enclosed waters • On open and alpine waters 	type 1, 2 or 3 type 1 or 2
Kiteboarding	When more than 400m from shore & kiting alone:	
	<ul style="list-style-type: none"> • On enclosed waters 	type 1, 2 or 3
	<ul style="list-style-type: none"> • On open waters • On alpine waters 	type 1, 2 or 3 type 1 or 2
PWC (jetski)	<ul style="list-style-type: none"> • On enclosed waters at all times 	type 1, 2 or 3
	<ul style="list-style-type: none"> • On open and alpine waters at all times 	type 1 or 2
	<ul style="list-style-type: none"> • Tow-in-surfer on open waters 	type 1, 2 or 3
Crossing coastal bars	All vessels, everyone on board	type 1
Skipper's responsibility	When the skipper considers a "heightened risk" situation exists:	
	<ul style="list-style-type: none"> • On enclosed waters • On open and alpine waters 	type 1, 2 or 3 type 1 or 2

LETTER TO THE EDITOR

Dear Sir

For those of us with families, time on the water is especially precious. Indeed, my family has very little sense of humour where sailing is concerned. They are still smarting over the occasion I abandoned the post-Christmas washing up to “get the paper” and returned a week later with a sodden copy of the Hobart Mercury. While the mere mention of a Boxing Day sale has been known to add a certain gusto to their windscreen washing, they soon drop their squeegees and return to the curb when they realise boats and not bags are involved.

Despite these travails, my anecdotes about the soul-cleansing nature of the sport, the wild beauty of the sea, the elevation to a higher space-time continuum and the healthy exercise of the adrenal glands occasionally mollifies an unattractively, cynical audience and allows my escape. My cause has however been dealt a severe blow by the publication of a photo in the *SASC News* of October 2010, where one David Salter alleges the subject in question, yours truly, is “sleeping,” during a race to Southport. “Sleeping” I have been reliably informed, is an activity which can be undertaken on the front door mat while guarding the house from bailiffs and cable television salesmen.

Thus, to the credit card bills, the envelopes with little windows from a variety of sailmakers and chandlers, I must now, following this scurrilous depiction, include future copies of the *SASC News*, as among those items which must be intercepted between the letter box and the cellar table where my family now takes their meals.

Sean Kelly

[The experienced amongst us know that a sailor apparently “sleeping” is merely resting his eyes and is forever alert to the slightest change in wind or sea conditions — ready in an instant to respond to any emergency — Ed.]

FOR QUICK SALE

Beneteau First 40.7 (A147 — *Ticket of Leave*) sails:

No 1 Medium/heavy genoa: Macdiarmid D4 Premium moulded-membrane carbon/aramid

Used once only for Sydney to Coffs Harbour 2010 — \$3,500

Regatta main: Norths 3DL moulded-membrane carbon/aramid

Used twice only for Audi Geelong Race Week and Sydney to Coffs Harbour 2010 — \$3,500

Contact Matt Prentice

matthewp@precipio.net.au

Mobile: 0425 257 507

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND
DIRECTORS EXTEND THEIR BEST WISHES TO
ALL MEMBERS FOR A HAPPY CHRISTMAS
SEASON AND GOOD SAILING FOR 2011

*BEST WISHES TO ALL OUR STAFF ON BEHALF
OF ALL MEMBERS WITH THANKS FOR THEIR
SUPPORT AND EFFORTS OVER THE LAST YEAR*

SEASONS GREETINGS FROM MEGAN, JUDY
AND MAGGIE (ADMIN AND RACING) ROD, JEFF
AND ASH (BOATSHED), FRANK (CLUBHOUSE),
MIKE, ALLAN AND DENNIS (TENDER DRIVERS)
AND THE STARTING TEAMS



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.

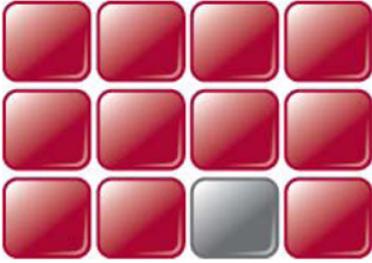
Sponsored by:



**CONCISE
SYSTEMS**

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!



**CONCISE
SYSTEMS**

The Quick and Easy Way to Manage All Aspects of Your Site Security

As a company committed to achieving only the highest standards in security, our clients have entrusted us with the protection of their most valuable assets for over 20 years.

Concise Systems specialises in the service and installation of custom security solutions from basic electronic access control and integrated alarm systems to high-end CCTV and access management solutions.

Contact Concise Systems today on (02) 9809 0588 or visit our web site at www.concisesystems.com.au.

**Access Controls Security Systems
CCTV Service and installation**

Concise Systems – A division of Trycup Pty Ltd ABN 41 003 341 982
Security Master License Number: 407931042
14/27 Bank Street, Meadowbank NSW 2114 Australia
PO Box 1019 Meadowbank NSW 2114 Australia
Phone +61 2 9809 0588 / **Fax** +61 2 9809 2446
Email sales@concisesystems.com.au / **Website** www.concisesystems.com.au



All photos by John Jeremy

A rainbow greets *Caprice of Huon* as she arrives for the start of the Classic Yacht Twilight race on 4 November.
You may need to consult the colour version of the SASC News on the web for best effect

CLASSIC YACHT TWILIGHT RACE

December 2010



Despite gloomy skies and occasional downpours, a good fleet turned out for the first of three Classic Yacht Twilight races to be sailed during the 2010-2011 season. The start was busy and the first leg was wet



CLOSEST THING TO SAILING

Part 2

by
John Crawford

With the SASC Burgee, the Commodore's Pennant and the SASC Ensign flying crisply from the halyard, VIC 32 silently slipped from the lock into the Sound of Jura. Two SASC past Commodores, their wives and six soon-to-be friends, breathed in the cool air and waved to the Crinan Hotel, perched beside the lock, goodbye. VIC 32 turned south into a gentle westerly breeze that wafted a nostalgic smell of the sea.

It was a beautiful morning, a perfect start to our adventure on this sixty seven year old coal fired steam driven vessel which was beginning to show her wares by pushing a commendable bow wave while travelling in almost complete silence with no vibration, just a gentle pulse as the propeller bit into the Sound of Jura and pushed us south. This was, and still is, one of the ethereal charms of steam. It hadn't dawned on me until now that this silent progression down the Sound was almost surreal, meditational even and certainly very relaxing

Well that's what we were there for to relax and enjoy the day. And so we did, while making steady progress south. Our first port of call was a small village called Tayvallich on the western shore of Loch Sween, which was the first of many lochs that indent the coastline throughout Scotland. They provide sheltered waters perfect for quiet anchorages and lunch. It was lunch time on our first day out and lunch was heralded by the rumbling grumble of our anchor being released from bondage by Lyle, VIC 32's steam engineer. You cannot anchor VIC 32 without a Lyle.

Loading Kathryn
Evans' luggage
onboard VIC 32



All illustrations courtesy John Crawford

Approximately fifteen minutes before there is any need to drop or retrieve the anchor, Lyle will proprietarily appear on the foredeck and take hold of a large lever and open up the steam cocks on a piece of equipment that seems to fill the whole of the foredeck. Steam is first introduced to heat the cylinders and then blow off the condensed water producing snorting clouds of oily steam, all but obscuring the deck and anything within a thirty-foot radius.

When things are warmed up he prepares to release the anchor. Like a number of activities on VIC 32, OH & S is not high on the list of priorities. As the anchor rattled out the chain, snake-like leapt and jumped over the deck before disappearing through the hawse hole into the sea. One false move and the chain

could have done some serious damage to life and limb, but no-one seemed concerned. It was lunch time.

Lunch for twelve was served at the long table in the saloon. Shepherd's Pie followed by a variety of Scottish cow and goats cheeses, excellent coffee and chocolate all prepared and served from a postage-stamp-sized galley by Catherine and Joe. After lunch our skipper, the eccentric Nick Walker, was seeking volunteers for a shore party to explore Tayvallich. He must have done this countless times over the years, but he would have you believe this was the first time. Such enthusiasm!

Does this man ever stop? Has he never heard of an afternoon ziz? What's happened to civilised behaviour? However, amongst any group of people there's always someone who doesn't want to 'miss out' and so a boarding party of 'enthusiasts' was assembled. The first step was to launch the tender, a solid fourteen-foot clinker dinghy which rested on some old tyres on the roof of the cabin. Lyle, where are you?

Lyle was there and the dinghy was duly hoisted using the (steam-driven) derrick crane and dropped neatly into water alongside VIC 32. The 'enthusiasts' descended to the dinghy via a rope ladder followed by the skipper who with surprisingly little trouble started an elderly outboard and the landing party headed for the shore leaving those who wanted to relax in almost complete peace. Bliss.

The saloon in
VIC 32





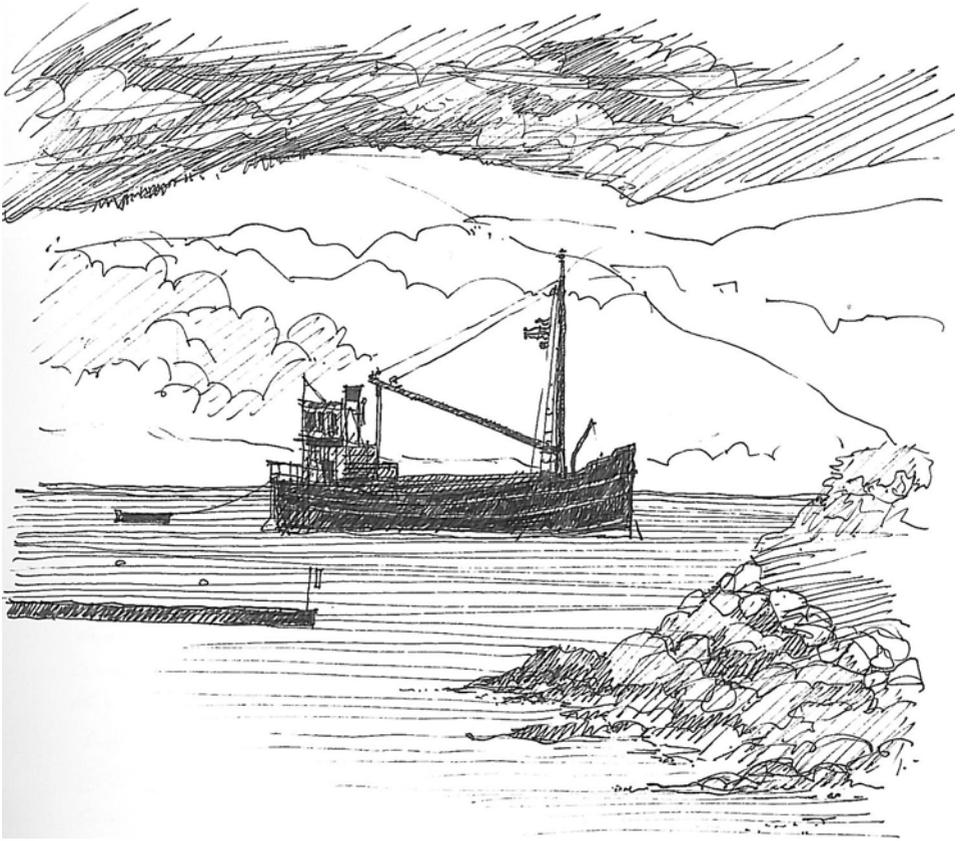
Kathryn Evans
shovelling coal

All too soon they were back, much excited about the sighting of a nesting Osprey — a large and rare bird of prey making a comeback in Britain. The hiss of steam soon signalled that we were on our way. The anchor was raised with much snorting, billows of steam and no loss of limbs. In complete silence VIC 32 began to move. Next stop Craighouse a village on the eastern shore of the Isle of Jura ten miles or two hours across the Sound. We crossed the Sound in a freshening breeze that had swung to the north during the early afternoon and making some speed VIC 32 belched black coal smoke which streamed south towards Ireland which was just visible under a cloudbank over thirty miles away. She always belched smoke when pressed and the distant rattle of coal being shovelled into the furnace indicated that Lyle was hard at work feeding his beloved engine.

At Craighouse we moored at the end of a long and substantial pier. The other end was punctuated by an hotel, which was sited conveniently beside a distillery, which manufactured and dispensed the famous Jura Single Malt whisky. We couldn't really say no, could we, and we whiled away time over a few whiskies then a few more and finally discussed plans for tomorrow.

Next morning found our group except one, (who decided he was going to climb one of the three Paps of Jura, all over two thousand feet), climbing aboard the local bus for a twenty minute ride to the Jura Ferry terminal at Feolin. The bus was delightfully casual and at one stage stopped beside the road while Nick, our host, tramped across a peat bog to discuss music and scallops with a friend who was cutting peat. We boarded the ferry, crossed the half-mile width of the Sound of Islay to Port Askaig on Islay and then back again on the next ferry. The bus back to Craighouse dropped us off at Jura House, a grand house sited on the southern shores of Jura, with unspoilt, unused beaches and distant view to Ireland — still a grey line on the horizon marked by clouds. A picnic lunch on the beach was followed by a sleep and then back to catch the bus to Craighouse and VIC 32.

It was a delightful evening and doubled as a birthday party for Lynn, my wife. A sack of fresh scallops had been collected from a fishing boat which moored alongside. Thanks to mobile phones and local knowledge these scallops were waylaid on the wharf before they disappeared to Spain. Nearly all the fishing catch in these parts has been sold before the boat get back to the wharf and is served in Spanish restaurants



within 24 hours of the catch.

VIC 32 at anchor

Our scallops however were beautifully cooked by Catherine in a little onion and white wine and consumed by our ravenous crew, washed down with wine, stout and whisky. Before 11pm the ‘peat cutter’ appeared on board with a small roll of pipes under his arm and proceeded to delight us all with a beautiful voice to match his lilting pipes which for our musical members had only nine notes.

After that our trip was all downhill. Next day we travelled north up the east coast of Jura carefully avoiding the infamous Correyvreckan Strait at the top of the island, where each day hundreds of thousands of tons of water funnelled north by the tides rushes through a half mile wide gap into the Atlantic Ocean causing tidal whirlpools, overfalls and standing waves easily visible from our vantage point on the bridge of VIC 32. When wind is against tide Correyvreckan is to be avoided. It looks evil and dangerous and has the reputation to prove it.

Our last anchorage was a peaceful spot called Kilchoan Ho at the very northern end of the Sound of Jura, alongside the Islands of Luing and Shauna, both apparently uninhabited. Our last evening was formal. All



Rob and Kathryn
Evans in formal
rig

the members of our party were required to dress formally for the occasion and after a delightful meal the men were 'tried' by the crew of VIC 32 and on being found guilty were 'sentenced'. The common penalty was to be responsible for the washing up.

Our immediate past past Commodore Rob Evans stole the evening and thereby avoided all penalties by appearing in complete Scottish regalia. They say a picture is worth a thousand words.....I think more.....how about you?

It was a great fun trip. Go with friends, charter the whole boat, which can accommodate twelve guests (suggest ten is best). Don't look for luxury, because you won't find it. Watch the weather, we were lucky with hardly any rain, albeit it was cool at times and this was July. This is a perfect holiday venue for members of the Amateurs, part DIY and part organised.

SUNDAY RACING WITH THE SASC



Serenity (A6 – Ian Smith), a newcomer to the Sunday fleet, approaching the starting line on Sunday 21 November



All photos John Jeremy

A good start for *Malveena* (A60) in Division 6 (above)

Vanity (A2) leading the fleet onto the course in the Gaffers Division (below)





Rob Roy pretending to be an 18 footer (above)

5 to 6 and *Clewless?* in a close finish (below)



Amendments to the Yachting Australia Special Regulations took effect from 29 October 2010 and details of the amendments are available at <http://www.yachting.org.au/specialregs>.

The Special Regulations are published and applied to establish uniform minimum equipment, accommodation and training standards for racing boats and can be used as a guide for cruising boats.

The 2009–2012 Yachting Australia Special Regulations came into effect from 1 July 2009, and boat owners should be aware that there are changes which may affect all owners of keel boats. The amendments address issues relating to lifebuoys, hull construction standards, EPIRBs, PLBs and wearing of PFDs.

During 2009 Yachting Australia received enquiries relating to lifebuoys and after investigations were completed a decision was made to make the Special Regulation provisions closer to those applicable in the ISAF Offshore Special Regulations. The changes reduce costs for boat owners and simplify requirements for manufacturers and resellers and it is important for boat owners to recognise the need for lifebuoys to be in safety colours as provided for in the amendment. The changes also allow for inflatable lifebuoys within certain limitations.

There has been significant interest on the international stage in the standards against which boats are designed and built. It is an important aspect of seamanship that any crew going to sea are confident that their boat has the structural integrity to look after them.

To respond to this critical aspect of offshore yachting, ISAF had amended their Offshore Special Regulations to introduce recognition of ISO 12215 and importantly, reintroduce independent checking of plans and designs against that standard. Yachting Australia has amended its Special Regulations to meet these changes. This Amendment replaces the previously published Amendment 1 and in effect changes the implementation dates and how existing ABS designed boats are treated when being modified.

Some of the most significant recent changes to equipment come in Amendment 8. This amendment introduces mandatory wearing of PFDs after sunset and before sunrise, and recommends that they also be worn at times of heightened risk. Comment from search and rescue authorities indicates that the most important thing for saving a life when a crew member is overboard, is wearing a lifejacket. This amendment is essentially a behavioural requirement and represents no cost to the boat owner.

Also in Amendment 8 is the recommendation that non-GPS capable EPIRBs and PLBs be replaced with GPS capable models as soon as possible. The amendment introduces mandatory GPS capability in all 406 MHz beacons from July 2015.

Registered GPS capable 406 MHz beacons provide a signal that may be received within seconds by geostationary satellites and have a locator accuracy of 120 metres. Calculating the position of non-GPS beacons will typically take 90 minutes (but could take up to 5 hours) and the position is only accurate to 5 kilometres. In summary, GPS capable 406 MHz beacons provide accurate and rapid information significantly superior to its non-GPS counterparts. The date of mandatory compliance is to allow owners of non-GPS capable beacons time to replace their equipment at the end of their lifespan.

For more information please visit <http://www.yachting.org.au/specialregs> or contact glenn.stanaway@yachting.org.au.

REGATTA ACTION IN NOVEMBER



All photos by John Jeremy

On 14 November the SASC conducted a regatta for Super 30s and Flying Tigers. The numbers were small but those who took part enjoyed the brisk sailing conditions. Here *Balmain Tiger* and *Hello Tiger* enjoy close downwind racing



Some excitement for *Balmain Tiger*, third in the Flying Tigers' event (above)

Ophir, second in the Flying Tigers' regatta (below)





All photos by John Jeremy

Peter McCorquodale and Cameron Edwards at work in *Jack Millard* (above)

The winner of the Super 30 competition, *Rock 'n Roll* (below)





Excel came second in the Super 30 regatta (above)

Hello Tiger (below) was the winner of the Flying Tigers' regatta



FLAG OFFICERS' DINNER



A very successful Flag Officers' Dinner was held at the Club on 7 October. The Vice Commodore Liam Timms (making a point below) stood in for the Commodore who was unable to be present

Photos John Jeremy



FOR SALE

ONE-THIRD SHARE IN ADAMS 10 ZULU \$13,000

Zulu (A168) is a cruising Adams 10 registered with SASC

This yacht is in excellent condition and has been raced successfully in the Friday twilights and in the Saturday and Sunday series.

A large wardrobe of sails including two spinnakers is included. The yacht has recently been anti-fouled and all maintenance work is up to scratch.

Zulu is fitted with a marine toilet and other conveniences and it has mainly been used for club racing and day cruising.

Unfortunately one of the three owners has to leave the partnership for personal reasons and we are looking for a new share owner. *Zulu* is moored only a stone's throw from the clubhouse in a well-protected easily-accessible location.

For further information please contact any of the current owners:

John Punch 9969 4769 (home)

**Denis Smith 9906 3579 (home)
or 0419 321 322**

Steve Green 9439 2703 (home)



HOLIDAYS AT THE SASC

Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible. The kitchen and barbeque facilities will be available, but the bar will not be open.

TENDER SERVICE

No service on Christmas Day, normal service on the following days.

Saturday 18 December 0900 – 1800

Sunday 19 December 0900 – 1800

Sunday 26 December 0900 – 1800

Monday 27 December 0900 – 1800

Tuesday 28 December 0900 – 1800

Friday 31 December 0900 – Sunset

Saturday 1 January 0900 – 1800

Sunday 2 January 0900 – 1800

The office will be closed from COB Tuesday 21 December to the morning of Monday 10 January 2011. Racing will be off-line from COB Monday 20 December to the morning of Monday 10 January 2011. The boatshed will be closed from COB Thursday 16 December until Monday 10 January 2011.

Members are advised that North Sydney Police will again be using the Club as an initial briefing point and a location for meals and rest breaks on New Year's Eve from 5.00 pm.



WHARF RULES

December 2010

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or public holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

Obstruction of the dinghy launching area by moored yachts causes considerable inconvenience to those members who use dinghies.

Please keep the area clear at all times



NEW MEMBERS

We welcome the following new members:

Bill Marsden
 Edward Moulton (Junior)
 Gregory O'Neill
 Diane Snowball
 Greg Snowball

MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense.**

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

Please — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.

ERRATA

Owing to a production glitch (we try hard to avoid them) we failed to record that the author of *One Designs and One Hundred Years* in the October edition of the *SASC News* was Ben Stoner. Sorry Ben.

SASC SHOP

(AKA *The Office*)

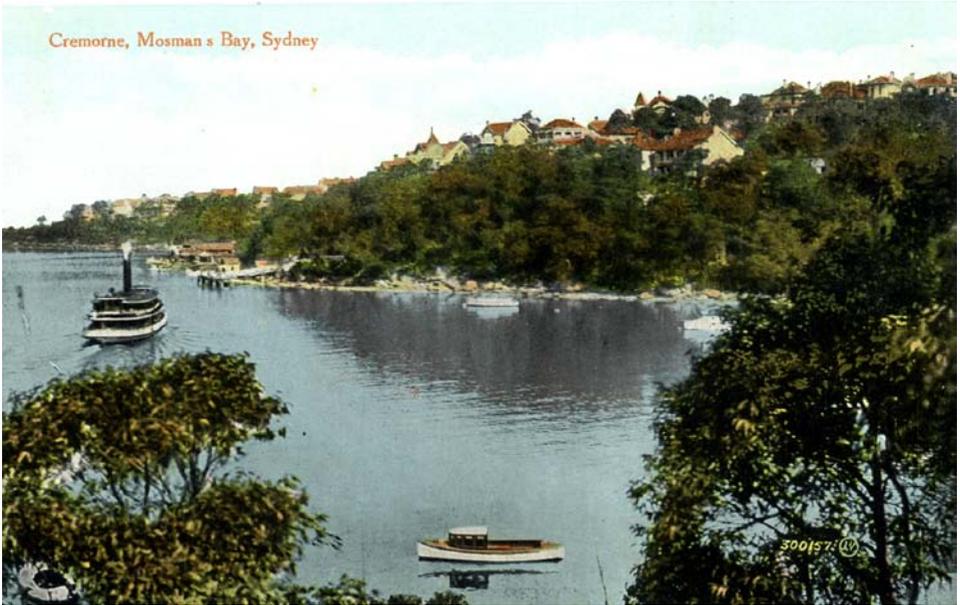
The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$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	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00

NEWSLETTER DEADLINE

The next SASC News will be the February 2011 edition. Contributions from members, which are always welcome, should reach the editor by Friday 28 January 2011. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





These 'postcard' views of Mosman Bay are reproduced from a Valentine & Sons *Souvenir of Sydney Harbour* dated 1914. Not a lot has changed — more boats are moored there now, the ferries are more modern (although not necessarily better) and the eastern shore is more built upon but otherwise the surroundings are quite familiar
(Courtesy Tony Tyson)





Sydney Yachting Centre

Official Brokers to the SASC

List your vessel with us for
quick results
Every sale earns income for
your club

For friendly, professional advice contact
Matt Pyne or Geoff Pearson

TELEPHONE 9969 2144

FAX 9969 4191

sales@sydneyyachtingcentre.com.au

Now at the Middle Harbour Yacht Club

Open six days — 9 am to 5 pm

HOME OF

Delphia Yachts

Archambault Yachts

Northshore Yachts