



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2002

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Polaris of Belmont (John Quinn) heading for Hobart and an IRC win on Boxing Day 2001

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COMING EVENTS

FEBRUARY 02

SATURDAY 9 FEBRUARY 2002

Thirteenth point score race for Cavalier 28 Division. Fifteenth point score race for Classic Division and Division 2. OK Dinghies South Lake Macquarie Regatta.

SUNDAY 10 AND 17 FEBRUARY 2002

Cavalier 28 NSW State Championships.

SATURDAY 16 FEBRUARY 2002

Fourteenth point score race for Cavalier 28 Division and eighth race in Cavalier 28 short series. Sixteenth point score race for Classic Division and Division 2. Eighth race for Division 1 and Division 2 short series. OK Dinghies race fifteen.

SATURDAY 23 FEBRUARY 2002

Fifteenth point score race for Cavalier 28 Division. Seventeenth point score race for Classic Division and Division 2. Fifth race in the Logan Cup series. OK Dinghies race sixteen.

SUNDAY 24 FEBRUARY 2002

Sixth point score race for Division 6 (non-spinnaker) and Gaffers Division.

SATURDAY 2 MARCH 2002

Sixteenth point score race for Cavalier 28 Division and ninth race in the Cavalier 28 short series. Eighteenth point score race for Classic Division and Division 2. Ninth race for Division 1 and Division 2 short series. OK Dinghies race seventeen.

SATURDAY 9 MARCH 2002

Seventeenth race for Cavalier 28 Division. Nineteenth point score race for Classic Division and Division 2. OK Dinghies race eighteen.

SUNDAY 10 MARCH 2002

Daydream Shield.

SATURDAY 16 MARCH 2002

Eighteenth point score race for Cavalier 28 Division and tenth race in Cavalier 28 short series. Twentieth point score race for Classic Division and Division 2. Sixth race in the Logan Cup Series. Tenth race for Division 1 and Division 2 short series. OK Dinghies race nineteen.

SUNDAY 17 MARCH 2002

Seventh race for Division 6 (non-spinnaker) and Gaffers Division.

SATURDAY 23 MARCH 2002

Kelly Cup and Tara Ipo Trophy races.

**NEED
THE TEN-
DER?**

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(during Twilights)
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Sun: 0900-1700



SIGNALS FROM THE COMMODORE

The New Year has commenced and it is with some relief I bid adieu to 2001. 2002 opened with a bang. The Harbour was filled to capacity with Ynglings and Folkboats, Manly Juniors, 29ers, classic open boats and finally J24s. Fortunately cooperation between the fleets was evident and interference was minimal. Even so, I am glad that there were no Club races run during this period. The effort put into these events by volunteers amazes me. In each case the system relies on numbers of people who know and I suspect love their job. We generally take for granted that all concerned will fend off, tie up, look after, lock up and maintain the various resources at their disposal. This is not always the case on the water and I was reminded of this when involved with one of the harbour's working vessels recently. Half of its crew refused to assist with the handling of the boat as it was 'not their job'. That left others to manhandle the craft during its refueling. What happened to 'one hand for the ship....?'

Congratulations to our members that ventured to sea over the Christmas period and especially to John Quinn of *Polaris of Belmont* on a win in the IRC division in the Sydney to Hobart. Randal Wilson and his team in *Bright Morning Star* also did well with a PHS third. We were well represented in the Sydney to Hobart this year and some of the stories appear elsewhere in the SASC News.

On the journey north to Coffs Harbour we were also well represented and congratulations to James Murchison who was third in PHS Division 1 in *Mad Max* and Max Prentice (*She's Apples Two*) was placed third in PHS Division 2.

Work on a modest refit for *Patrick Wittington* has begun, with the engine overhaul a holiday task for Bob Lawler.

Over the next month the Club will run the Cavalier 28 Championships. This is normally a fun event with some very keen sailing evident. We are always looking for more volunteers and if you were thinking about helping the Club, contact the Race Secretary and get involved. Apart from the starting and finishing team we will need a mark setter, able to finish a shortened course if necessary and a few hands back at the Clubhouse to assist with mooring arrangements and hospitality.

I wish everyone a successful and happy 2002.

Charles Maclurcan

The magnificent *Sayonara* visited the SASC from Melbourne again this summer. Here she is an impressive sight after crossing the finish line during the Sunday Gaffers race on 16 December 2001 (right)





SYDNEY TO HOBART 2001



SASC Sydney Hobart entrants *Polaris of Belmont*, *Mark Twain* and *Bright Morning Star* alongside the pontoon on the morning of Boxing Day (above)

The crew of *Bright Morning Star* ready for anything (below)





The light westerly filling *Grundig's* spinnaker at the start was soon to be replaced by a light sea breeze (above)

Polaris of Belmont (centre) soon after the start with the Sydney skyline almost lost in the bushfire haze (below)



HOBART REFLECTIONS

David Salter recalls some of the more notable incidents from the 2001 Hobart race in Mark Twain

We were a somewhat schizophrenic crew. Four of us — skipper Hugh O'Neill, Keith Radford, Bob Kenyon and myself — were more or less in the veteran class. We shared grey hair and about 50 Hobarts between us. The other three — Charles O'Connor, Ross Butler and Rowan McColl — were Hobart virgins. They'd sailed plenty of sea miles, but had never raced South in anger. Asked for a single piece of advice before the race I just said 'It's longer than you think.' Damn right. The trip ended up taking us 5 days and 10 hours.

It was the usual scene of controlled chaos for *Mark Twain* at the SASC on Boxing Day morning. With just three hours to go before the start we had neither a skipper nor any food. Both eventually turned up — and this year at least the GPS was working and no bludger had stolen our jib sheets. Alongside, Quinnie and his crew in *Polaris* were their usual calm and immaculately-prepared selves. On the windward side of the pontoon Dal Wilson and the *Bright Morning Star* mob were doing their celebrated impersonation of professional sailors. Thick bushfire smoke hung heavy on the harbour. As we motored out to show the Race Committee our storm jib and trysail the traditional scene of bright blue sky and colourful yachts was reduced to dull shades of grey. It must have looked awfully drab on television.

THE OLD
FOX...Hugh
O'Neill shows the
boys in *Nicorette*
how to keep
moving in a
Sydney Harbour
drift





We should have realised this was going to be a weird one from the start. The signs were everywhere. Five minutes after the gun we were blithely driving through the lee of *Nicorette*. If you don't believe me, check the photos (prints available on request, matt or glossy). The smile on the skipper's face as he overhauled the hi-tech monster was something to behold. Even more bizarre moments were to follow. One of the many peculiar features on *Mark Twain* is that we use cans of Coke to prop the central hatch open at just the right height. Early during the first afternoon one of these cans exploded spontaneously. The shock was such that it prompted Keith to have a cup of tea, another absolutely unprecedented event. An hour later I was on the helm with sheets eased, feeling my way through a gentle patch of ENE. But within seconds the *Twain* was hard on her ear with me bellowing 'We've got to get this headie off fast!' It's not often you change straight from the No. 1 to the No. 4 (Do Not Pass 'Go') and then bung in a reef or two.

The first night turned into the traditional test of boats and crew. Hard on starboard tack, the Tasman surged over our lee deck, down the bolts holding the port winches and directly into my bunk. Some things never change on *Twain*. We settled into 25-30 knots apparent of dead muzzler. Wonderful! We enjoy these uncomfortable conditions not because the boat goes particularly well to windward in a blow but because we know the rough stuff will soon force some retirements at the glamour end of the fleet. Sure enough, *Wild Thing*, *Ausmaid* and *Grundig* are all soon hoisting the white flag. Not that we escape unscathed. Rowan, who's

THINGS GO BETTER...The mysterious exploding Coke can still props up the midships hatch

the real greenhorn of the crew, gets an unforgettable lesson in ‘One hand for me, one hand for the boat’ when a big greenie sweeps him down the jackline and smack into the starboard primary. Nothing broken, but an enormous bruise to explain to his wife.

A truly touching moment late on the second day. As we passed abeam of Green Cape at 37° 15' — the traditional beginning of Bass Strait — Bobbie Kenyon produced some cans of Victor Bravo and invited the whole crew to ‘have a beer for Jim Lawler’. We all toasted poor Jim’s memory and drank in silence. Each of us just kept looking out over the waves, lost in our thoughts and reveries. In more than 30 years of ocean racing I cannot recall a more emotional moment at sea.

An unexplainable seizure of collective madness seemed to draw us forever East. At first we were trying to pick up the fabled second line of Southerly set. When that didn’t eventuate, we pressed on hoping for a forecast favourable wind shift. By the time *that* didn’t eventuate we were trapped into a Grand Tactical Masterplan involving a gaining gybe angle back to the NE coast of Tasmania. By then we were, well, a fair way offshore. Try 135 miles. Add a day to our ETA? Oh well, that’s ocean racing.

AMAZING
SCENES...Keith
Radford has a
cup of coffee (!)
and Charlie
O'Connor can't
believe his eyes

Despite these frustrations, our age differences and the persistent discomforts of *Mark Twain* both above and below deck, we were a remarkably happy crew. Much of this can be attributed to the indestructible good humour of our skipper and his infectious laughter. The Wit and Wisdom of V H O’Neill Esq enlivened many a watch. Except one.



Late on the fourth day Hughie was at the wheel, holding forth about the effective deployment of outside centres under the new laws of rugby. Without warning, Charlie O'Connor exploded from his bunk and roared up the companionway into the cockpit. It was a Force 10 dummy spit. 'That's absolute *bollocks*, Hugh! I can't stand it any longer!' A rather full and frank exchange of views ensued, with neither man giving an inch while the rest of us tried to stifle our laughter. How typical of *Twain* that the only heated words throughout the whole trip were a disagreement over rugby tactics.

Ocean racing is still a pretty blokey sport, despite the many outstanding women now holding down good spots on top boats. Our crew this year was 100% male, and that meant endless chacking at the change of watch while the piss bottle (sorry, 'specimen jar') was handed around. Much ribald comment always accompanies this ritual and an unofficial competition tends to develop, based on volume. The real contest is between the younger fellows (I shall spare you the medical explanation provided by the skipper as to why we more mature males can no longer hold our form). With the dramatic outline of Tasman Island finally in view, the competition came to its conclusion. Rowan produced a truly heroic effort of 1.15 litres — a new *Mark Twain* record — and was promptly rewarded with a hearty round of applause. Strange things happen at sea.

The one good thing about taking more than 5 days to complete the Sydney-Hobart is that you're virtually sure to receive a warm welcome at Constitution Dock. The place is crammed with thousands of New Year's Eve revellers and the well-lubricated yachties who've got there before you. As we motored through this throng at 2330 on December 31 we were treated to long and enthusiastic cheering. Word had spread that this was the boat that had done the race more times than any other. As we tied up the world dissolved into a blur of friendly faces, hearty handshakes and cold beers. Maybe that's why we do this thing every year: for the sheer joy of finishing.

An unexplained mystery. On the morning of Boxing Day a strange sign appeared above the skipper's quarterberth. It read *G.O.C's Box*. As the race wore on the crew were generally agreed that 'G.O.' most probably stood for 'Grumpy Old' and that the 'C' might signify a well-known feature of the female anatomy. But none of us felt this was something we should seek to confirm with Mr O'Neill.

TASMAN
AHEAD...The
most welcome
sight in any
Hobart race





MYSTERIOUS SIGN...Trying to unravel the meaning of the cryptic inscription over the skipper's bunk kept the crew amused for days (above)

THE MORNING AFTER...*Mark Twain* at rest in Constitution Dock on New Year's morning (below)



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OFFSHORE RACING AND CRUISING

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Sydney to Mooloolaba

Sydney to Mooloolaba

Sydney to Southport

Gosford to Lord Howe Island

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In 1938 the first World Championship for 18 footers was held in Sydney. Entries came from Queensland and New Zealand. The New Zealanders entered three M class and one V class. It had been hoped that correspondence with Mr H Vanderbilt and Sir Thomas Sopwith would result in entries but they finally declined owing to the deteriorating World situation.

My brother Brian Gale sailed forward for Jimmy Alderton in *Dee Why* on that occasion. Yours truly watched from *Ranger*. The series was won by Bert Swinbourne in *Taree*. The following series was held in Auckland where *Taree* ran second.

The Historic Skiff Association held a re-enactment of the 1938 event on 2, 3 and 4 January 2002 under the auspices of the Sydney Flying Squadron. There were six M class boats from New Zealand, lovely stem-head Bermudan rigged boats, superbly handled. The regatta was won by the New Zealand skiff *Myth* (owned by Ted Miller and Steve Driver) with two wins and a second in the three-race series. John Winning from Sydney came second in *Australia* with one win, a second and a fourth.

Our boats are all reconstructions of past champions. The boats, with the date of the original boats, are:

| | | |
|-------------------|--------------|------|
| <i>Australia</i> | John Winning | 1948 |
| <i>Alruth</i> | Ken Beashel | 1935 |
| <i>Top Weight</i> | Grant Taylor | 1937 |
| <i>Aberdare</i> | Bob Tearne | 1933 |
| <i>The Scot</i> | Various | 1907 |
| <i>Tangalooma</i> | Dick Notely | 1930 |

Alruth was designed and built in 1935 by Ken's father Alf. Ken had son Colin and grandson Arran in his crew. Eighty-six year old Brian Gale sailed in *Top Weight* of the last race, more than 63 years after his sailing in *Dee Why*.

Sir James Hardy assisted by Bill Gale tied the ribbon on the winner *Myth* from the deck of the flagship *Sayonara*.

Hugely successful functions were held at the Sydney Flying Squadron culminating with a magnificent dinner at the Royal Sydney Yacht Squadron on Saturday 5 January.

Many vessels followed the races, SASC boats included, with quite a few putt putts as follow-on from our recent rally.

Southerly

The start of the third race on 4 January (opposite)





Myth (above) and *Australia* (below) on the run during the third race of the historic skiff series on 4 January 2002



Twenty Amateurs members and crew recently undertook an AYF Safety and Sea Survival Course, with lectures held at the SASC and the wet drill at the Qantas Training Pool. Robin Harris was among them.

*by
Robin Harris*

Desperate, agitated voices. A whiff of panic. The water's uncomfortably cold. My PFD wants me to float face down. Bloody thing. Hypothermia is not far away. Sea boots are full. It's tough moving in full wet weather gear. Dark as pitch. Freezing rain. A strobe's flashing. Can't see whose it is. Stinging spray. Call out your numbers! One, two, three, four. Four! Four, where are you? There he is! On the other side of the swimming pool. Pool?

Lights on. Rain off. Shouting abates. The Qantas training pool looks ever so benign. We look around and see the disarray of a once solid hypothermia survival huddle, a clinch of crew members that is surprisingly effective in helping retain body heat. Number four has drifted away. 'Think about it,' says Sea Safety and Survival instructor Matt Bolton, standing poolside. 'Number four is one your crew. He's a mate. He is lost at sea and you let him go. Number four is probably dead.' I'm surrounded by reflective silence. Just the lap-lap of the water. I see creased faces on mates for whom this realisation is too close to home.

Twenty Amateurs and crew took part in a recent AYF Safety and Sea Survival Course, under the tutelage of AYF Instructor, John Keelty. If there were any complacent ones among us, they kept their mouths shut. They were not complacent after nearly four exhausting hours in the training pool. One emerges after a session dedicated to deployment and entering life rafts and the use of a PFD with a clear view. The practice drills are useful and revealing. The reality, in a spiteful sea, having lost your yacht and with crew possibly missing or injured, is a nightmare we never want to face.

This course, now compulsory for 30% of Category 1 race participants (50% from 1 July 2002) is designed to make you think. When you go to sea, what are your responsibilities, legal and moral, to those who accompany you? How do you ward off hypothermia? How do you get into a life raft in a pitching sea? And what do you do when you get there? Have you ever seen the contents of your own life raft? If you haven't, why are you so darned sure that it will save your life?

The course covers care and maintenance of safety gear, liferafts, fire prevention and fighting, damage control and management, flares, heavy weather techniques, drogues, crew muster routines, man overboard prevention and recovery methods.

A vital element of the wet drill is to be able to right an upturned liferaft,



be able to enter it safely and have a sound knowledge of the survival tools therein. Take my word for it. Once inside, there's not much between you and debilitating sea-sickness, starvation, thirst, physical and mental exhaustion and will-sapping fear. You may as well be ready for it.

If one lesson resonated with me it was this. Be familiar with your own gear and test it. We watched in horror as one of our crew floundered in the pool after the bladder on his self-inflating PFD burst under pressure. (We will happily supply the name of this well-known brand upon request). Other PFD's offered wonderful flotation, but it's lethal if you're floating face down.

Lesson two. Keep an eye out for the guy next to you. A crew with a foundation of trust in each other, where each is trained and has a designated task in an emergency, stands a much better chance of survival than a fractured group. Don't assume that you're all totally acquainted with the emergency muster drill. Take the time to rehearse it. And don't wait until you're being spat out by a storm before you allocate the tasks. Do it now.

I commend the course to you. Structures are flexible. We managed it over three nights at the SASC, including a short exam, and a half-day session in the Qantas training pool. Afterwards our crew repaired to a nearby watering hole to imbibe and reflect on the course. We are still talking about.

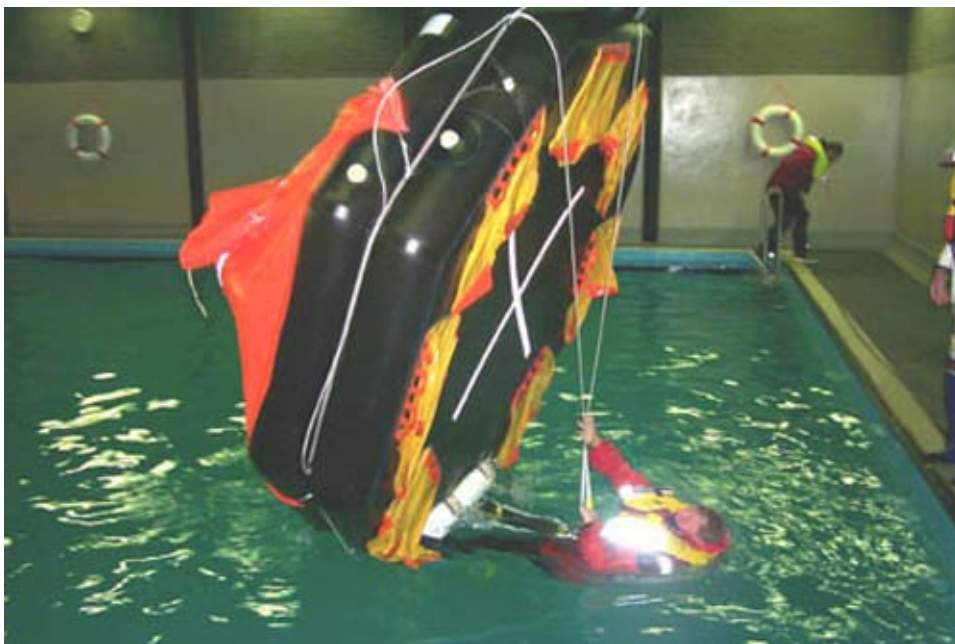
Course participants stand back as Alison Prentice (*She's Apples Two*) demonstrates the use of an orange smoke flare





Testing mettle and PFDs. Ken Pryor, Robin Harris, Peter Robinson, John Sheridan and Charles Davis emerge from the Qantas training pool after an arduous session (above)

Azzurro crew Robin Harris learning the vital skill of righting an upturned liferaft — easy in still water (below)



THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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SQUADRON CRUISE

20 TO 27 APRIL 2002

FEBRUARY 02

A cordial invitation is extended to all SASC members to join RSYS members, families and friends for this week of cruising and racing.

This is a popular event in the Squadron calendar, with an emphasis on social events. The programme is designed to appeal to families and is equally popular with adults and a strong contingent of teenagers. Somehow the generations seem to find space in the evenings to have a good time in their own ways, coming together to race during the days.

This year the cruise goes again to Pittwater. The programme is as follows:

| | | |
|---------|--------------------------|---|
| Sat 20 | Race to Pittwater. | Raft up Hallett's Beach. Beach BBQ |
| Sun 21 | Inshore Race Lion Island | Raft up Smith's Creek. |
| Mon 22 | Inshore Race Pittwater | Raft up Castle Lagoon. |
| Tues 23 | Lay Day Basin | Spit Roast, Cricket, Walking, Laser Races |
| Wed 24 | Inshore Race Pittwater | Dinner and Function at RPAYC |
| Thur 25 | Offshore Race B/Bay | Raft up Towlers Bay. Beach BBQ. |
| Fri 26 | Inshore Race Lion Island | Raft up Pinta Bay. |
| Sat 27 | Offshore Race to Sydney | RSYS. Get-together. |

There are Extras and No-Extra's Divisions. You can be as keen or as relaxed as you wish. You do not have to race! Last year over 30 boats took part, comprising a wide cross-section from a Halvorsen 25 to a 75 feet cruising ketch. There was a sport boat without engine but with an all girl crew. A Cookson 39 and Sydney 38 led the Extras Division. There is a rumour that the S38 will return this year with reinforcements!

The (unofficial) aim of the Cruise Committee is to spread the generous prizes as widely as possible amongst all participants. Last year the Navigation Prize was a chart plotter!

Protests are frowned on as they cut down on social (drinking) time

The Cruise is exceptionally well supported and subsidized by the club. The services of *Gitana* as Start Boat, a RIB tender and a team of three highly professional Squadron officials are provided, to ensure the success of the cruise.

There is a daily cruise newspaper, including race results for the day and crossword, trivia, and poetry competitions. Arrangements have been made with the RPAYC and Kuring-gai Chase Yacht Club to provide toilet, shower, fuel and water facilities during the week. A frequent ferry service is available to facilitate crew changes.

Anyone interested should call Jan Rowed at RSYS on 02 9955 7171

TUESDAY TWILIGHT RACING

The popular Tuesday twilight racing series starts on

Tuesday 5 February 2002

To enter, contact Maggie Stewart on 9953 6597 (Monday or Friday)



The Christmas spirit was strongly in evidence in *Clewless?* (Guy Irwin) for the Sunday race on 16 December (above)

Contrasting designs and eras in Taylor Bay on 16 December as *Sayonara* and *Ranger* cross tacks with a 2.4mR competing in the Sydney International Regatta (below)



SPIT BRIDGE OPENING TIMES

FEBRUARY 02

The Roads and Traffic Authority have amended the Spit Bridge opening times for weekends and public holidays. The changes took effect from Saturday 12 January 2002.

The new times are:

| | |
|-------------|-------------|
| 0830 | 1630 |
| 0930 | 1830 |
| 1030 | 1930 |
| 1130 | 2030 |
| 1330 | 2130 |
| 1430 | |



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by
Guy Irwin

The 2001 spring racing series was hotly contested in all divisions, albeit under some quite extreme and unusual wind conditions for that time of year. Our traditional nor-easterlies did not eventuate; instead strong winds from the west, south and east prevailed, these winds certainly tested the boats and the mettle of their skippers and crews.

The final race of the series ended with a keg and barbecue at the Club, enjoyed by all those who attended especially the winners who received bottles of rum for their endeavours. The last race of the year was also a trophy race and was it won by *Joka*; a Cavalier 28 skippered by Cec Williams.

The place getters for the 2001 Spring Series Races were:

Classic Division

First: *Ranger* (Bill Gale)
Second: *Tamaris* (Greg Sproule)
Third: *Struen Marie* (Ken Pryor).

Cavalier 28 Division

First: *Devil's Advocate* (M Donnelly/A Barnes)
Second: *Trikerie Bay* (Scott Lamb)
Third: *Joka*, (Cec Williams/B Moore)

Division 2

First: *Windblown* (Harry Brigden)
Second: *Orpheus* (Michael Harris)
Third: *Ho Haa* (Peter Howes)

Congratulations to all those winners and their crews.

The year was quite notable by a number of events and incidents that occurred during the racing at the Sydney Amateurs - in particular:

- Bill Hogan's amazing run of 45 scratch wins in Division 2 in his S80 *Hotspur* finally came to an end when he was beaten by only 15 seconds by *Lap of the Gods* in the last race of the season. Bill actually seemed quite relieved to be finally beaten — so relieved in fact, he bought free drinks for all at the bar. Bill has always been a generous person often buying shouts, but on this day everybody thought he was high on something, he kept the bar open all afternoon. Bill has been a stalwart at the club since 1978 and has won just about every possible trophy. He also won the Kelly Cup in his first boat *Rama*, a 22ft Vandestat design sloop. Bill said one of his most memorable (or unmemorable) moments racing was when, on a beat, they got hit with a gust that turned the boat over until the tip of the mast was in the water, causing all the crew to be



thrown overboard. Bill said he yelled at his sheet hand to let go of the main sheet — his sheet hand responded by telling Bill he would do so only if Bill let go the tiller. Luckily all clambered back on-board unscathed.

- Fred Bevis' keenness to finish the last race of the season in *Brigadoon*. Fred was so keen to cross the finish line he didn't seem to notice the finish boat. After much yelling and cursing the crew finally managed to disengage their rigging from *Captain Amora's* spars, and their rudder from her anchor rope. *Brigadoon* then made a sheepish return to the club for the crew to drown their sorrows in a drop of Bundaberg Rum.
- The Amateurs hosted a number of events during the season including the inaugural Putt Putt regatta, and the Endeavour Regatta over the October long weekend.

The Club's Race Committee (made up from representatives from all Divisions) held a meeting during the season. The following is a precis of the minutes from that meeting.

1. Divisional Reports

Division 2 — Division still very popular with 16 entries in the long series swelling to over 23 when short series join the fleet.

Division 1 — Six starters at present, fleet slowly starting to build up.

Classic Division — A good sized fleet - still expect further numbers

Cavalier Division — No report.

OK Dinghies — Presently have 8 competing, expecting 2 new boats to join the fleet shortly.

Division 6 — Small fleet at this time, but appears to be increasing in size as owners became aware of the division. It was suggested that the Friday Twilight competitors would be potential Division 6 starters.

Offshore Division — Nearly a non-event, no starters — due mainly to the stringent safety requirements.

Sunday Gaffers — Small fleet but building.

2. Starter's Report

Saturday Racing — Generally OK, but skippers needed to be reminded of rules 24 & 25 *Keeping clear of the Starting Line* and *Reporting to the Starter*. There have also been instances also that boats retiring are not notifying the Start Boat.

Sunday Racing — No problems reported, smaller fleets.

Friday Twilight — Main problem is boats failing to report to the starter.

3. Other Business

Long weekend racing — Generally it was decided that there would be no point score racing over long weekends unless any division particularly requested it. It was agreed that the Idle hour should continue to be held over the October long weekend. Although Idle Hour entries were low from SASC boats the numbers for the beach BBQ were high as the

crews from the Endeavour Class boats joined them. The day, therefore, was a great success.

Trophy Race Days — The last day of the spring and summer series to be trophy race days. The trophy will be awarded on both occasions to the boat (regardless of the division) with the best winning handicap time on the day.

Winter Race Series — Amendment to the series to include one race discard.

Corrections to the Race Book — There are still some small mistakes in the Race Book. The Secretary of Racing holds a master copy of the Race Book and if anybody notices a mistake, or feels that an amendment should be made, they can advise the club in writing, or if it is only a minor alteration, notify the Race Secretary verbally.

Opening Regatta — Although numbers were more than double the previous year the event wasn't as popular as expected for one of the major club events of the year. It was felt that the event should be more actively promoted, and that other sailing clubs should be invited to attend.

Lion Island Race — Lengthy discussion was held on the Lion Island Race. Generally it was agreed the start of the race was well handled by the SASC, and the race was a great success. Peter McCorquodale was congratulated for winning his division. Thanks also to the starters, and other volunteers who assisted on the day.

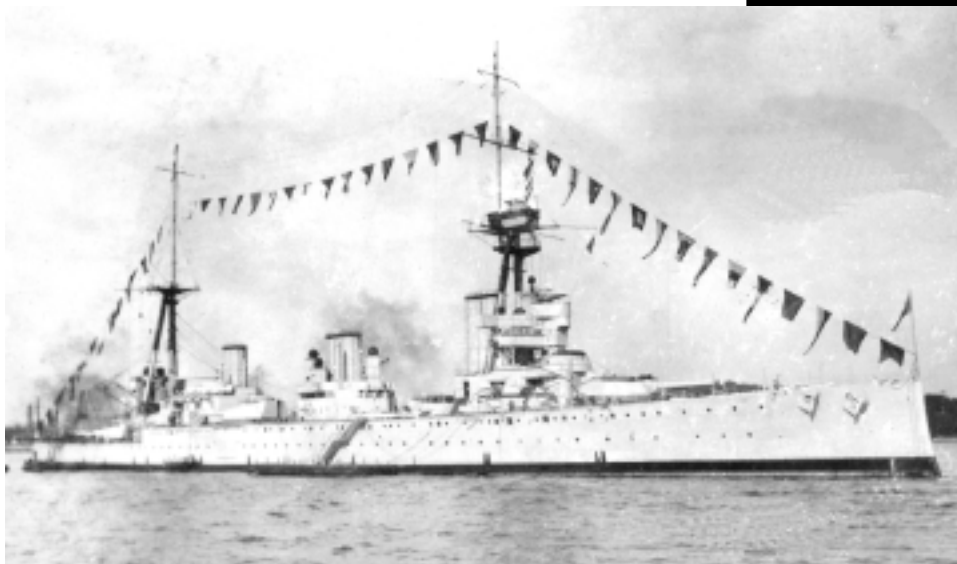
Coffs Harbour Race — SASC should enter a team for the Coffs Harbour Race, and a separate trophy awarded to the best-performed SASC boat.

TALL SHIPS WARNING

Waterways have asked everyone to be aware that tall ships currently working on Sydney Harbour and to sea will display the 'Restricted in my ability to manoeuvre' day shape and lights. This means that all vessels, both sail and power must not cause any manoeuvring problems for these large vessels. Close quarters situations must be avoided when cruising or racing.

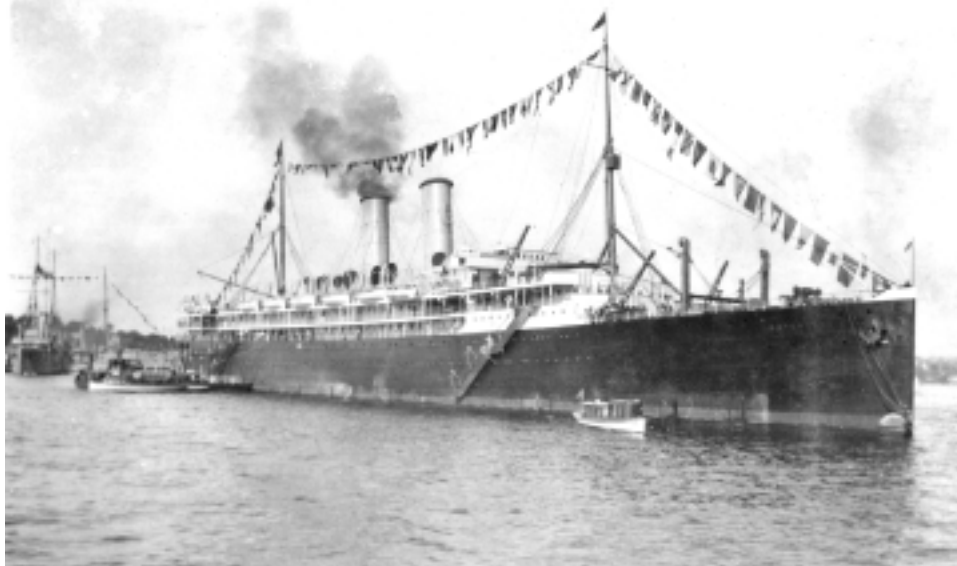
NEWSLETTER DEADLINE

The next SASC News will be the April 2002 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 20 March 2002. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



The originals of the photos of HMAS *Australia* (above) and RMS *Osterley* (below) identify them as 'Joint Flagships, Peace Day 1920'.

Completed in 1913, the RAN's battlecruiser had returned to Australia in May 1919 after war service in UK waters. Paid off in 1922 to comply with the terms of the Washington Treaty, she was sunk off Sydney on 12 April 1924. The Orient liner *Osterley* was completed in 1909 and after war service as a troopship resumed regular service to Australia in January 1919. She was sold for scrap and broken up in 1930.





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