



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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February 2003

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**Cover:**

Australia Day  
2003 — the  
Australian flag  
streams below the  
RAN Sea King  
helicopter during  
celebrations on  
Sydney Harbour

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## COMING EVENTS

**FEBRUARY 03**

### **SATURDAY 15 FEBRUARY 2003**

Sixteenth race for Cavalier 28 Division and OK Dinghies. Seventeenth race for Classic Division and Division 2. Eighth race for Division 1 and Division 2 short series.

### **SATURDAY 22 FEBRUARY 2003**

Seventeenth race for Cavalier 28 Division and OK Dinghies. Eighteenth race for Classic Division and Division 2. Sixth race for Cavalier 28 short series and fifth race in Classic Division short series.

### **SUNDAY 23 FEBRUARY 2003**

Sixth race for Division 6 and Gaffers Division.

### **SATURDAY 1 MARCH 2003**

Eighteenth race for Cavalier 28 Division and OK Dinghies. Nineteenth race for Classic Division and Division 2. Ninth race for Division 1 and Division 2 short series.

### **TUESDAY 4 MARCH 2003**

Last race in the Paul Slocombe pointscore series.

### **SATURDAY 8 MARCH 2003**

Nineteenth race for Cavalier 28 Division and OK Dinghies. Twentieth race for Classic Division and Division 2.

### **SUNDAY 9 MARCH 2003**

Daydream Shield.

### **SATURDAY 15 MARCH 2003**

Twentieth race for Cavalier 28 Division and OK Dinghies. Twenty-first race for Classic Division and Division 2. Seventh race in Cavalier 28 short series. Tenth race for Division 1 and Division 2 short series. Sixth race in Classic Division short series.

### **SUNDAY 16 MARCH 2003**

Seventh race for Division 6 and Gaffers Division.

### **SATURDAY 22 MARCH 2003**

Twenty-first race for Cavalier 28 Division and OK Dinghies. Twenty-second race for Classic Division and Division 2.

### **SUNDAY 29 MARCH 2003**

Twenty-second race for Cavalier 28 Division and OK Dinghies. Twenty-third race for Classic Division and Division 2.

***NEED TO  
GET  
ASHORE?***

***Call Robbie  
on  
0418 678 690***

Sat: 0900-1800  
Sun: 0900-1700



## SIGNALS FROM THE COMMODORE

Another year commences. The Christmas break has come and gone and the Club faces a busy year. Firstly, I congratulate the members involved in the very successful children's Christmas Party. It was terrific to hear the cries of young voices echoing about the premises. Secondly, well done to those who ventured offshore over the holiday period. Ivan Resnekov in *Farr Horizons* fared particularly well going north and *Mark Twain* completed her record 25th trip to Hobart.

The Redlands School has a particularly ambitious program of training planned this year and I am satisfied that the Club is well justified assisting with this. I look forward to some articles for this journal from the principal Martin Prior.

I note with regret the death of Kate Delaney recently. Kate was the daughter of Tony Furse and I offer my sympathy to Kate's husband Mike and family.

The slipway was environmentally audited recently. We have been expecting this. As a result planned development will be altered to bring forward methods of dealing with the waste from the slipway operations. Members will be fully informed as to what will happen when the Board has considered the options.

*Charles Maclurcan*

*Bright Morning Star* departing for the start of the Sydney Hobart Race on 26 December 2002



*The usual suspects take Mark Twain south for a record 25th time.*

It was the traditional Boxing Day schemozzle alongside at the SASC. Our beloved *Twain* may have boasted freshly-restored topsides and brightwork but, as ever, we still scrambled to get all the provisions aboard, jackstays rigged, washboards and covers ashore and personal gear stowed before 1100. At the last moment somebody remembered it might be an idea to take the liferaft. Good call.

The ship's company was heavy on experience (which is the polite way of saying 'a bit long in the tooth'). For *Mark Twain's* record 25th Sydney-Hobart race skipper Hugh O'Neill was supported by Keith Radford, Bob Kenyon, Chris Oh, Trevor Walkley, Tony Purkiss, Sean Kelly and myself. Between us we had more than 90 Hobarts — and an average age, I regret to admit, of just under 50.

I negotiated the traditional bottle of Bundy dockside bet with *Bright Morning Star* on the 'spread' — the gap between their finishing time and ours. My opening bid of 14 hours was sportingly accepted by Bob Mills as "fair enough". Based on the difference between us in the Lord Howe race two years ago — 6 hours over 408 miles — it seemed like a pretty good bet.

The only real worry as we cast off and motored up Mosman Bay was that Our Fearless Leader, V.H.O'Neill Esq, was clearly not well. The skipper admitted to struggling against dizziness and a possible fever of

by  
*David Salter*

ONCE MORE,  
DEAR  
FRIENDS... *Mark  
Twain* sets out for  
the start



some kind. But strengthened by pride, strong black coffee and a blueberry muffin he steered us safely over the line and out through the Heads. Last year the spectacle of the S-H start was ruined by light winds and bushfire smoke; this time it was driving rain that destroyed the TV coverage. Mr Rolex would not be happy but *Twain* is never bothered by such temporary setbacks. The old girl knows her own way down the rhumbline to Tasman Light and quickly settled into the comfortable  $\frac{3}{4}$  running that would make this the easiest Hobart race for decades.

Time to compare the cockpit instrument readouts and compass heading with the GPS. “What numbers you getting down there?” Long pause as co-navigator Chris Oh digests the data. “Australia 2 for 248 at tea.” The great *Mark Twain* tradition of listening to Australia bat in the Melbourne Test while we’re bowling down the coast continues.

For the first 30 hours it was more like the start of a long cruise than an ocean race. The only real work was changing between the 1.5 and .75 ounce kites to match variations in wind strength. Conditions were so benign that even inveterate foredeckkie Bob ‘Lowlife’ Kenyon was allowed aft of the mast for the odd hour on the helm. (It was a serious enough breach of demarcation rules to threaten his life membership of the Amalgamated Deck Ape & For’d Hands’ Union, but we promised not to tell anyone.)

Towards dusk on the second day the NE breeze began to freshen so we opted for a pre-emptive change to the storm chute. This decision prompted an ‘all hands’ call which, in turn, precipitated a Truly Amaz-

THE USUAL  
SUSPECTS... the  
crew had 90  
Hobarts between  
them







EASY PEASY... running almost square down the rhumbline

BRAINS TRUST... our tactical staff listen in to the early sked



ing Scene. Quite unprompted, Hugh appeared on deck to assist with the kite swap and was spotted slightly North of the cockpit tending the brace on the port primary. Perhaps it was an aberration brought on by his high temperature but veteran eyewitnesses attested that this was the first confirmed sighting of Our Fearless Leader for'd of the companionway since The Great Mooloolaba Involuntary of 1995. Not to be outdone in the Amazing-But-True stakes, Keith Radford was observed the next morning doing the washing up. Quick, someone take a photo! This is believed to be the only time KR has been seen with his hands in a bucket of soapy water since he first went to sea as cabin boy for Sir Francis Drake.

With so few real sailing challenges to meet we began casting around for milestones. Expectations rose as we pushed hard for a 200nm day, then crashed as we fell just one lousy mile short. Next we turned to that old stand-by of competition between watches for top speed. Now approaching Bass Strait there were more opportunities for some serious surfing and even my own conservative driving yielded a boastful cry of "ten knots!" Tony Purkiss from the opposite watch soon topped that with "eleven point six!" (greeted by our doubting "Oh yeah, for how long?") challenge from below). There was a temporary cease-fire as we had our customary quiet beer in memory of Jim Lawler off Green Cape (37° 15' South) and radioed in our decision to continue racing. Then, during an

FLAT CHAT... an unorthodox approach to spinnaker trim



absolutely inspired trick at the helm running dead square at night Sean Kelly held 12.1 knots for more than 100 yards. Undisputed world champion!

Right on cue the breeze got really serious as we crossed the legendary 40th parallel. By 0200 we were dealing with more than 25 knots true, fair up our clacker. With a full main and small kite straining from the masthead conditions had become what the tacticians like to call 'marginal'. As so often happens, events soon dictated the appropriate course of action. A quartering wave rounded us up into a semi-loose and the spinnaker sheet snap-shackle flogged itself free. It was no drama to take up on the lazy brace but we elected to drop the kite and adopt *Twain's* traditional 'defensive' hard running rig: the old No. 3 dacron genoa poled out, balanced by the No. 4 to leeward on the other head-foil groove, plus one reef in the main.

Easier said than done barreling downhill on a





HARDSHIP POSTING... Chris hangs on grimly in survival mode

STRAPPED DOWN... rigged and ready for a hard night's running



moonless night. There must be close to 100 separate actions involved in dousing the kite, setting up the twin-headsail configuration and then taking in a reef. Yet that whole process was smoothly done with hardly a word being exchanged. We're certainly not 'rock stars' on *Mark Twain*, but there's a sense of collective pride about knowing the old girl inside out and trusting each other to get the job done with a minimum of fuss. For me those few moments were the most memorable of the whole trip: there was solid seamanship, the comfort of being with good mates, nostalgia for previous shared adventures, plus a tinge of sadness at the prospect of *Twain* being sold and leaving the club.

Hugh seemed on the mend as we approached Tasmania but abeam of Flinders he suffered a nasty relapse. The skipper was obviously now battling a high temperature although also complaining of cold body sweats. But if poor Hugh was looking to his crew for sympathy then he looked in the wrong place. With ill-concealed sadism we immediately indulged ourselves in a short festival of gallows humour. Would Mr O'Neill prefer burial at sea or should we leave his decomposing cadaver in the quarter-berth until Hobart? Did he care to write out an Order of Service for the funeral on the back of this chart? Were there any favourite hymns he'd like sung? For once Hugh's trademark bursts of rollicking laughter seemed slightly strained.

Twenty miles off Maria Island, our one genuine Category One crisis. A lone house fly (*mosca domestica*) is discovered in the galley. Panic! The Rule Nazis at the CYCA will surely be onto us. We'll have to amend the crew declaration. Do we have an extra EPIRB, PFD and strobe for this new crew member? Has the little insect done his/her Sea Safety & Survival course? Radio? First Aid? Fortunately the fly abandoned ship after gorging itself on last night's leftovers and we were spared an ignominious DSQ.

With the familiar outline of Tasman Island on the bow comes the most welcome order in any Hobart race. "OK lads, gybe the fridge!" (The navigator has calculated an ETA within 8 hours so it's time to get all that bloody food out of the ice box and replace it with something far more valuable — beer.)

Fittingly for what is most probably our last race together on *Twain* we're treated to a perfect ending. We round Tasman at last light under a shy kite and then harden up into 20 knots for the fetch across Storm Bay. By 0500, (as so often happens) the breeze has moderated to almost nothing. We never

AMAZING  
SCENE... Keith  
takes his turn in  
the scullery



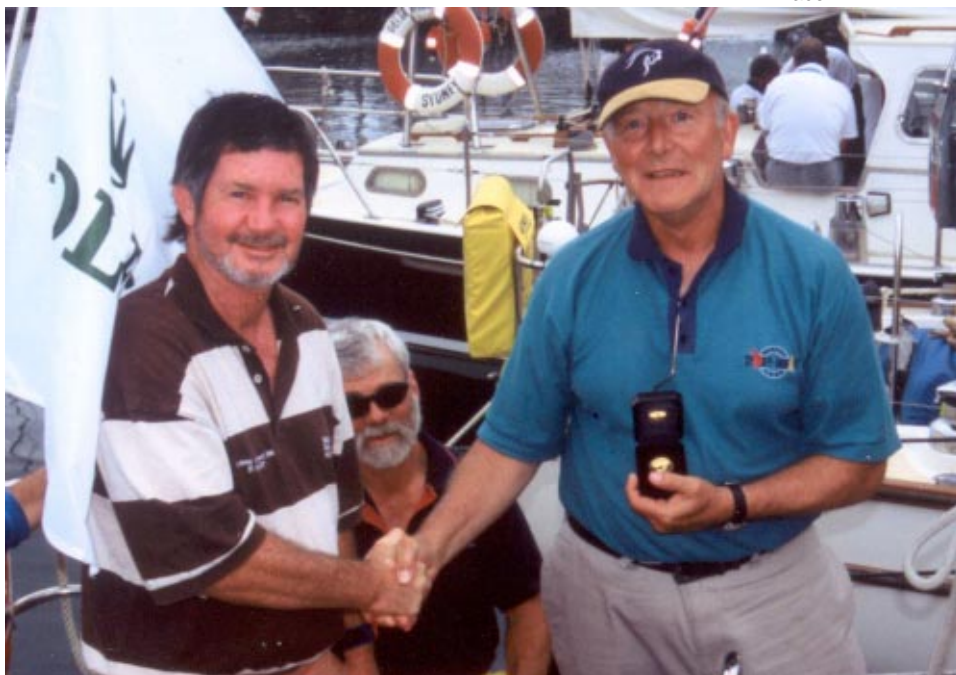
stopped completely, but at one point the B&G showed just 0.01 knots of boat speed.

**FEBRUARY 03**

For the last few miles up the Derwent we engage in an exhilarating dawn tacking duel with *Komatsu St Malo*, a Northshore 39 Sports. Energised by the scent of battle, Hugh is back on the wheel and loving it. *Komatsu* is 30 years younger than *Twain* but after a stirring America's Cup-style duel we cross the line at Battery Point two seconds in front. A rousing "three cheers" are exchanged between boats and we proceed to Constitution Dock well satisfied. Our mood improves even further with the news that *Bright Morning Star* finished only seven hours earlier. Next stop: the Customs House Hotel.

If this has really been the end of *Mark Twain's* offshore racing career, then it's a damn fine splendid way to bow out.

25 NOT OUT... on behalf of the *Mark Twain* crew, Bob Kenyon presents skipper Hugh O'Neill in Constitution Dock with a special gold medallion struck to mark the SASC yacht's record 25th Sydney-Hobart race



## FOUND IN THE CLUBHOUSE

**Found in the Clubhouse mid last year — a video camera and case.**

If you think you may be the owner, please ring Faye Buckley  
in the SASC office on 9953 1433

*A claim can be made on appropriate identification*

## COFFS HARBOUR SUCCESS FOR *FARR HORIZONS*

The 22nd Strathfield Pittwater to Coffs Harbour yacht race got underway under sunny skies before a 15-18 knot south-easterly on 2 January. Seventy-nine boats competed in this popular 226 n mile race.

*Wild Oats*, skippered by Bob Oatley set a new record at 18 hours 29 minutes and 14 seconds, lopping 2.5 hours off *The Office's* 1984 time, with an average speed of 12.22 knots.

*Travelex* finished second, also inside the record time. Celebrities on board attract publicity and it worked for *Travelex!* Actor Russell Crowe joined the crew of *Travelex* for the race and received some, no doubt welcome, exposure for his latest role as a ship's captain in the movie *Master and Commander*, based on the popular book by Patrick O'Brian.

Mosman Bay SASC Boats *Azzuro* and *Farr Horizons* sailed north with the fleet and congratulations to Ivan Resnekov and his crew in *Farr Horizons* for their first place in PHS Division 3.



### GENERAL MEETING

Notice is hereby given that there will be a General Meeting on Wednesday 19 March 2003 at 7.30 pm at the SASC clubhouse, 1 Green Street, Cremorne

A progress report on the Club's activities will be given at the meeting, which will be followed by a guest speaker

*Tony Saunders*  
*Hon. Secretary*



Congratulation to the young families in our great club, who made the inaugural\* Children's Christmas Party such a success. Fiona and Rick Fitzgerald, Mel and Bob Langley made a good team sharing the organising.

Fiona doing what she knows so well, providing the food for the children. Mel ran all the party games and with the help of her daughters arranged a craft corner for the older children where they made Christmas angels and stars to take home.

Rick and Bob followed instructions well and were there when they were asked to help!

There were about twenty children in attendance and they were delighted to see Santa arrive by boat (our three-year old grand daughter, talked about it for days). Thanks Santa for taking the time to visit!

I am sure all in attendance would like to thank the Fitzgerald's and the Langley's for a job well done.

*A very grateful Nana and Pop, Val and Mike deBurca*

[\* actually, I don't think it was the first — Ed.]



Santa arrives by boat (above) while Mel Langley entertains the youngsters (below)





Last April the National Parks and Wildlife Service exhibited a recommendation report for the identification of critical habitat for the little penguin population at Manly. Following the exhibition period and consideration of the submissions received, the Minister for the Environment, the Hon. Bob Debus, has approved the Director-General's recommendation for the declaration of critical habitat.

As a result, critical habitat has now been formally declared for the endangered population of little penguins at Manly. The declaration of critical habitat and the accompanying Regulations commenced operation on 1 January 2003.

The declared critical habitat area includes known nesting burrows, possible foraging habitat (seagrass beds within Spring Cove) and identifies potential nesting areas (Dobroyd Head, Cannae Point, and parts of Little Manly Point). Critical habitat area A starts from the west of Collins Beach and extends to the northern side of Cannae Point and includes Collins, Store and Quarantine Beaches. Area B starts at 11A Oyama Avenue and extends around Manly Point to 26 Addison Road.

Terrestrial areas of critical habitat include known and potential rocky foreshore nesting areas, typically situated in the first 50 m from the water. In area A, the terrestrial critical habitat boundary in Sydney Harbour National Park includes ridge-top habitat where penguins currently nest and areas of other potential ridge-top nesting habitat. In area B, the land side of the critical habitat boundary includes the area from the mean high watermark, up the rocky foreshore slope to the beginning of the ridge-top in residential areas (i.e. the rocky foreshore upslope to the boundary of the backyard is included as critical habitat, but the backyard and residential area is not included).

The critical habitat includes aquatic areas (extending 50 m out from the mean high water mark) to facilitate unrestricted access for penguins to current and potential nesting areas. Parts of this zone include seagrass areas which are likely to be important foraging areas, especially during the rearing of chicks when little penguins are known to forage closer to nesting areas.

In accordance with Section 51 of the Threatened Species Conservation Act regulations to restrict certain activities in order to further protect the penguins have been made to accompany this critical habitat declaration (Threatened Species Conservation Regulation 2002).

### **Regulations for Areas A & B:**

#### *Regulations to prohibit activities*

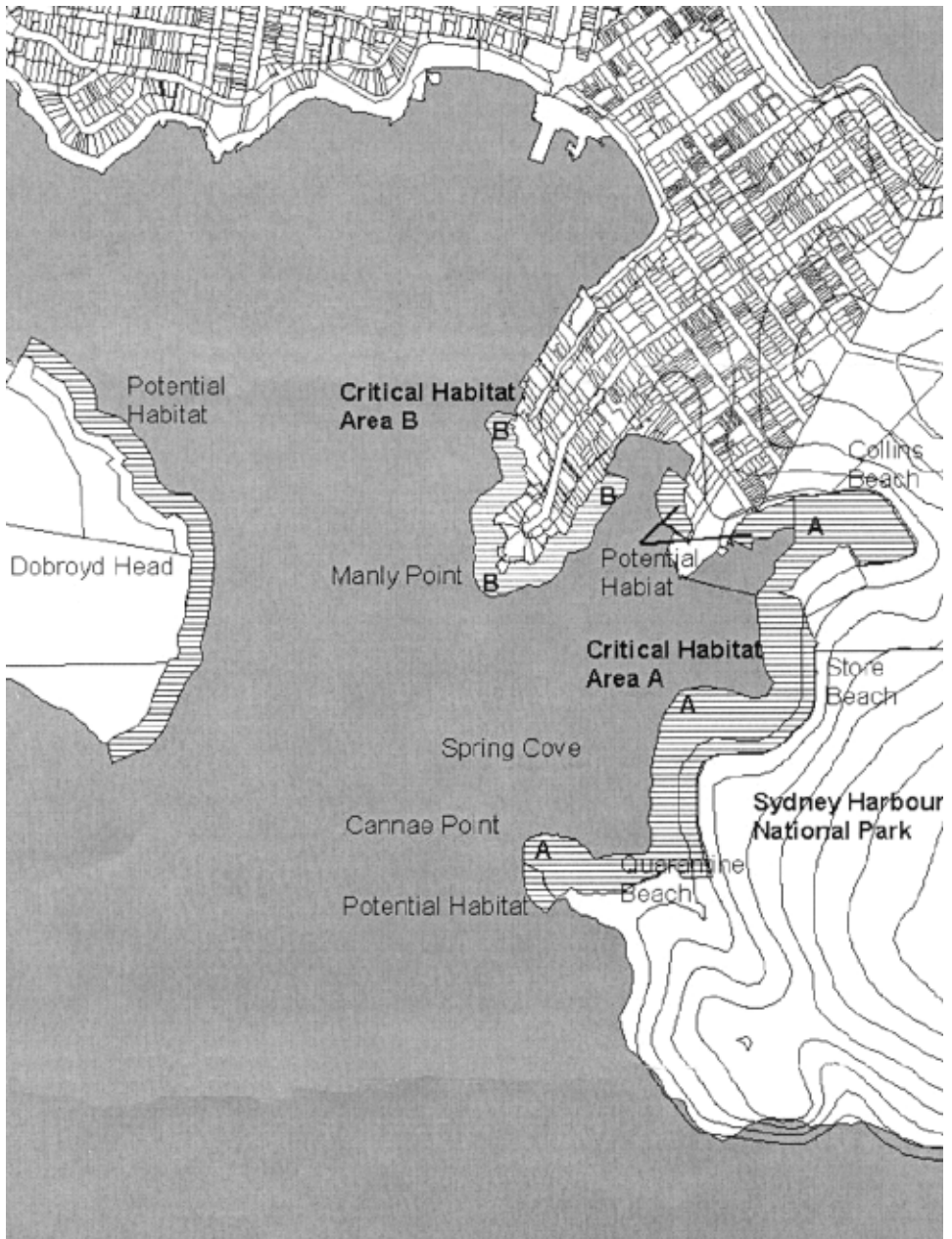
- No companion animals (except for assistance animals) in critical habitat (residential backyards excluded).
- No Fishing in critical habitat between sunset and sunrise during the little penguin breeding season (1 July to 28 February).
- No tampering with or damaging little penguin nest boxes, nesting burrows, moulting penguins, or knowingly approaching within 5 m of a little penguin on land

There are no regulations that apply to potential habitat areas, and at this stage, there are no additional restrictions to where people may take their boats.

The full Declaration of Critical Habitat for the Endangered Population of Little Penguins at Manly can be found on the National Parks and Wildlife Service website at [www.npws.nsw.gov.au](http://www.npws.nsw.gov.au).

**FEBRUARY 03**

The critical habitat areas in North Harbour



## FRIDAY TWILIGHTS

As all who take part know, sailing in the Friday twilights is a great way to end the week. A pleasant sail in the evening sun with suitable refreshments readily to hand is a relaxing early start to the weekend.

Not all those who started on Friday 17 January expected the test that awaited them when they left the relative shelter of Bradleys Head. A very fresh to strong north-easter (with gusts over 40 knots) soon sorted out the fleet. Of the twenty starters in the SASC fleet, only eleven finished. At least the SASC sailors were relatively unscathed — two boats from other clubs were dismasted.

There is always a certain element of uncertainty in the summer weather, which affects the numbers sailing on the evening. This presents a considerable challenge for Faye Buckley who has to order food for the night on the Thursday, based on the numbers who have booked by then. Whilst table bookings are accepted until noon on Friday, recent good weather has enticed more out on the water, with the result that food has run out before demand is satisfied.

All those contemplating sailing on Friday night and staying for a meal afterwards are urged to make a table booking in good time, **preferably before 11 am on Thursday**, to avoid disappointment.

Participation in the Friday Twilights this year provides the opportunity for someone to win a tropical holiday for two, thanks to the generous sponsorship of Concise Systems.

To be eligible, boats must be entered for the season and complete more than five races during the season. For each completed race after the first five, the boat's name will be entered in draw, so the more races, the more chances of winning. The winning boat will be drawn at the completion of the last race of the season.

Volunteers are still needed to help clean up and ensure a great evening for all. Please add your crew to the list on the notice board at the first opportunity.



## NOTTINGHAM UPDATE

The damaged Royal Navy Type 42 destroyer HMS *Nottingham*, which left Sydney in October, arrived safely in Southampton in December.

The ship will be repaired in Portsmouth at a cost of about £40 million.

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HMAS *Manoora*, flagship of the 167th Australia Day Regatta, 26 January 2003.

It used to be called a race — but is now more of a stately procession. The Ferrython, now a controlled parade of ferries, underway off Bradleys Head on Australia Day.







Some eighty yachts started in the main Sydney Harbour event on Australia Day, with many more on other NSW waterways. Many well known boats started in the Traditional Division (above)

*Eventide* (A38) approaching the finish line followed by *Antara* (R20) the winner in the Traditional Division (below)



*MY Aussie Rules*, constructed by Western Australian luxury yacht builder Oceanfast, was delivered on 21 January to owner Greg Norman at Oceanfast's Henderson shipyard. After the contract was awarded to Oceanfast, six months of dedicated design, 24 months of construction and a further two months of commissioning and sea trials followed, resulting in *Aussie Rules*, the largest private aluminium motor yacht in the world, being delivered within three years from commencement of the project.

*Aussie Rules* is currently available for charter amongst the exotic islands of French Polynesia. With spacious accommodation for 16 guests, she is fully equipped with an exhaustive supply of tenders, toys, fishing and diving equipment. She is the perfect vessel from which to explore spectacular beaches and turquoise lagoons, enjoy scuba diving in the rich, clear waters and witness the dramatic scenery of these reefs, atolls and ancient volcanic islands.

During the northern summer, *Aussie Rules* plans to cruise the warm waters of Mexico's west coast, including the Baja Peninsular and the Sea of Cortez. This area has long been regarded as one of the world's premier diving spots, with a wealth of marine life, unequalled elsewhere in the Northern Hemisphere. The imposing coastline is also renowned for its sports fishing, whale watching, peaceful bays and charming fishing villages. *[I would be pleased to give contact details to any interested SASC members — Ed.]*

At 69.5 m in length *Aussie Rules* can travel at a comfortable 12.5 knots, across 8,000 n miles on 220,000 l of fuel. The yacht can comfortably accommodate a complement of up to 16 guests in deluxe guest cabins with several opulently appointed dining and lounge saloons. A traditional theme is carried throughout the interior incorporating finely crafted timber details to carefully selected soft furnishings and accessories to complement this style.

Greg Norman's sporting and yachting experience has greatly influenced the design and concept of this unique motor yacht with entertaining and exploring elements evident in the design and outfit. Keen watersport guests will be able to optimise surrounding aquatic playgrounds through the range of tenders carried onboard. These include:

- a 12.8 m Gamefisher, launched from the main deck by double slings when the yacht is in port. Perfect for overnight outings, the Sportsfisherman includes four berths and a galley to cook up the "catch of the day";
- a 9.2 m SeaVee for smaller fishing excursions;
- a 7 m Novurania Equator 800 for diving and providing guests with a dry ride ashore;
- two 5.5 m Hewes Bonefishers to manoeuvre over sand flats and estuaries in areas such as in the South Pacific;
- a 4 m Narwhal Rescue boat; and
- four Yamaha Wave Runners (jet skis).

Dive equipment onboard *Aussie Rules* can cater for up to 30 people and includes a decompression chamber and two dive compressors. For the fishing enthusiast there are also 200 fishing rods to ensure the ultimate catch.

The sun deck features a spa/pool able to seat 12 people and boasts over 100 jet outlets

arranged differently for each individual massage position. Greg Norman's well-known "shark" logo appears prominently emblazed in polished stainless steel on the bottom of the pool.

**GENERAL PARTICULARS OF AUSSIE RULES**

Length Overall	69.5 m
Beam .....	11.6 m
Draft .....	3 m
Materials	Aluminium Hull/Composite superstructure
Hull Type	Full Displacement
Accommodation	16 Guests and 14 Crew
Top Speed	17 knots
Range .....	8,000nm at 12 knots
Classification	Lloyds Register

*Aussie Rules* on sea trials (Oceanfast photograph)



## VALE STEWART CHAMBERS

Well known SASC Life Member Stewart Chambers passed away on 8 January.

Born on 31 July 1917 he was educated at Sydney Grammar School and later attended Sydney University, graduating with a Bachelor of Science degree. He joined the staff of Robert Corbett Pty Ltd in 1942, where he held positions in quality control, plant management, and plant design and research. He became technical service manager and later technical liaison manager.

Stewart Chambers with the Kelly Cup



Stewart was also actively involved in many professional organisations including as chairman of the Chemical Standards Board of the Standards Association of Australia, and chairman of the National Technical Committee of the Plastics Institute of Australia. He was a Fellow of both the Plastics Institute of Australia and of the Australian Chemical Institute. In the 1960s he was a member of the Metric Conversion Board. After he retired, Stewart still maintained an active interest in the Plastics Association, and worked as a voluntary consultant taking many phone calls from people needing advice with plastics problems. He had a wide knowledge of plastics as he had been involved in the industry since its inception.

Stewart was a keen yachtsman and will be well remembered by many sailing *Twain* (A8) with the SASC. He joined the club in 1948, was Rear Commodore from 1959 to 1962 and Racing Secretary from 1950 to 1954.

## GAFFER'S DAY 2003

Now is the time to mark your diary for

***Sunday 19 October 2003***

Planning for the SASC Gaffer's Day is well advanced.

Gaff-rigged and traditional bermudan-rigged yachts will rally at the Club before displaying their glories sailing on Sydney Harbour.

*A ferry will be available for spectators — all will be welcome to join in on this popular day.*

It is some time since we had an item about nautical language. Landlubbers are often confused by floors that you can't walk on because they are vertical structural members. Of course, you can walk on the ceiling, which is the lining of a hold, placed inside the frames and on top of the floor riders. This lining is also known as foot-waling.

If you were to remark to a non-sailing friend that you had come across a settee when sailing off Sydney, they would almost certainly form a mind picture of a piece of fugitive furniture. Being a well-educated nautical person, you would actually have been referring to a single-decked Mediterranean vessel with a long and sharp prow, without top-masts, and carrying lanteen sails. On reflection, off Sydney in 2003, fugitive furniture is more likely.

## DAYDREAM SHIELD 2003

This year the SASC will be hosting the annual SASC/MHYC challenge for the Daydream Shield. Currently held by the SASC, the trophy will be awarded following a match racing competition between pairs of like yachts. Racing will be on trapezoid or windward/leeward courses.

Put the date in the diary now – 9 March 2003. The notice of race can be found at [www.sasc.com.au](http://www.sasc.com.au). Contact Guy Irwin or Maggie Stewart for more information.

Two veterans at the start of the 2002 Sydney Hobart race — *Zeus II* (Jim Dunstan) and *Mark Twain* (Hugh O'Neill). *Zeus II* won in 1981 and was second overall in 2002.





## ***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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As members are no doubt aware, the Club has for a number of years been pursuing a proactive policy of pollution control on the slipway. However, despite our best endeavours a recent accidental bloom from a boat being scrubbed prior to anti-fouling has resulted in a report to Council, a visit from a North Sydney Council inspector and a full audit of our environmental controls. The audit has put the Club on notice to improve the retention and disposal of waste from the slipway.

The slipway with the facility for members to work on their boats and the revenue it generates, is one of the Club's most valuable assets. To protect this asset it is essential that all those who use it ensure that no pollution from their activities enters the environment. If you are working on your boat, make sure you are aware of the slipway rules and know how to deploy the waste collection equipment. Talk to Rod if you have any questions. Please do not scrub your anti-fouling at high tide and make sure you clean up any mess before the tide washes it into the harbour.

The Boatshed Committee had already started work on an idea to collect waste water using a drip tray arrangement on the slipway cradles together with an improved sump and filter system. Members are invited to help with the evaluation of the prototype over the next few weeks.

And, finally, if you have an accident, and there is some spillage into the bay, please immediately contact Rod Phillips or Robert Evans to ensure all steps can be taken to minimise damage to the environment.

*Robert Evans*

*Riff Raff (Paul and Suzie Haas) approaching the finish during a Sunday race on Sydney Harbour*



We welcome the following new members:

Graham Crawford  
James K. Ditzell  
Andrew R. Inwood  
Ronald M. Lindsay

## JOHN MERRINGTON

In 1929 Arthur Mayfield Merrington commenced racing his 25-footer *Wanderer* in SASC events, crewed by his sons Earnest and Bill. In due course both lads sailed their own boats *Thurloo* and *Eventide* with the Club — *Eventide* was built for Arthur Merrington. His third son John has been racing his beautiful *Warana* for over thirty years in Club races.

Merringtons have been a great asset to the SASC for 73 years, two having been Commodores. John has recently recovered from a serious fall and it is a great joy to me and all other members to see him competing again in *Warana*. We all hope to see Merringtons sailing with the Club in 2029, marking a century of participation in Club events.

*Southerly*

## WELL DONE MIKE

After several days of heat and fresh north-easterlies, the prospect of a southerly change on the evening of 8 January was welcome. As the afternoon progressed, there were some who questioned the forecast of strong winds, but when the change arrived in the early evening it was every bit as vigorous as forecast.

By that time, the SASC was quiet — most had gone home. Luckily however, Mike deBurca was there to see Bob Lawler's *Firetel* part company with her mooring in the strong wind, and head rapidly towards the Old Cremorne Wharf and the rocks. Leaping into *Nancy K*, Mike got underway immediately and managed to get a line on *Firetel* before she came to grief. Battling fierce wind gusts he managed to secure *Firetel* to the pontoon without damage — and all by himself. Well done Mike!

## NEWSLETTER DEADLINE

The next SASC News will be the April 2003 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 26 March 2003. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





This fine photograph shows *Caprice* (A43) taking part in an event, possibly the Anniversary Regatta, off the Royal Sydney Yacht Squadron probably in 1929. *Caprice* was built of Huon pine in Hobart in 1900. She was rigged as a gaff cutter, 32 feet long overall with a beam of 8 feet 5 inches. Her boom was 21 feet long and her bowsprit extended 12 feet beyond the stemhead.

She first raced on Sydney Harbour in 1908. In the mid-1920s she started racing with the SASC with Arthur Stone at the helm. In 1928 she was converted to Bermudan rig, but when she was sold to John Taylor Cooke, around the time of this photograph, she reverted to her old gaff rig. *Caprice* was purchased by Mr Cooke for his two grandsons, Harry and Jack Pfeiffer. She was soon modernised again with a second conversion to Bermudan rig, and she was completely modernised and re-rigged again in 1967.

Still owned by the Pfeiffer family, *Caprice* remains on the SASC Yacht Register today.



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