



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2009

SYDNEY AMATEUR SAILING CLUB

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Cover:

Tio Hia, Ranger
and *Sylvia* finishing in the 173rd
Australia Day
Regatta

(Photo John Jeremy)

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COMING EVENTS

February 2009

SATURDAY 21 FEBRUARY 2009

Point score race — Super 30 main and short series, Division 1, Division 2 main and short series, and Classic Division

SUNDAY 22 FEBRUARY 2009

RANSA Regatta

TUESDAY 24 FEBRUARY 2009

Race 6 in the Paul Slocombe Trophy Series

SATURDAY 28 FEBRUARY 2009

Point score race — Super 30 Division main series, Division 2 main series, Classic Division and Cavalier 28 Division.

SUNDAY 1 MARCH 2009

Point score race for Division 6 and Gaffers Division.

TUESDAY 3 MARCH 2009

Last race in the Paul Slocombe Trophy Series

SATURDAY 7 MARCH 2009

Audi Sydney Harbour Regatta — Day 1. Point score race — Super 30 Division main series, Division 2 main series, Classic Division and Cavalier 28 Division.

SUNDAY 8 MARCH 2009

Audi Sydney Harbour Regatta — Day 2.

SATURDAY 14 MARCH 2009

Point score race — Super 30 main and short series, Division 1, Division 2 main and short series, and Classic Division

FRIDAY 20 MARCH 2009

Last Friday Twilight Race

SATURDAY 21 MARCH 2009

Point score race — Super 30 Division main series, Division 2 main series, Classic Division and Cavalier 28 Division.

SUNDAY 22 MARCH 2009

Point score race for Division 6 and Gaffers Division.

SATURDAY 28 MARCH 2009

Summer Trophy Day — Point score race — Super 30 main and short series, Division 1, Division 2 main and short series, Cavalier 28 Division and Classic Division

**NEED
THE TEN-
DER?**

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

Sat: 0900-1800
Sun: 0900-1700



By the looks of things the sooner this year is over the better! The only solution being discussed appears to be 'throw money at it' and when that doesn't work the next idea is to 'throw more money at it'. We are talking about boats of course! The current hiatus in the world financial matters is nothing compared to boat ownership. In fact boat owners don't even blink when receiving invoices for work associated with their boat so conditioned are they to accept that whatever they thought it might be it will be at least double. Boat owners tend to glaze over, avoid direct eye contact, develop a twitch, write cheques without thinking and mumble incoherently when it comes to the mention of money and boats in the same breath. Still, this conditioning puts us in an excellent position to ride through the Global Financial Crisis without a worry. Failing that we all have a Plan B. We can escape, climb aboard and sail away, the wind is still free, NSW Maritime hasn't thus far managed to work out how to charge us for it — it's only a matter of time.

I was able to do that on Boxing Day, climbing aboard *Maluka* (of *Kermandie* for 2008), with Sean Langman and his crew for another crack at the Hobart Race in the oldest and smallest, but not the slowest boat heading south. Most yachts were able to be chased by nor-easters all the way to Hobart. We managed two days of nor-easters before they deserted us and the weather system flicked north west, west and south west and for half a day off Triabunna we went round in circles drifting back toward Sydney. None the less we beat our previous time by one hour arriving in the early hours of New Years Eve. My dreams of sailing up the Derwent under full spinnaker with cheering crowds following my progress were dashed again.

Still, we sailed *Maluka* hard winding her up to 12 knots down a wave in a 25 knots plus, with the spinnaker about to shred itself. These boats don't go faster — they dig holes, sit in them and push vast quantities of water ahead of the bow. But comfortable? Yes, very. Six crew, two hours on four hours off, no sitting on the rail (it doesn't help), dry above and below deck, ate all the food and had a great time, what more can you ask. There was one thing. I thought it a little unfair that after three-and-half days at sea we had to beat all the way to Hobart Town into the teeth of a 25 knot nor-wester. I'm sure it was just a reminder of who calls the shots at sea.

On Club matters one of the first things we have to do in 2009 is to replace the freestanding mooring piles and three of the piles supporting the wharf deck. Inspections carried out late last year revealed that a number of the piles were in poor condition and a programme to replace the worst of them is in place. Permission is required even to replace 'like with like' and that process is under way. Hopefully the work can be done without too much disruption. We shall keep you posted once tenders for the work have been received and the timing is established.

Finally, a reminder that if any members would like to sail on *Kookaburra* before she returns to Melbourne soon, please contact Maggie or Rob Evans to arrange a berth. I can recommend the experience, it is very different. 25 tons of classic racing yacht doing 9 knots upwind in 15 knots of breeze is fun and the syndicate owners are not afraid to sail her hard.



AUSTRALIA DAY REGATTA

February 2009

Peter Campbell reports on the 173rd Australia Day Regatta sailed on 26 January.

In what must be a unique result in the 172-year history of the Australia Day Regatta on Sydney Harbour, SASC member Beverley Bevis out-sailed her husband Fred to win the Classic Yachts Division of the historic regatta.

Beverley Bevis skippered *Tio Hia*, her 26-foot gaff-rigged Port Phillip net boat built in 1938 and restored after being found as a derelict hull on Melbourne's Marybynong River.

Fred Bevis helmed *Warana*, his classic 31-foot Bermudan-rigged sloop built in 1930 of New Zealand kauri.

Fred is a past Commodore of the SASC and is the honorary treasurer of the Australia Day Regatta.

"It's going to be a real domestic match on the water," Fred said before the Australia Day Regatta. And so it seemed — with *Warana* finishing 10th across the line with *Tio Hia* two places and just under three minutes astern.



All photos by John Jeremy

The Sydney Heritage Fleet's 107-year old steam yacht *Lady Hopetoun* saluting the Regatta Flagship on Australia Day



Warana (Fred Bevis), second in the Classic non-spinnaker division, *Oenone* (Brendan Hunt), first in the Gaffer non-spinnaker division and *To Hia* (Beverly Bevis), first in the Classic non-spinnaker division



A busy start for Division 1 in the Australia Day Regatta (above)

Vice Commodore Bill Hogan and Helen Hogan represented the SASC on the Flagship (below)



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On corrected time, however, Beverley Bevis beat husband Fred by 2 minutes 18 seconds, with third place going to *Antara*, skippered by well-known ABC radio ‘spin doctor’, commentator Ian Kortlang.

The Classic Yachts Division attracted the second-largest fleet of the 173rd Australia Day Regatta which saw 108 keelboats, plus historical and modern 18-footers, race in a 10–12 knot southerly to south-easterly breeze on an overcast but warm and humid day.

A further 35 yachts competed in the Australia Day Regatta short ocean race from Sydney Harbour to Botany Bay and return, replicating the course taken by the First Fleet when it moved from its original landfall north to the more-suitable Port Jackson.

Enjoying historic status with the Classic Yachts division was the Gaffers Division for ‘yachts that hoist a spar’, with first place going to *Oenone*, skippered by well-known yacht broker Brendan Hunt. Runner-up was *Ranger*, skippered by 83-year-old Bill Gale, one of two octogenarians racing on Australia Day, with third place going to Commodore John Crawford’s *Vanity*.

The other 83-year-old racing, Gordon Ingate in his International Dragon-class yacht *Whim*, finished out of a place in Division 2, won by *Hick-Up* (Bill Ure).

Other winners in the 173rd Australia Day Regatta on the Harbour were *Nocturne* (Gerard Kesby) in Division 1, *Hornblower* (Peter Campbell/ Steve Sweeney) in Division 3, *The Tavern* (Ian, Shane & Jean Guannaria) in Division 1 Non-spinnaker, *Slips* (David Kinsey – Sailability)

The start of the Classic non-spinnaker division





The RAN SAR demonstration from a Sea King helicopter near Bradleys Head (above)

The race for one historical 18-foot skiff was over before it had begun (below)





Antara (Ian Kortlang) was third in the Classic non-spinnaker division



in Division 2 Non-spinnaker and *Control Plus* (Daniel Marlay) in the International Yngling class.

Provisional winner of the City of Sydney Sesquicentennial Cup for the overall PHS winner of the race to Botany Bay and return was *St Hilliers Quest*, skippered by Tim Casey, with a corrected time in PHS Division 1 of the CYCA's Short Ocean Pointscore of 5 hours 16 minutes 50 seconds.

The next best time came from PHS Division 3 winner *Stormy Petrel* (Kevin O'Shea) with a corrected time of 5 hours 18 minutes 19 seconds.

Under IRC handicaps, Division 1 went to Leslie Green's *Ginger* and Division 3 to *Brilliant* (Howard and Susan Piggott).

The CYCA Ocean Pointscore race was held in conjunction with the Botany Bay race, with the PHS division doing to *Imagination* (Annette & Robin Hawthorn) while IRC honours went to Andrew Short's 90-footer *Andrew Short Marine Shockwave 5*.

ASM Shockwave 5 took line honours in the Botany Bay race to also win the Geoff Lee Trophy for fastest time in this Australia Day Race.

Reverie (John Barclay and Nigel Berlyn) and *Windward* (John Firth-Smith and Mark Riley)



It looked for a while as if the Tall Ships Race was to cross the Regatta finish line. They passed to the north of the line but the large spectator fleet made it difficult for yachts finishing to cross the line and hard for the starters to identify them when they did. There were only three Tall Ships this year —

Svanen, James Craig and Endeavour



Australia Day Regatta yachts competing for space in Rose Bay with the Tall Ships and spectator boats

HMAS *Stuart*, Flagship of the 173rd Australia Day Regatta



TWILIGHT SAILING IS HERE AGAIN!

Sailing in the SASC Friday Twilight Races is a great way to relax after a busy week. Sail with friends and enjoy a barbeque at the Club afterwards.

Sail regularly and you can win a trip for two to Lord Howe Island, valued at over \$2,000.

It's simple – to qualify for the draw you must enter for the whole season and complete at least five races. For each additional race you complete your boat gains one entry in the draw for the trip to Lord Howe Island. The more races, the more chances you have!

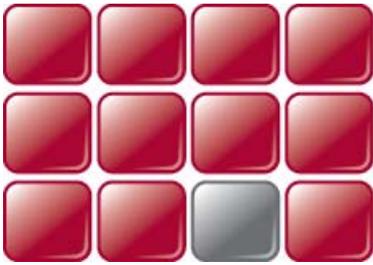
The trip for two will be drawn after the completion of the last race in the series.

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EDEN TO HOBART IN PAPER MOON

Charles Maclurcan reports on his recent voyage in Paper Moon.

Three unlikely crewmen set out to deliver *Paper Moon* from Eden to Hobart for the 2009 Wooden Boat Festival. The three, relatively recently discarded by their wives, hardly promised a cheerful trip of lively chat and good bonhomie.

Charles Maclurcan and Bob Mills flew to Merimbula on 2 January to join Denis Williams and the boat in Eden — she had been sailed there by Denis and Chris Kelly. After exploring the delights of the airport killing time waiting for the affordable bus to our immediate destination, Bob and I took one look at the prevailing conditions upon arrival (30 knots from the south) and repaired to the pub. Somehow or other Mr Williams discovered us there and after some more application of the pub's finest we shopped and looked for a place to eat an evening meal.

After dinner a taxi took us to *Paper Moon*, removed from the main wharf and tied to a pontoon in a nearby bay. We slept rather uncomfortably there until about five in the morning when the whole of the local

Paper Moon in
Eden



fishing fleet descended upon us, launching their tinnies for a day's fishing. There was no alternative other than shifting back to the main wharf where we tied up alongside a vessel that we knew would not be leaving that day.

The southerly was abating and following breakfast at a local café all we really had to do was wait until the previous night's restaurant opened and provided two meals for our dinners to follow. The north easter had well and truly arrived when we finally made it to sea about 1 pm. It took us across Bass Strait and all the way to Eddystone Point on the east coast of Tasmania at speeds of up to 12 knots. The confluence of currents where the Strait meets the east-coast current caused a real washing-machine effect and it became



quite difficult to hold a course for some hours. It was a reminder how much respect this area of water should be accorded.

Rounding Cape
Sonnerat

Beyond Eddystone, being much closer to the shore than we would have been if we had been racing, we ran out of breeze opposite Bicheno and St Helens and employed the engine until a north westerly filled in. Again we reached/ran past Shouten Passage to Cape Sonnerat and entered Mercury Passage in absolutely peaceful, sheltered conditions late on the afternoon of the second day. After darkness that evening the wind came up yet again causing a violent chop. It dropped just as quickly as we sought the shelter of Oyster Bay where we anchored about 1 am with a number of others in a perfect calm.

After a very early start we motor/sailed to Blackman Bay and thence to Dunally Canal. Without much delay our passage was completed and we headed for the Derwent. Here we met very-strong, cold, south westerly conditions — it was so rough that the boat was barely able to sail to windward. So, with the help of the motor, we passed the northern end of Betsy Island and aimed for the mouth of the Derwent. Leaving the Iron Pot to starboard we were dismayed to discover that wherever we wished to go, the wind soon swung to head us ensuring maximum discomfort until the bitter end. The motor was required most of that day to ensure an arrival at Margate before dark.

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It was with some horror that we realised why berths were readily available at the Margate Marina. Unkempt is a kind interpretation of the facility that, whilst quite sound, reminds one of the redundant whaling stations on South Georgia.

In this case, the carcasses of the old whalers are replaced by the hulk of the ex-Ton Class minesweeper *Curlew* taking up a defensive position against wild easterlies. It provides the back drop for a disparate group of boats, many of which may once have represented the dreams of keen, yet ultimately insufficiently financed and progressively disinterested, owners. The few Members of the local Cruising Club living in the vicinity gather in a nearby building each evening and, at a price equal to that of the SASC, provide sustenance and good advice to any who will listen. The whole scene presented a bleak prospect.

A couple of good days followed meeting old mates in Hobart and, having doubled the mooring lines, we left *Paper Moon* on the morning of the fifth day to catch the first plane home. I must admit she looked about the best yacht there and had served us well without complaint for the whole trip. I think I even detected a slight smile on the face of the owner. Incidentally, the most satisfactory bit of gear on the boat seemed to be the radar reflector. No large vessels threatened or made contact at all!

Paper Moon secure at the Margate marina





The fleet in the Big Boat Challenge started in perfect weather on 16 December (above)

Wild Oats XI hot on the heels of *Shockwave 5* in the Big Boat Challenge (below)

Photos John Jeremy





Photos John Jeremy

The usual crush amongst the big yachts after the start of the Sydney–Hobart yacht race on Boxing Day (above)

Maris on the way to sea — unfortunately she had to retire with a broken gooseneck fitting (below)





Photos John Jeremy

Maluka enjoying clear air behind the bulk of the fleet on the way to Hobart (above)

The 12-metre *Kookaburra* is visiting Sydney from Melbourne for the summer and is sailing out of the SASC (below)



SILVER GULL — A WISHBONE KETCH

by
Geoff Ruggles

Careening is not a practice seen today but this tale tells of probably the last time it was used as a means of scrubbing off and antifouling a yacht. It happened in our Mosmans Bay up in the corner beach in 1941 and we Sea Scouts took part.

Port Sirius was the NSW headquarters boat shed of the Sea Scouts and was allocated to the troop of Sea Scouts to which I belonged. It was fitted up with all facilities in which to live with fair comfort (gas, electricity, sewerage, telephone and bunks for 12 on two floors with a separate office for the skipper). Many gifts of artifacts had been stored there, some aboriginal, as well as a large binnacle off a square rigger. This was the home for a group of us from Friday evenings to Sunday evenings during the years 1939–1945.

We awoke one Saturday in 1941 to see a new arrival in the bay, *Silver Gull*, a 55-ft wishbone ketch built in Yowie Bay by her owner/builder Harry Newton Scott and his wife Oceana who both lived aboard. He proceeded to take her right into the corner beach as close as possible to the height of the tide, to allow her to take the ground gently, and set an anchor towards the shore. He then took a line previously linked to the mainmast-top over to the shore to a large wrought-iron ring set in a rock on the shore. This we knew about,

The ring on the
shore of Mosmans
Bay today

Photo Geoff Ruggles



having learnt it was put there by the whalers who used the bay in 1820 and after 200 years there is very little rust evident even now — it can be seen after a short paddle in one of our dinghies a bit north of Old Cremorne wharf. As the tide ebbed *Silver Gull* gradually listed to port and, after a visit to recruit our help with the scrubbing off etc., the work began.

There being a dearth of old ladies wishing to cross the road along the shores of the bay we were only too glad to do our “good deeding” by helping and to meet these interesting people. In those days there were no hoses or fancy tools, just a stiff-bristled brush and the sand and water at our feet. We set-to with a will working from the waterline down as the tide ebbed further until



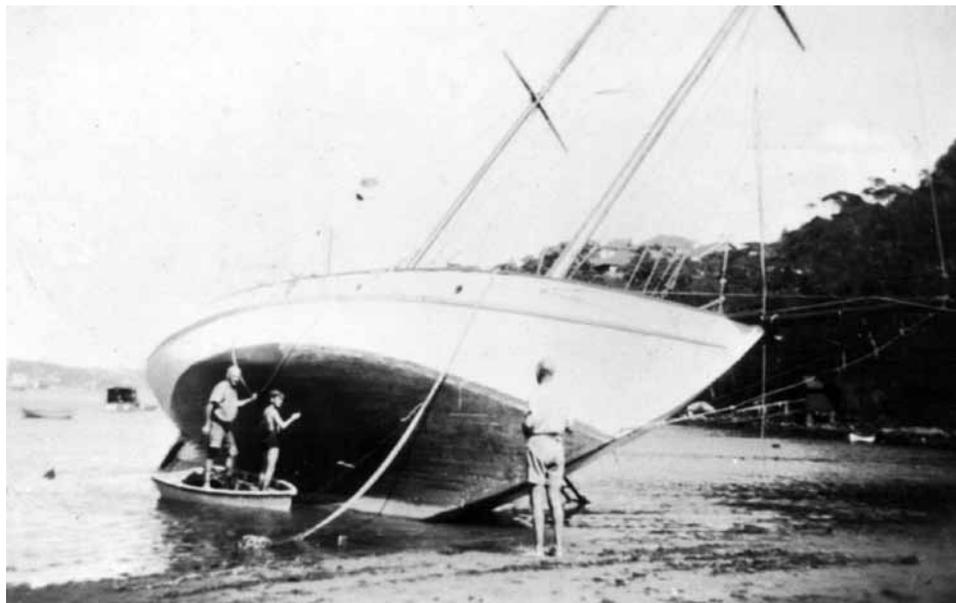
Photo courtesy Sydney Heritage Fleet

the whole of one side was cleaned off and ready for painting . The tide then made and she righted herself until she could be reversed to expose the other side for the process to be repeated.

Silver Gull at sea

The pictures show what used to be the way of the past. I do not know who the lad is in the dinghy but I suspect it might be Terry Flew, one of our increasing number of faithful and energetic scouts of fond memory. Those memories are of both Harry and Ocie, as we came to know them over later times, from whom much ship’s husbandry and seamanship was learned

Between the years 1944–45 and 1952 something happened to *Silver Gull* because there is extensive evidence that Harry was seeking assistance from people at Mystic Seaport regarding a new



Careening *Silver Gull* in Mosmans Bay

boat which has since been built and is known as *New Silver Gull* — she is undergoing restoration in Innisfail. If any member has information about the fate of the original I would be most glad to hear.

Photos courtesy Sydney Heritage Fleet



Harry Newton-Scott and Oceana in *Silver Gull's* cockpit

Olin Stephens, arguably the most successful yacht designer in history, passed away last September, five months into his 101st year. Olin and his late brother Rod worked and sailed together for decades — Olin as helmsman and Rod an astonishingly fit and able man as crew boss and forward hand. Rod, on occasion, wrapped himself around the forestay of the J-class *Ranger* and proceeded hand-over-hand to the forestay top and from there to the masthead!

Their father commissioned the lovely yawl *Dorado* to Olin's design with Rod doing the layout. They won the 1931 Trans-Atlantic race in her by two days and the Fastnet race in the same year. This yacht was the first of many ocean-racing yawls designed over the next twenty years in the days of yachts rather than the present-day contraptions. I often spend time looking at photos and lines plans of these yawls in total admiration.

Charles Nicholson supplied the lines of his magnificent J-class *Endeavour*, an amazingly generous gesture, and she was a base used by Olin to draw the definitive J-boat, *Ranger*.

Subsequently the firm of Sparkman and Stephens, with Olin as head designer, produced many winning and beautiful 12-metres for America's Cup competition.

It would take at least two editions of the *SASC News* to list Olin's designs from dinghies to ships and many of his boats were built in large numbers as one-designs. He was a man who was loved and admired by all who knew him and will be remembered for as long as people sail boats. For many years we were privileged to be able to see his fabled creation *Vim* in this city.

Rod Stephens designed the beach-landing craft the DUKW — he had a hard time convincing high-ranking naval and military people to take it on — they eventually did. These vehicles performed with ease tasks which no other craft could do and they undoubtedly helped to shorten World War II. Rod, a civilian, demonstrated the DUKW and instructed service personnel in its use, often under enemy fire.

Southerly

Whilst the main-sail is *Gretel's*, this is, in fact *Vim*, sailing past Bradleys Head in May 1966

Photo John Jeremy



SOUTHERN OCEAN RESCUE



In late December the RAN frigate HMAS *Arunta* sailed from HMAS *Stirling*, Western Australia in response to a distress call from a French solo Yachtsman in trouble in the Southern Ocean 800 nautical miles south west, off the coast of Western Australia.

The solo yachtsman Yann Elies, was participating in the Vendee Globe Round the World Yacht Race on board his sixty-foot mono-hull yacht when he was injured and sent out a distress call to which the Royal Australian Navy responded. Elies was rescued but his yacht was left adrift





HMAS *Arunta* also conducted a fuel transfer of 200 litres of diesel fuel to the English yachtsman on board the yacht *Ecover*, another competitor in the Vendee Globe Round the World Yacht Race. *Ecover* was running low on fuel and required some assistance after breaking its mast in the Southern Ocean, so that it could sail towards its nearest port in Australia for repairs

RAN Photos



COMMERCIAL ADVENTURE VESSELS

Commercial Adventure Vessels (CAV) or ‘thrill-seeker’ boats have become part of the scene on Sydney Harbour in recent years. No doubt great fun for the tourists they are not always appreciated by other boaters out on the water for a day of quiet enjoyment. Naturally, CAVs are required to be licensed by NSW Maritime and must be operated in accordance with their license and a Code of Conduct issued by NSW Maritime.

CAVs are only allowed to operate within approved areas — these do not include, for example, Mosmans Bay. The Code of Conduct sets out the approved areas of operation and specifies ‘distance-off’ requirements when the vessel is being used for an ‘irregular manoeuvre’. An irregular manoeuvre is defined as ‘the operation of the CAV in any thrill manoeuvre including but not limited to 180 degree turns, 360 degree turns, power stops and zig zags etc.’.

The minimum distance-off requirements for an irregular manoeuvre in the code are:

- 200 m from a person in the water,
- 200 m forward from any other vessel, whether the other vessel is underway or stationary,
- 100 m from any fixed object,
- 60 m abeam and astern of any fixed object or other vessel underway, and
- No power stops within 500 m dead ahead of a ferry.

CAVs are also required to adhere to all speed restrictions and comply with no-wash zones etc. when operating on Sydney Harbour.

The full Code of Conduct is available from NSW Maritime at www.maritime.nsw.gov.au/docs/cvdocs/CoCCAASH.pdf.

Photo John Jeremy





Photo John Jeremy

The cruise liner *Millennium* loomed large in the view from the SASC Clubhouse in early January. Due to a shortage of suitable berths in Sydney she spent the day at anchor secured stern first to the Athol Buoy. The photo shows her attended by a tug shortly after she had slipped from the buoy before raising anchor and departing Sydney that afternoon.

More cruise liners will be moored in the harbour this summer. *Rhapsody of the Seas* will be at the Athol Buoy anchorage from 0200 on Tuesday 10 February to 1830 on Wednesday 11 February. *Millennium* will return to Athol Buoy anchorage from Saturday 28 February to Monday 2 March and *Aurora* will occupy the Point Piper Buoy anchorage from 0800 on Sunday 1 March to 2000 that evening

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 Thursday when Megan will polish the Club's crystal ball and order the food

No table bookings can be accepted after 1200 on Thursday

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!

NEW MEMBERS

We welcome the following new members:

Patrick Joseph Brennan
Ian Murray Hansen
Paul Harris
Michael Francis Lannon

NEW BLUE BOOK AVAILABLE

Copies of the new 'Blue Book' — the *Racing Rules of Sailing 2009–2012* — are available from the office. Don't delay — the new rules took effect on 1 January 2009. \$37.50 per copy — there should be a copy on your boat NOW! Another beside the bed might be a good idea.

SASC SHOP

(AKA The Office)

The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2005–2008)	\$29.95
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$21.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$49.00



NEWSLETTER DEADLINE

The next SASC News will be the April 2009 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 March 2009. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo: John Jeremy

In the last edition we showed a photo of the survey slipping of LFB 445, purchased by the Club and converted into the starter's boat *Captain Amora*. *Captain Amora* has not always limited her operations to Sydney harbour — in 1979 Charles Maclurcan and John Jeremy took her to Pitwater to finish the Bob Brown Trophy race. The photo shows her at anchor at Coaster Retreat on the morning of Good Friday



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