



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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February 2008

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	John Crawford
Vice Commodore	Bill Hogan
Rear Commodore	Liam Timms
Honorary Treasurer	Tony Clarkson
Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh

**Cover:**

*Endeavour,*  
*Young Endeavour*  
and *Svanen* during  
the Tall Ships  
Race on Australia  
Day  
(Photo John Jeremy)

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Editor: John Jeremy

email: news@sasc.com.au

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# COMING EVENTS

February 2008

## SUNDAY 10 FEBRUARY 2008

Point score races for Division 6 and Gaffers Division.

## TUESDAY 12 FEBRUARY 2008

Second and third races in the Paul Slocombe Trophy twilight series.

## SATURDAY 16 FEBRUARY 2008

Point score races for Division 2 (main series), Super 30 Division (main series), Classic Division and Cavalier 28 Division. Young 88 Regatta.

## SUNDAY 17 FEBRUARY 2008

Young 88 and Super 30 Regattas.

## TUESDAY 19 FEBRUARY 2008

Fourth race in the Paul Slocombe Trophy twilight series.

## SATURDAY 23 FEBRUARY 2008

Point score races for Division 1, Division 2 (main and short series), Super 30 Division (main and short series), and Classic Division.

## SUNDAY 24 FEBRUARY 2008

RANSA Regatta

## TUESDAY 26 FEBRUARY 2008

Fifth race in the Paul Slocombe Trophy twilight series.

## SATURDAY 1 & SUNDAY 2 MARCH 2008

Audi Sydney Harbour Regatta

## TUESDAY 4 MARCH 2008

Sixth race in the Paul Slocombe Trophy twilight series.

## SATURDAY 8 & SUNDAY 9 MARCH 2008

Sydney Superboat Grand Prix

## FRIDAY 14 MARCH 2008

Last Friday Twilight race

## SATURDAY 15 MARCH

Point score races for Division 1, Division 2 (main and short series), Super 30 Division (main and short series), and Classic Division.  
Combined clubs race for Division 1

## SUNDAY 16 MARCH 2008

Ranger World Championships

## THURSDAY 20 MARCH 2008

Bob Brown Trophy Race

**NEED  
THE TEN-  
DER?**

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

Sat: 0900-1800  
Sun: 0900-1700



I hope you all had a relaxed and enjoyable Christmas break. Apart from some family commitments I just messed around with boats and I would be surprised if you didn't do something similar. It's so easy to fritter time on boats; do you find that? People ask where I've been and I reply, "Down at the boat", "Yes, but all day?" and so it goes, another day and another just seemed to slip past. Not necessarily a bad thing. Isn't everyone saying we all work too hard and don't relax enough? I'm just trying to redress the balance.

Your Board has some serious work to do in the first half of this year. We are coming to "crunch" time on our slipway decision and are in the process of preparing information for members that will enable you to decide which way we should move. While the Board should establish policy for the members' consideration, we need your input and this is very much a members' decision rather than a Board decision,

The essence of the issue for all of us is that we are, by all accounts, on borrowed time with our existing conventional slipway. It is not EPA compliant, and cannot be made EPA compliant without seriously compromising the slipway operations. We have already been forced to reduce number of boats that can be slipped and worked on at any one time. We have known this for some time, which is why we took steps over two years ago to seek development approval for an EPA compliant facility. Approval was granted in the middle of last year.

The approved slipway comprises a concrete platform that will extend over the existing slip rails at the present deck level. The existing double slipway will be replaced by a single slipway. Yachts will be floated onto a cradle that piggy backs atop a second cradle that transports the vessel out of the water to the edge of the platform. At this point both the boat and the secondary cradle are moved onto the platform and manhandled and parked to be worked on.

This arrangement will accommodate the same number of vessels we now have but the working platform will be horizontal, potentially much safer, more efficient and many of our OH&S problems involving work practices will be minimised. In addition all the waste material and wash down debris will be captured, contained and disposed of in an environmentally acceptable manner.

Assuming that obtaining approval was a first and logical step, the next step is to quantify the costs of the work involved, prepare a programme and then assess the impact of the downtime involved while the work is carried out. The disruption to the Club's day-to-day activities and the financial implications for the Club are extremely important considerations.

Probably, the fundamental question for us is "do we want a slipway facility where members are able to work on their own boats?" At best, the slipway operations are revenue neutral to the Club. Our slipway is not about making money it is more about providing a service for our members. In principal, if the members want it to happen and we can afford it we should do it. It will be an asset for the Club in years to come. If we decided not to proceed we would in time be forced to close the existing slip and once gone it is unlikely to be ever replaced. The decision will be yours and I encourage your input.





The Christmas spirit was alive and well aboard *U2* during the last twilight before Christmas (above)  
Four boats into one bit of water will not go — *Ratu VI* (on starboard) found things a bit squeezey just before the start (below)

Photos by John Jeremy





Photo John Jeremy

A happy crew in *Indulgence* (above)

One Friday before Christmas the unusual sound of starters singing echoed around the clubhouse after the twilight race. It must have been the Christmas 'spirit' affecting the crew of *Captain Amora* — Charles Maclurcan, Kevin Dixon, Andre van Stom, Frank Walsh, John Jeremy, Maggie Stewart and Tony Clarkson (below)

Photo Liam Timms



# VANITY TO TASMANIA

February 2008

*Vanity* slipped her mooring at Snug Cove in Eden at 0745 on 3 February 2007. Liam Timms, Ralph Peart, and John Crawford were the crew to tackle Bass Strait. Headed for northern Tasmania, we passed the obelisk, Boyd Tower, marking the southern shore of Twofold Bay and headed down the coast for Green Cape and then into Bass Strait. Boyd Tower was built by Benjamin Boyd in 1846 as a lighthouse, but it never was. A stillborn icon, it was used for a while as a spotter's lookout for whales, but now stands as a graceful and solitary reminder of an era past.

by  
*John Crawford*

Britney was steering as Twofold Bay became another name on the chart and faded from our thinking. The wind was light and blew gently from the sou-west, with a clear sky, excellent visibility and smooth seas. Predicted to swing to the south, then south east, east and finally north east the wind was heading in the right direction for our crossing of this infamous stretch of water. Timing as usual was all and we had no idea how quickly this shifting wind pattern might move in our favour or not. Predictions were that the wind would be on our port quarter within 24 hours, but predictions are often 24 hours out and 'tis best to plan for the worst and hope for the best'.

By 1315 we were abeam Green Cape, (37° 16'S, 150° 05'E). We waved to the lighthouse and the keeper's cottage as we passed a mile or so offshore. The buildings, looking safe and comfortable, nestled into sheltered crevices on the rocky promontory. No-one waved back. We took comfort from the feeling of security and protection, inherent in the nature and purpose of lighthouses. Ralph was on the helm, with Liam and myself both sleeping fitfully as *Vanity* skipped down the coast under her cutter rig making 6-7 knots and seemingly enjoying herself.

While the wind was in the south west, we aimed *Vanity* for the top end of Flinders Island, naturally wanting to keep our exposure to Bass Strait to a minimum. From the chart, it appeared that the closer we got to Flinders Island the more protection we

Liam Timms in  
Bass Strait

Photo John Crawford

might have and the closer to land we would be in the event of a problem. The reality is that there is little assistance available on Flinders Island, but proximity to the land made us feel better, an important ingredient of our plan. We figured that as (if) the wind shifted east, we could bend our course more parallel to Flinders Island and head directly for Eddystone Point on the northern Tasmanian coast or even St Helens. It also meant that we had a



**SASC NEWS**      better chance that our hand held VHF radio might be heard by St Helens Marine Rescue and Mersey Radio as we neared the Tasmanian coast.

For now, we sailed south on a heading of 195°, with the sou-wester increasing to 10–15 knots and seas still relatively smooth. At this stage we were approximately 7.5 n miles north of our waypoint abeam of Gabo Island and *Vanity* was making 5.5 kn under her cutter rig. As evening fell we prepared for our first night in Bass Strait. This was uneventful, except that our bulk water supply bladder became incontinent and managed to drain itself into the bilge because some stupid bastard stood on the tap and accidentally opened the valve!

At night these things are magnified many times and water seemed to be sloshing from one end of the boat to the other, just add some stray diesel fuel and my evening was complete! Cleaning out bilges is a miserable business at the best of times, but in Bass Strait with *Vanity* rolling all over the place, I was down on my hands and knees sponging a greasy foul-smelling mixture of water and diesel into buckets and tossing it into Bass Strait. Not happy John! I wasn't sick, but I confess to having felt better and as we know a few teaspoons of diesel coats everything with a diabolically slippery concoction which is at best difficult to remove, takes ages to disperse and seems to taint everything it touches.

Apart from the water incident, the night passed peacefully and daylight on 4 February found us around 41° S. I had steered most of the night. It had been mild but long and I was tired. We decided to take the opportunity of relatively smooth water to fill the fuel tank. As noted earlier the fuel filler is located in the self-draining cockpit's floor. Having carefully sealed the cockpit drains to prevent water slopping in from the stern we proceeded to siphon fuel into the tank. It only took 10 litres, but it felt better to have it full than not and it was sobering to appreciate just how difficult this would be in any seaway.

During this exercise we realised we had company. Away to the north was a sail, definitely coming in our direction. It seemed to be holding station with us. We were pleased to have the company and thought that it might be *Lahara* from the SASC, who was due to leave Sydney sometime after us, also bound for Hobart and the Wooden Boat Festival.

Ralph and Liam shared helming that morning as the wind stayed in the southeast and we slipped along under our full cutter rig with our companion astern by a few miles.

Just after midday there was a muffled cry from on deck accompanied by a thump and a crash, followed by some shouting which bought me quickly to the companion way to find that the gaff was hanging from the mast like a broken tree branch. For those that don't know gaff riggers have two mainsail halyards, one pulls the luff up the mast and the other controls the gaff angle and sail tension. The peak halyard had let go and hence the gaff was hanging free.

We quickly released the throat halyard and bought the sail and gaff down on deck and secured it. Thankfully the seas were relatively calm, but even so *Vanity* quickly assumed an uncomfortable rolling flicking motion, without the benefit of the mainsail to keep things steady. It was immediately obvious that the peak halyard block had parted and that we had a problem. The wind was increasing from the south east and we needed to solve this fast. The yacht behind had quickly made up ground and was passing to the west of us by 400 m or so. It was *Lahara* and we were pleased to have the company while we had this problem. We waved and they waved back and kept sailing, not that there was anything they could have done for us and we didn't hail them or call them on the VHF.



There was only one thing for it, and that was to go up the mast and fit a new block. Since Liam and I both weighed in at around 100 kg, this task fell to Ralph, who apart from being the most experienced was also the lightest, by some margin. Going up a mast in the middle of Bass Strait is no easy task, even in good conditions. *Vanity*, with her 50% ballast ratio, has a quick and uncomfortable motion in any sort of sea. At the mast top this is magnified and when two hands are needed for the task it doesn't leave much to hang on with.



Photo Liam Timms

From *Vanity* in Bass Strait

Ralph re-appeared on deck three times before he was successful. The hole in the masthead fitting was a tight fit for the shackle pin making it extremely difficult to line up and do up. Hindsight tells me that a larger fixing hole and a spare pulley block fitted to a snap shackle would have been a useful and probably efficient piece of kit, but that's hindsight for you. An hour after the gaff dropped, we re-hoisted the main and got under way again. We were very grateful that the problem was solved and many thanks to Ralph for his skill and staying power. The bruises on his inner thighs from the gripping the shrouds at the top of the mast were spectacular.

By 1325 that same day we were bowling along some 40 n miles due east of the top end of Flinders Island. We were past our halfway mark and feeling confident that with the predicted nor-easters, we would soon be headed toward Bicheno, away to the south and by 1035 the next morning *Vanity* was 21 n miles due east of St Helens. The nor-easter was already 10–15 kn and increasing, we were beginning to motor. During the afternoon the wind got up to the predicted 25 kn and more with a healthy smattering of white horses driving us towards Bicheno. *Vanity* was doing 8–9 kn with a maximum recorded speed of 10.5 kn down a wave, we all enjoyed the ride.

Photo Liam Timms

The Nuggets, Wineglass Bay

We arrived at Bicheno in a slather of foam at around 1600 We had intended to stop, but the wind was very strong and Bicheno is not a favoured anchorage in strong nor-easters so with the lure of Wineglass Bay only 23 n miles further south we gybed over, waved Bicheno goodbye, and sped south at 8 kn. By 1800 we still had 9 n miles to go and the wind had gone, Britney was steering and we were motor-sailing with a





Storm Bay in Wineglass Bay

Photo Will Ballieu

1–2 kn nor-easter flicking occasionally to the northwest and looking positively undecided. A full and threatening cloud cover had appeared from the south and it looked touch and go as to whether we would make Wineglass Bay without a dusting.

The Nuggets, guardians of Wineglass Bay, appeared out of the descending gloom and light rain was trying to fall as *Vanity* made her anchorage. We dropped the sails and motored in. The time was around 2000 and it was getting dark. There were about six yachts moored in the bay and as we motored towards a handsome timber fishing smack a voice boomed out of the gloom; “Crawford, what the bloody hell are you doing here, where have you come from?”

With some pride, I was able to say “Sydney”.

It turned out to be Col Anderson of *Sayonara* fame on board Tim Phillip’s magnificently-restored fishing yacht *Storm Bay*. Tim and crew on the inaugural passage sail in *Storm Bay*, also en-route to the Wooden Boat Festival. They were very complimentary about our efforts in getting *Vanity* to Wineglass Bay and immediately invited us aboard for dinner and the obligatory drink. *Storm Bay* is an original fishing smack complete with live-fish well which was in turn complete with live lobsters, flathead and fish of all kinds.

Dinner on board Storm Bay

Photo Will Ballieu





Photo Will Ballieu

*Vanity* in Wineglass Bay

That meal was one of the best I have ever had. Fresh lobster, grilled fish and salads washed down with white wine and garnished with the excitement of the day, the achievement and the huge relief that we had made it to Tasmania. On top of that, to be greeted by people who wanted to share our adventure and appreciate the moment made it very special and forever memorable. Sailors all know how this feels, a one-off never to be repeated jewel of life and I didn't want it to end. My thanks go to Tim and Sally Phillips, Col Anderson, Will Ballieu and the rest of the *Storm Bay* crew for their hospitality that evening.

The next day the predicted southerly had arrived and simultaneously Liam announced that he was going back to Sydney to attend a meeting involving an important property transaction, which if he didn't attend he said he might as well not go back to work ever.

From Wineglass Bay? "How are you going to do that Liam?" It transpired that Liam's original plan was to jump ship when we reached Bicheno, so when we didn't stop at Bicheno he said little but obviously thought a lot. Thanks to the CDMA mobile we had telephone reception, normally difficult in this part of the world. The problem with Wineglass Bay is also its best attraction, it is very difficult to get to by land, the nearest civilisation being Coles Bay some two hours on foot over the Hazzards.

Enquiries quickly revealed that the earliest available bus service was going in the wrong direction and in any case wouldn't appear until tomorrow and the only service going in the right direction (Hobart) was the day after that. This looked like 'game over', but not for Liam.

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He announced cheerfully that he had an exit strategy. He was going to fly out, he'd hire a helicopter, fly to Hobart get a connecting flight to Melbourne, on to Sydney and he was home. Yes Liam and I suppose you're going to sort all this out from a yacht moored in Wineglass Bay!

One small problem was that the Freycinet National Park is eco friendly, and helicopters are not. Nothing daunted Liam calls Freycinet Lodge to ask about helicopter tours. Liam, this is an ECO lodge! Given the subject was helicopters, they were surprisingly helpful but said as he was in the middle of a National Park and he would need the permission to land a helicopter and in any case the nearest landing spot would be the carpark at Coles Bay and by the way don't bother you won't get permission. Well, the rest is history. More phone calls, locate the Parks Manager, much smooth talking and permission is obtained to land a helicopter in the Park. Next, a helicopter company is found with a half-reasonable price structure and Liam steps off *Vanity* at 1000, is rowed ashore and disappears along the beach for the two-hour walk to Coles Bay and rendezvous with his job-saving transport.

Ralph and I were impressed and the one condition we placed on Liam's jumping ship was that if he was going to climb into a helicopter, he had to fly back over Wineglass Bay and photograph *Vanity*, before he went to Hobart. I mean, how many people have aerial photos of their yacht in Wineglass Bay? You could hardly arrange this if you tried.

Photo Liam Timms

*Vanity* at her anchorage in Wineglass Bay



So at 1400 (the appointed hour) the chat, chat, chat of rotor blades disturbs the peace of Wineglass Bay and a small two-man gnat of a helicopter does a quick sweep of our anchorage and disappears towards Hobart. That was that really. The rest of the trip wasn't nearly as exciting.

Next morning, 7 February, Ralph and I sailed out of Wineglass Bay. We passed through Schouten Passage and east of Schouten Reef. Followed by the odd curious seal we made our way via the inside passage to Maria Island, anchoring near 'the deep hole' in Chinamans (Oyster Bay), ready to make our way through the shallows of the Marion Narrows and the Denison Canal the next morning. A brisk sou-easter had sprung up but our anchorage was protected and we were joined by *Lahara* after sunset. They had arrived in Wineglass Bay the evening before and had been in Bicheno the day we sailed past. They rafted up for an hour or so while they had their meal. Our next rendezvous would be Hobart.

The 8<sup>th</sup> February was our final day at sea. The Wooden Boat Festival started tomorrow and we had a few miles to cover to Hobart so we made an earlyish start, being on our way to Marion Bay at 0715, motoring through glassy crystal-green water, the bottom clearly visible 5 or 6 m down. By 0900 we were one of several vessels all heading for the canal. Britney was at the helm holding 220°M. There are lots of instructions to mariners about the dangers of Marion Bay, Blackmans Bay and the Narrows, but we found if we kept our eyes open, followed the navigational aids and used common sense we didn't have a problem. *Vanity* only draws 1.5 m so it is a little less nerve wracking than a bigger

*Vanity* and  
*Maluka* in Hobart

Photo John Crawford

yacht and the tidal flow was next to nil because we were on the turn of the tide. We sailed down Blackmans Bay following the numbered port and starboard piles and reached the entry to the Denison Canal at around 1100, passed through the canal with the obligatory fee and by 1123 we had left Dunalley astern.

We were on our final leg. Out into Norfolk Bay into a strengthening sou-easter, headed for Green Head and then bearing south west to Betsy Island skirting the edge of Storm Bay. As we approached Betsy Island we could see a yacht coming in the other direction. It looked like it was gaff rigged and more than that it looked like *Maluka*. And so it was. *Vanity*, beating into a 15–20 kn sou-easter as *Maluka* reached past, turned and then followed us to Betsy Island and then together we bore away on a broad reach heading for the Iron Pot and



## SASC NEWS

the final leg up the Derwent to Hobart. At 1515 we rounded the Iron Pot to run before the sou-easter I thought how appropriate it was that the two gaff riggers from the SASC were about to sail the last leg to join the Festival and I hoped that the people in the houses on the shore enjoyed the sight we must have made sailing in company up the Derwent.

*Vanity* arrived in Hobart at 1720 on 8 February, after sailing 685 n miles from the SASC pontoon. Along with *Maluka*, *Lahara* and *Fidelis* we flew the SASC ensign throughout the four days of the Festival and enjoyed the event, the food, the boats and the people.

I wouldn't do it again, but conversely, I would not have missed it for the world. Of course having got *Vanity* there, I still had to get her back to Sydney, but for the moment, that could wait. Thank you to all my friends at the SASC who helped make the trip happen. You all know who you are and so do I and the trip would not have been possible without your guidance, advice, assistance and encouragement.



John Crawford and Sean Langman claiming Lord Howe Island for the SASC during a recent visit

## FRIDAY TWILIGHTS

Friday Twilights are as popular as ever. If you plan to sail on Friday nights and to stay for dinner afterwards, please ring Megan or Maggie as soon as possible and **definitely no later than Wednesday** when Megan will polish the Club's crystal ball and order the food

*No table bookings can be accepted after 1700 on Wednesday*

A booking sheet is also available on the notice board, and members are encouraged to use this facility when they are passing

Volunteers are also needed to help clean up and ensure a great evening for all — add your crew to the list on the notice board now!

Two decades after STS *Young Endeavour* first unfurled her sails, the sail training ship manned by the Royal Australian Navy, celebrated her anniversary at a ceremony in Sydney on 25 January.

The 44 m square-rigged tall ship was presented to the people of Australia as a Bicentennial gift from the United Kingdom in 1988. During her 20 years of service more than 8,500 young people from across the nation have taken to the high seas learning leadership, teamwork and sailing skills under the watchful eye of RAN personnel.

Held at the RAN Heritage Centre on Garden Island, the ceremony brought together the original Navy and youth crews and was attended by Commander Australian Fleet Rear Admiral Nigel Coates AM RAN.

“Since inception, STS *Young Endeavour* has provided thousands of young Australians with a once-in-a-lifetime quest for adventure,” Rear Admiral Coates said.

“The competency of the professional crew and the world-class success of the youth development program was recognised last year in the awarding of the 2007 International Sail Training Organisation of the Year.

“I congratulate the Young Endeavour Youth Scheme and the RAN personnel for twenty successful years,” Rear Admiral Coates said.

The not-for-profit organisation is run in partnership with the RAN with young people aged 16–23, selected by ballot for each voyage.

More information can be found at [www.youngendeavour.gov.au](http://www.youngendeavour.gov.au).



Photo John Jeremy

*Young Endeavour* sailing in the Tall Ships Race on Sydney Harbour on Australia Day

**COME and ENJOY**  
**SASC FRIDAY TWILIGHT RACING**  
**2007/2008**

**A FUN WAY TO WIND DOWN ON FRIDAY  
NIGHTS AND A CHANCE TO BECOME ELLIGIBLE  
TO**



David Salter photo

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to  
LORD HOWE  
ISLAND**  
(Valued at over \$2,000)

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Photo: John Jeremy

The annual Ferrython made a colourful sight on Sydney Harbour on Australia Day

# AUSTRALIA DAY 2008

February 2008

There is no other description. It was a magic day on Sydney Harbour as thousands of Australians celebrated Australia Day afloat, including more than 800 sailors crewing some 120 yachts and skiffs which contested the 172<sup>nd</sup> Australia Day Regatta on 26 January 2008.

The warm and sunny day drew an estimated 2,500 leisure craft, ferries, fire tugs, square-rigged tall ships, racing yachts, skiffs old and new, even a P&O liner, onto the magnificent harbour that 220 years ago saw the First Fleet sail into Farm Cove.

The Regatta yacht fleet was the largest in recent years and, particularly pleasing to the Australia Day Regatta Management Committee, was the number of boats that had not raced before in this historic regatta.

The festivities afloat began in the morning with the spectacular Fer-rython, followed by the Parade of Sail. Then a total of 96 boats set sail in the 172<sup>nd</sup> Australia Day Regatta from near the Regatta flagship, HMAS *Kanimbla*.

A light east-nor'easter gave the fleet a testing beat to windward down the western shore of the harbour followed by a reach down the eastern shore into Rose Bay, finally a run under spinnakers, or poled-out headsails in the non-spinnaker division, past Shark Island to the finish, again near the Flagship.

Over the harbour, an RAAF F/A 18 fighter jet made spectacular low-level passes and vertical climbs, followed by a dramatic aerobatic display by the RAAF Roulettes.

Photo John Jeremy

The start of the Classic Division in the 172<sup>nd</sup> Australia Day Regatta





Bill Hogan and Peter Campbell enjoying the view on board the Regatta Flagship, HMAS *Kanimbla* (above)

*Fidelis* in a crowd shortly after the start (below)

Photos John Jeremy



Aboard *Kanimbla*, Regatta President Sir James Hardy entertained the Regatta sponsors, Commonwealth Bank Private, Defence Force chiefs, civic leaders and yacht club commodores to lunch. Guest of Honour was General Peter Cosgrove, the former Chief of the Defence Force.

The biggest fleet of the 172<sup>nd</sup> Australia Day Regatta was the Classic Yacht Division with 18 starters and, as such, the winner also receives the H C Dangar Memorial Sponsor's Trophy as well as the Centenary of Federation Medal, first won back in 1901.

The winner of the Classic Yacht Division was John Barclay and retired Rear Admiral Nigel Berlyn's gaff-rigger *Reverie*, with John at the helm.

Designed by English naval architect Maurice Griffiths, *Reverie* started life as a bilge keeler designed for the shoal waters of England's east coast and with a Bermudan rig.

The current owners gave her a single keel and a gaff rig, the result being a comfortable cruising boat that goes exceptionally well close reaching and downwind — as she proved in the Classic Yacht Division.

Runner-up on handicap to *Reverie* was *Gumleaf* (Orion Alderton), third place going to Philip Kinsella's 'cousta boat *Sylvia*, with fourth place to that veteran of Sydney Harbour, Bill Gale in *Ranger*.

Another veteran winner was Gordon Ingate, the rising 82-year-old Royal Sydney Yacht Squadron member who recently won the prestigious Prince Philip Cup for International Dragon class yachts in Hobart. He is believed to be the oldest yachtsman ever to win an Australian national sailing championship.

This time Gordon was at the helm of the International 5.5 m class yacht *Paladin* in scoring a handicap win from *Pam* (Peter McDonald) and *Baragoola* (David de Coster). *Pam* took fastest time.

Photo John Jeremy

The RAAF F/A 18 during its aerial display over the harbour





RAAF Roulettes  
in formation

Photo John Jeremy

The 1966 Sydney Hobart Race line honours winner *Fidelis*, skippered by Nigel Stoke, outsailed the fleet in Non-Spinnaker Division 1 to take the line and handicap double. Second place went to *Goodform* (Joachim Fluhrer), third to *Perfect Match* (Alun Lewis and partners).

Adding further nostalgia to the Regatta were the eight Historical Skiffs, replicas of the some of the spectacular 18-footers that raced on Sydney Harbour in the 1920s and 1930s.

Identified by the same emblems on their mainsails and crew rugby shirts as the original skiffs, they turned on a close race, with honours going to *Mistake*, helmed by colourful Irish international yachtsman and America's Cup helmsman Harold Cudmore, a devotee of the historical skiffs.

*Mistake* won from *Yendys*, skippered by Robert Tearne, with third place going to *Australia 4*, helmed by John Winning, a member of the 172<sup>nd</sup> Australia Day Regatta management committee.

Division 1 saw Cruising Yacht Club of Australia past Commodore Geoff Lavis sail his *UBS Wild Thing* to line honours, but he had to be content with second on corrected time, the winner being *10*, skippered by Ian Oatley. Third place went to *Stormaway* (Jack Stening).

In Division 2, *Hick-Up* (Bill Ure) took line and handicap honours, winning the historic Davidson Family Trophy, a magnificent old claret jug originally won by the yacht *Ella* in an Anniversary Day Regatta in 1866. Second place on handicap went to *Allegretto* (Colin Goldrick), with third to *Akela* (Alan Mather).



Photos John Jeremy

The fleet made a colourful sight as they approached the finish near the Regatta Flagship, HMAS *Kanimbla*



Modern 18-footers mixing it with other Regatta competitors on the way home after the finish



Photo John Jeremy

Nick Cassim's *Lolita* attempting to steal the limelight from *Endeavour* as she passes the cruise liner *Pacific Dawn* during the Tall Ships Race on Australia Day



# WELCOME QUEEN VICTORIA

February 2008

Sydney Harbour will welcome two great liners in February — one on her first visit and one on her last. The new ship is the Cunard liner *Queen Victoria* which will visit Sydney for the first time during her first Round-the-World Cruise following her commissioning on 10 December 2007. The 90,000 gross ton, 294 m long ship was built in Italy and can accommodate 2014 passengers. She will be joined by *Queen Elizabeth 2* on her last world cruise. It promises to be another great event for photographers and the programme is as follows:

## Saturday, 23 February

0600: *Queen Victoria* will make her way into Sydney Harbour. She will dock at the Overseas Passenger Terminal in Circular Quay at 0700 and remain there overnight.

## Sunday, 24 February

0600: *Queen Elizabeth 2* will arrive in Sydney Harbour, 30 years to the day since her maiden visit to Sydney. She will then dock at Garden Island at 0700.

1800: *Queen Elizabeth 2* and *Queen Victoria* will leave their berths headed for an historic Royal Rendezvous.

Approximately 1830: *Queen Victoria* and *Queen Elizabeth 2* will pass on either side of Fort Denison. They will greet each other with a ‘Whistle Salute’ using their signaling horns that can be heard over 16 km away. This Royal Rendezvous will be the first and last time these two Cunard Queens will meet in Australian waters.

## Monday, 25 February

1830: *Queen Elizabeth 2* departs Sydney from the Overseas Passenger Terminal. She is expected to pass through the heads at approximately 7.30pm.

This is QE2’s final world voyage and she will cease her role as an ocean-going passenger ship in November this year. She will then be refurbished and adapted to become a luxury floating hotel, retail and entertainment destination at The Palm Jumeirah, Dubai. *Queen Victoria* will return to Australia and New Zealand in February 2009 along with *Queen Mary 2*.



*Queen Victoria* arriving in Southampton for the first time on 7 December 2007  
(Photo Steve Dunlop)

The first major study of Personal Flotation Device (PFD) wearing rates to be published in Australia will provide a basis from which to develop strategies to encourage PFD wear amongst recreational boaters.

The *Personal Flotation Devices Wear Rate Study 2007*, undertaken by marine safety authorities and the Monash University Accident Research Centre, was released in December by the National Marine Safety Committee (NMSC). The study recorded PFD wearing on powered recreational vessels from 116 popular locations in Queensland, New South Wales, South Australia and Western Australia during the 2006–07 summer boating season. Victorian data from 2005 was included as a base line.

One major finding in all four states was that if skippers wore a PFD, passengers were more likely to be wearing a PFD. When the skipper was wearing a PFD, the wear rate amongst passengers in each state ranged from 50% to 94%. In contrast, the wear rate amongst passengers of skippers who were not wearing PFDs ranged from 4% to 17%.

NMSC Chair Neil Aplin announced that the report had influenced a new education campaign for 2007–08 *Lifejackets — Skippers Take the Lead* with cricketer Matthew Hayden that motivates skippers to wear lifejackets and asks them to ensure their passengers do the same.

“This campaign gives me the opportunity to demonstrate that not only do incidences happen, they happen really quickly and you have people’s lives at stake,” explained Matthew, referring to the day a few years ago when his boat hit a wave, capsized and sank off North Stradbroke Island. He had gone out for a day of fishing with fellow cricketer Andrew Symonds and friend Trent Butler, when they suddenly found themselves in the water without lifejackets on.

It took the trio an hour to swim to shore, battling currents, crashing waves and eventually, shock and exhaustion.

During the study, observers noted information on the site, weather and water conditions and the type and length of boat, boating activity, people on the boat and their PFD wear status. A total of 9,537 boaters on 3,847 vessels were observed in QLD, NSW, SA and WA over the 2006–07 summer boating season. Study highlights are as follows (individual state statistics not identified):

- The overall PFD wear rate in all states was low, ranging from 6% to 22%.
- PFD wear was higher among children (aged 0–17 years) than adults (20–64%). PFD wear rates were also consistently higher in younger children (aged <10 years) than older children/adolescents (aged 10–17 years). The rate for children aged less than 10 years varied between 33% and 78% and for children aged 10–17 years the rate was between 11% and 57%
- In all four states, the overall female PFD wear rate was 3% to 6% higher than the male rate.
- In all states except one, the wear rate of *seniors* (60 years and older) was 2% to 5% lower than the wear rate of adults aged 18–59 years.

- The PFD wear rate on open boats was very low to low, ranging from 3% to 11%.
- The PFD wear rate on cuddy/half cabin cruisers was very low to low ranging from 2% to 11%.
- Fishing was the most commonly observed boating activity. The PFD wear rate among fishers was consistently very low from 2% to 8%.
- General boating/pleasure cruising was the second most common boating activity observed. The PFD wear rate of persons engaged in general boating activities was very low to low, ranging from 4% to 15%.
- In all four states the PFD wear rate was highest among PWC riders — 78% for one state and above 90% in three states. (PFD wear is compulsory for PWC riders in all states and territories except the NT.)

According to NMSC's Incident Database, 88 people died in Australian waters in 2005-2006, and 29 people have perished in marine incidents from 1 January-30 June 2007. In 2005-2006, 55% of fatalities resulted from a person falling overboard (33%) and vessel capsize (22%) while in the first half of this year, 43% of fatalities were as a result of boat capsize or a person falling overboard.

“What this clearly shows is that most fatalities occur from people ending up in the water – and that’s why safety equipment such as PFDs are important,” concluded Neil Aplin.

“There is a long-standing requirement in most of Australia to carry PFDs on board a recreational craft for each person.”

Another NMSC study, *The National Assessment of Boating Fatalities in Australia 1992–1998 Report* found that people who survived a boating incident were more than two times more likely to have been wearing a PFD compared to those who died.

The NMSC aims to achieve nationally uniform marine safety practices and is made up of the CEOs of Australia's marine safety agencies.

## TRAINING OPPORTUNITY AT SASC

In 2006 a group of Sydney Amateur members met every Monday night and worked through their Master V courses with TAFE and OTEN.

**This year we will be again running classes on Monday nights at the Amateurs, starting with the Day Skipper shore-based course from RYA/Yachting Australia. This course will run for 14 three-hour sessions and includes pilotage, boat handling, seamanship and navigation, and is, when the separate practical component is completed, recognised internationally.**

The cost of the course will be \$150 per member which includes all the printed course material. We are planning to start in March and as the number of places available is limited we would like you to register with the office as soon as possible if you are interested in attending the course.

## HONOURS FOR SYDNEY MAST



The Australian White Ensign flying from the mast of the first HMAS *Sydney* on Bradley's Head

Photo John Jeremy

SASC sailors may have noticed that the mast of the first HMAS *Sydney* on Bradley's Head now flies the Australian White Ensign as well as the Australian National Flag.

On 26 June the Royal Australian Navy initiated what will become a Naval tradition by announcing that all Australian and foreign naval vessels proceeding into Sydney Harbour will render ceremonial honours to the HMAS *Sydney I* Memorial Mast that is located at Bradley's Head.

The HMAS *Sydney I* Memorial Mast is considered to be one of Australia's premier naval monuments and a memorial of national significance. The mast was removed from *Sydney I* when she was decommissioned in 1928 and erected at Bradley's

Head in 1934. The ceremonial will represent a mark of respect and recognition of the Australian officers, sailors and ships lost at sea and in combat.

The announcement coincides with the 94<sup>th</sup> anniversary of the commissioning of HMAS *Sydney I* when she was bought into the service of the RAN at a ceremony at Portsmouth, England, on 26 June 1913.

This was an initiative of the then Commander Australian Fleet, Rear Admiral Dayvd Thomas, AM, CSC RAN who said, "It is appropriate that in a regular and formal way we recognise our heritage and demonstrate a mark of respect for the sacrifices of naval personnel that have played such a significant part in shaping this nation, particularly those that have laid down their lives. It helps remind us where we come from."

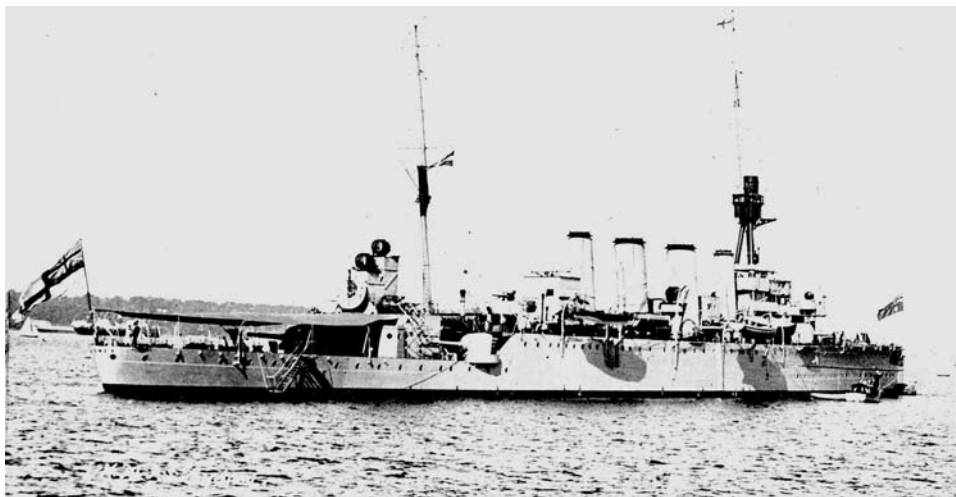
The floating crane *Titan* about to place the mast on Bradley's Head in 1934



The actual ceremonial conducted by the ships will consist of bringing the ship's company on the upper decks to attention, and then 'piping' the mast. 'Piping' is the prolonged sounding of the Boatswain's call.

The Australian White Ensign was raised in a traditional Colours ceremony on 22 January 2008. Illuminated at night, it will be flown 24 hours a day.

Following the outbreak of war in August 1914, HMAS *Sydney* operated in New Guinea and Pacific waters and participated in the brief campaign against the German Pacific possessions. In October 1914, *Sydney* formed part of the escort of the first Anzac convoy sailing for Egypt. It

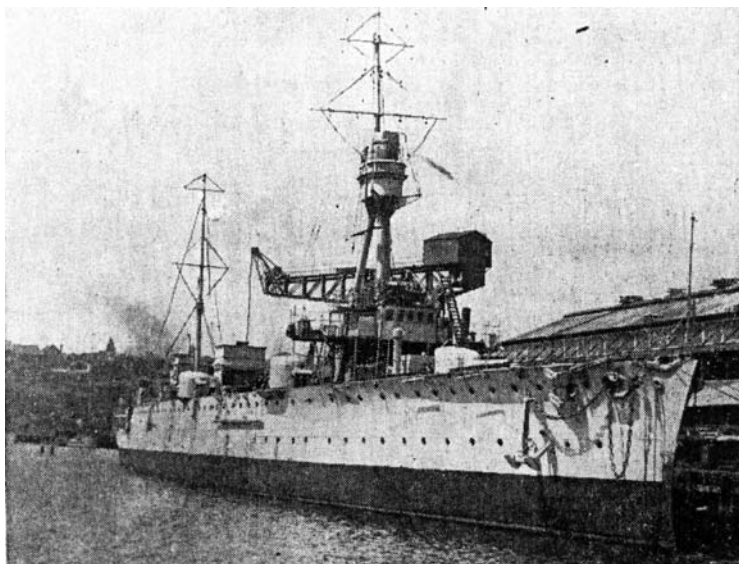


Duffy Photo

was during this convoy that *Sydney* sank the German cruiser *Emden*, operating near the Cocos Island group, after a battle in which four of *Sydney*'s sailors were killed and several wounded. *Emden* lost 143 men killed in action or who died of wounds.

For the next 18 months *Sydney* was engaged in watching neutral ports in the Americas. After this period of duty, *Sydney*'s service was confined to North Sea Patrols. *Sydney* was present at the surrender of the German Grand Fleet on 21 November 1918. She then sailed from Portsmouth on 9 April 1919 for the return passage to Australia. She paid off at Sydney on 8 May 1928 and on 10 January 1929 was delivered to Cockatoo Island for breaking up.

HMAS *Sydney* in the 1920s, towards the end of her life



The cruiser *Sydney* being broken up at Cockatoo Island. parts of the famous ship can be found all over Sydney

Sydney Harbour will be transformed on the weekend of 8 and 9 March by the inaugural Sydney Superboat Grand Prix. This will be the first-ever powerboat race to complete on a closed circuit inside Sydney Harbour.

This is a pilot event to ensure that all environmental, safety and economic issues are addressed and managed. It is part of an international bid to host the World Class 1 Powerboat Championship round in March 2009. The 2008 event will be held over two days with a polling shootout held in a 400 m wide exclusion zone between Fort Denison and Shark Island on the afternoon of Saturday 8 March with the full circuit race held in a much larger exclusion zone extending from Farm Cove to Rose Bay on Sunday.

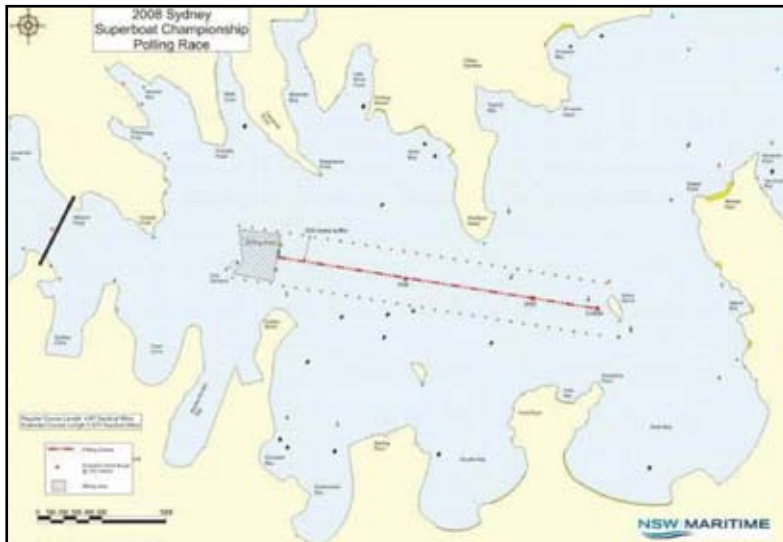
The event, which will be heavily promoted and telecast, will have up to 26 boats from four classes competing at the same time at speeds up to 120 knots. Larger numbers of spectator craft are expected to view the event and some 30 NSW Maritime and other patrol craft will be on duty to manage the spectator fleet.

The exclusion zones will be in effect from 1330 to 1510 on Saturday and from 1400 to 1615 on Sunday.

This event will have a significant impact on the SASC sailing programme and the Board has decided to make the following changes:

**Saturday 8 March:** All long-series pointscore races are cancelled. Short series races will be rescheduled for the following Saturday, 15 March. Divisional representatives will be canvassed to see if there is support for a non-pointscore race in the harbour north of the event area on that afternoon.

**Sunday 9 March:** The Division 6 and Gaffers Division races scheduled for this day are cancelled.



The exclusion zone for the polling shootout on Saturday 8 March 2008





Photo John Jeremy

On Tuesday 11 December, at the Christmas party held at the Club for staff and volunteers, Commodore John Crawford present three framed prints to Bill Gale in recognition of his sixty years service as a handicapper. His record will probably be intact for some time!

## **MOSMAN BOATSHED CLEAN UP**

**Volunteers are sought to help clean up the  
Mosman boatshed on Saturday 8 March 2008**

*Members who might have odds and ends hidden  
away there are warned that unidentified items will  
end up in the skip!*





The Farr-designed McConaghy-built maxi *Leopard 3* lying at rest astern of *Wild Oats XI* in Woolwich Dock before the start of the 2007 Sydney to Hobart yacht race. The remarkable yacht has a rig which towers 47 m above the water and can carry some 1378 square metres of sail. Her canting keel is said to be equivalent to 200 crew members sitting on the rail and it is canted by two hydraulic rams with a maximum force of 61 t!

Photos John Jeremy



She may look small in the photo above, but *Wild Oats XI* still towered above the spectator fleet on 26 December

## NEW MEMBERS

We welcome the following new members:

Amanda Halstead  
Dale James Kemp

Graham Franklin has rejoined after resigning to move interstate last year.

## SOUTHERLY MUSINGS

Some time ago the *SASC News* featured my article on the 8 metre *Norn*. I mentioned that, as a small boy, I was most impressed by Lex (later Sir Alexis) Albert and his arrival and departure on race days. Lex, attired in full yachting dress as were all the big boat skippers, stepped into a beautiful varnished clinker power dinghy and was delivered to *Norn* just as the mainsail reached full hoist.

A hand cast off and Lex took the tiller — relinquishing it as the mooring was retrieved and the main was lowered when the tender came alongside and Lex stepped aboard. Young Bill thought this was just great and it never crossed his mind that he would ever go sailing with such bling. Decades have passed and I have very nearly achieved this envied state!

On race days I arrive at the SASC at a civilised hour and while imbibing coffee I observe through the Club windows a crew member, usually the glamorous Marni, row out and remove the cover from *Ranger*. Other crew members board later and when I have finished lecturing members on yachting and other matters I board the Club tender and am taken out to the family boat and step on board. By then all preparations for sailing have been completed. The crew assist me in demolishing a large bottle of stout and one of beer and we then proceed to the start.

My only contribution to the de-rigging of *Ranger* is to hold the gaff on the boom during furling. We proceed to the Club pontoon where I then take a seat in the SE corner with a can of very old beer and watch the crew cover the boat — all very exhausting!

*Southerly*

## NEWSLETTER DEADLINE

The next *SASC News* will be the April 2008 edition. Contributions from members, which are always welcome, should reach the editor by Friday 28 March 2008. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo John Jeremy

It seems like yesterday, but it is twenty years since that spectacular day on Sydney Harbour when we celebrated Australia's Bicentenary with thousands of people in perfect weather. The photo show Australia's new sailing ship *Young Endeavour* passing Garden Island during the flypast



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