

NOVEMBER 1969

EDITORIAL

In the past we have said a lot about sportsmanship - let's now have a look at another aspect of Club life.

Recently, as detailed elsewhere in this News Sheet, a property adjoining the Clubhouse was offered for sale, and the sequence of action that followed and was taken by your Club, indicates that great credit is due to all those concerned.

1. Your Directors recognised a possible opportunity for further Club development, and initiated a feasibility study.
2. They called an Extraordinary General Meeting and reported their findings in factual, unemotional terms.
3. The meeting instructed them to go ahead and buy the property if it could be obtained within the limits of an undisclosed ceiling figure.

And that, Ladies and Gentlemen, is the action of a very strong and unified Club.

Your Management showed initiative and ability, yet recognised members as being the 'Boss'. The members in their turn showed confidence in Management by basing their judgment on a recommendation rather than the hard facts of a disclosed ceiling price!

As it happened, the "Laurels" was passed in at \$110,000, with a reserve of \$135,000. As both these figures were in excess of our valuation no further action was taken in this instance, but rest assured your Club is alive to possibilities and you will be kept fully informed as opportunities present themselves.

CLUBHOUSE COMMITTEE

Commodore's Night was one of the best yet - supper delectable! Suggestion for next year that the soft drink dispenser in the Boatshed be stocked with ready-mixed Alka Selza.

Important Note - At the monthly meeting on 19th November, Craig Whitworth will give a talk on "Sails and Sailing" - now there's an opportunity for improved performance!

Stephen Lloyd has been away in the bush so we will have more news from this department next month.

DEVELOPMENT COMMITTEE

Fitting-out wharf - We are still waiting on approval by the M.S.B. The Committee is working very hard at that austere body, and hopes to get our application through before it is marked

BOATSHED COMMITTEE

After a particularly busy two months, slipway and boatshed work has slackened off, due principally to the inclement weather, so now is your chance to get that long 'put off' job done in time to take the family cruising at Christmas - See Tony Ashleigh.

Committee please note: Grinder installation, lighting and power-point additions will be a big help WHEN they are installed.

SAILING COMMITTEE

The Skippers' Meeting on 29th was attended by 53 persons - reported as being one of the best attendances on record, may be the excellent prawn supper was the big attraction? However, apart from the culinary side, a number of constructive suggestions were made although general approval expressed on the new courses.

1. Dayglo mark NM is hard to see.
2. Chowder Bay mark too close to shore & should be moved East.
3. Finishing line for Course A could be longer & favour yachts on the Starboard tack.
4. 5 Division marks at Obelisk & Taylor Bay can both be in lee, and some skippers thought it better to sail on the Eastern shore.
5. Mark SI will in future be described as two marks (i) SIL, Light-house at Northern end of Shark Island; (ii) SIP, Pile (totem pole at Southern end of Shark Island.
6. Mark SL will in future be described as 'Royals Clubs' Starting Line Red & Yellow flagmark (Code 'O').

On Idle Hour Day, 22nd November, the starter's boat will finish the Thunderbird Trial, and Geoff McCorquodale will finish the Idle Hour Race. The courses for the Thunderbird races are to be the usual SASC courses.

THUNDERBIRD CHAMPIONSHIPS

There are currently 20 Thunderbirds racing as one design class with the SASC, 12 as one design class with the RPYA Pittwater, over 60 yachts in the N.S.W. Thunderbird Association and about 100 in Australia, dotted around the coast from Cairns and Tasmania to Perth. Altogether there are over 1,000 registered Thunderbirds, mainly on the West Coast of America and Canada, but also scattered through Japan, the Phillipines & Australia.

The original conception of a Thunderbird has proved exceptionally popular. It was to be - "A convertible, providing cruising accomodation for at least four. It was to be good in light airs - even better in a breeze and a chop, easily handled by one person and capable of 10 knots under outboard motor. Moreover it was to be a safe, dry boat which would appeal to the dedicated racing man who wanted to move up from smaller day sailers without getting into a big investment."

The safety factor was proved when a lone American ex-airforce officer sailed a Thunderbird singlehanded from Tokyo to Sydney.

It was designed by American Naval Architect, Ben Seaborne and first launched in November, 1958. The first Thunderbird in Australia was built by Fred Wrobel in 18 December 1962. Since then the fleet quickly increased.

Australian skippers competed in the first World Championship at Seattle, Washington, U.S.A. and again in the 2nd World Series organised by the San Diego Yacht Club when Tony Redstone from M.H.Y. Club sailed brilliantly to bring home the Thunderbird Trophy, which now stands proudly in the Middle Harbour Clubhouse. The S.A.S.C., together with the R.P.A. and the R.S.Y.S. will sponsor the third world championship to be sailed on Sydney Harbour between the 12th and 16th January, 1970. Over 13 overseas skippers and crews, using borrowed Australian Thunderbirds will compete with 10 Australian crews in the Series.

Thunderbirds that should emerge from the trials soon to be sailed are SASC Tony Parkes' "Moonraker", Dick Christian's "Christina", Dick Wilson's "Kaldari" - not to mention 84 years old George Mills' "Cu-Nim" and from the R.P.A. Pittwater Fleet, John Sheehan's "Offbeat", Graham Burt's "Voyager" and Brian Lilly's "Minnerik". Unfortunately last year's champion, the Lake Macquarie yacht "Lillian" will not be competing.

The Thunderbirders are a very closely knit family and overseas visitors are assured of a hearty Australian welcome, commencing with an official welcome by the Lord Mayor at Sydney Town Hall.

Frank Talbot has generously donated a trophy, we understand with a cruising slant, but details of the competition will be worked out and announced in the next News Sheet.

Attention all skippers: Whilst it is important that all incidents between ferries and sailing craft be reported, we should also encourage those who show sailors a little consideration, by due acknowledgement - particular praise in this regard goes to the Manly Ferries - remember it costs nothing to wave.

FOR SALE & WANTED

We are amazed that the inventory of boats and skippers must be so complete and well managed that so little to date has been For Sale & Wanted. Frankly we don't believe it, so what about cleaning out that storeroom and letting us have a list of all that surplus gear?

Wanted: Spinnaker 600-800 square feet - Stephen Lloyd 42-2239

Wanted: Spinnaker 1000 square feet - Ernest Merrington 42-2458

For Sale: Genoa used only two seasons (before alteration to masthead rig) Approx. 33ft luff & 18ft on the foot; 6oz cloth \$85.

Bill Merrington 42-3231

For Sale: From Club stores: 'Boatman' Lifejackets \$5.00 each. 'Red Hand' paint products. Racing Pennants \$1.20: Club burgees 12"x18" \$3.50: YA & SASC ties \$2.50: drinking glasses, gilt-edged with club burgee (in sets of 2, 4 & 6 gift boxed \$1. ea.) Remember, only 30 shopping days to Christmas!

For Sale: Weston ship-to-shore 2-way radio, 2 band & broadcast receiver, recently overhauled, in first class condition. For details, ring Geoff Cambridge 969-4194.

OUT OF THE HATCH

Saturday 25th was a great day for the 'hot rod' skippers - but produced its casualties. Bob Skinner's "Mehitabel", Peter Dyce's "Aviva" and Mac Shannon's "Chionetta" all broke masts. A slight altercation between Barry Rutter's "Zest" and Fred Wrobel's "Thunderbird".. Ed North, whilst celebrating his victory, temporarily got the sun in his eyes and tried to sail "Thresher" over the top of Bradleys Head.

Race Programmes

Additional copies other than those sent to skippers, are available to interested parties at \$2.00 per year - ring Mrs. Kartzoff 90-1433.

Starter's Boat

'Anyone who knows anyone' who would like to assist in the Starter's Boat please contact Jack Millard 42-1637. In return for the stringent qualifications of reliability and average IQ, he will have an interesting afternoon, enjoy scintillating conversation and free refreshment.

Souvenir Programmes for the 1969 Hobart Race may be ordered from Mrs. Kartzoff at 30¢ per copy + postage.

International Code of Signals

This code has recently been revised and is obtainable from the Department of Shipping and Transport, 35 Elizabeth Street, MELBOURNE Victoria 3000

or from Regional Offices of the Department.

The revised code contains many alterations and the new meanings for the single letter signals are given below. (The actual flags and abbreviated code meanings are given on the back cover of the Y.A. Year Book)---

- A. I have a diver down: keep well clear at low speed.
- =B. I am taking in, or discharging, or carrying dangerous goods.
- C. Yes. (Affirmative or "The significance of the previous group should be read in the affirmative")
- =D. Keep clear of me; I am manoeuvring with difficulty
- =E. I am altering my course to Starboard.
- F. I am disabled; communicate with me.
- G. I require a pilot (when made by fishing vessels in close proximity on the fishing grounds, it means 'I am hauling nets')
- =H. I have a pilot on board.
- =I. I am altering my course to Port
- J. I am on fire and have dangerous cargo on board; keep well clear of me.
- K. I wish to communicate with you.
- L. You should stop your vessel instantly.
- M. My vessel is stopped and making no way through the water.
- N. No. (Negative or "The significance of the previous group should be read in the negative")
- O. Man overboard
- P. In Harbour: All persons should report on board as the vessel is about to proceed to sea.
At sea: It may be used by fishing vessels to mean "my nets have come fast upon an obstruction"
- Q. My vessel is healthy and I request free pratique.
- =S. My engines are going astern
- T. Keep clear of me: I am engaged in pair trawling.
- U. You are running into danger.
- V. I require assistance
- W. I require medical assistance.
- X. Stop carrying out your intention & watch for my signals.
- Y. I am dragging my anchor
- Z. I require a tug (when made by fishing vessels operating in close proximity on the fishing grounds it means "I am hauling nets")