



# SASC NEWS

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

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February 2010

# SYDNEY AMATEUR SAILING CLUB

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| Racing Secretary              | Maggie Stewart     |

**Cover:**

*Reverie* approaching the finish during the Gaffers Race on 17 January

(Photo John Jeremy)

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# COMING EVENTS

February 2010

## SATURDAY 13 FEBRUARY 2010

Pointscore race for Super 30 Division main and short series,  
Division 2 main and short series, Classic Divisions and Cavalier 28s

## SUNDAY 14 FEBRUARY 2010

Young 88 and Super 30 Regatta

## TUESDAY 16 FEBRUARY 2010

Paul Slocombe Twilight series race 5

## SATURDAY 20 FEBRUARY 2010

Pointscore race for Super 30 Division main series, Division 2 main  
series and Classic Divisions

## SUNDAY 21 FEBRUARY 2010

RANSA Regatta

## TUESDAY 23 FEBRUARY 2010

Paul Slocombe Twilight series race 6

## SATURDAY 27 FEBRUARY 2010

Pointscore race for Super 30 Division main and short series,  
Division 2 main and short series, Classic Divisions and Cavalier 28s

## TUESDAY 2 MARCH 2010

Paul Slocombe Twilight series race 7

## SATURDAY 6 AND SUNDAY 7 MARCH 2010

Audi Sydney Harbour Regatta

## SATURDAY 13 MARCH 2010

Pointscore race for Super 30 Division main series, Division 2 main  
series and Classic Divisions

## FRIDAY 19 MARCH 2010

Last Friday twilight race

## SATURDAY 20 MARCH 2010

Pointscore race for Super 30 Division main and short series,  
Division 2 main and short series, Classic Divisions and Cavalier 28s.  
Summer Trophy day

## SATURDAY 27 MARCH 2010

Club Championship

## THURSDAY 1 APRIL 2010

Bob Brown Trophy race

**NEED  
THE TEN-  
DER?**

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

Sat: 0900-1800  
Sun: 0900-1700



Welcome to Sydney Amateur Sailing Club 2010. This year will be a crunch year for the decision on the construction of an environmentally-compliant slipway. We have until January 2011 before our current Development Application approval expires. No extensions of time are available after that date.

The reason this all began was that the Club was put on notice a number of years ago when we were fined by North Sydney Council for accidentally polluting Mosman Bay. Even before that new environmental legislation had been introduced setting new standards aimed at reducing the pollution of our waterways and imposing heavy fines on those who did.

New slipway installations around the harbour were being required to comply with the Environmental Protection Authority's requirements covering the capture and control of waste water and stormwater runoff. We considered and trialed a number of options to collect and filter the runoff from our hull water-blasting operations. Some of you may remember the 'drip trays' installed under the main cradle, but with an inclined slipway it was virtually impossible to collect all the runoff and that which was collected could not be filtered sufficiently to comply with Sydney Water's licensing standards for disposal into their sewer.

About five years ago the board made the decision to apply for development approval of a compliant slipway facility. The writing was on the wall — all slipways would eventually be required to meet the environmental standards which were now law and, in fact, had been for some time. While the policing of the new standards was done in such a way as to give people time to adjust, nevertheless if we didn't take action to become compliant the future of the Club's existing slipway was bleak to say the least. We are all aware that a number of small slipways have disappeared from Sydney Harbour over the past few years, largely due to the prohibitive cost of both compliance and non-compliance.

In addition to environmental compliance the Board was also concerned about the occupational health and safety aspects of the existing arrangement. Those of you who have worked on your boat on the slipway will be fully aware of the dangers of stepping off a plank and crashing through to the cradle below. There have been a number of accidents and the existing arrangements were and are unsatisfactory to say the least. We are not suggesting that all OH&S questions will be solved with the proposed hardstand, however it will be much easier to scaffold from a flat surface, and the new cradles will be designed so that scaffold planks form part of the cradle package.

With all this in mind the Board took the sensible step of protecting one of the Club's more important assets by preparing and obtaining approval for the facility which would comply with the current legislation. That proposal is illustrated in this edition of *SASC News* and the DA documents have been available to all members to peruse in the Club office.

Some of you may be wondering why it has taken so long to get to this point. The answer to this is that, once the basic design had been established and approval secured, we were in a position to review the details of the design, look at comparable slipways around the harbour and become comfortable that the proposal we are recommending to the members is the most appropriate for our particular circumstances. The estimated cost of the facility, between

\$700,000 and \$800,000 has altered little from the original back-of-the-envelope figure calculated when the approval was granted. Note also that in this current financial year the Club has invested \$80,000 in new mooring piles which represents a further 'dent' in our bank balance.

\$800,000 is a lot of money for a club of 400 plus members. However thanks to prudent financial management the Club's finances are in good health and the expectation according to the Club's former treasurer Fred Bevis and our current treasurer Tony Clarkson, is that with a mixture of bank loan, cash in hand and a non-compulsory approach to members for funds, we will be able to finance the project.

Members need to know that the Board is very risk averse and that if there was, or is, any suggestion that the proposed expenditure would place the future financial security of the Club in jeopardy the project would not proceed.

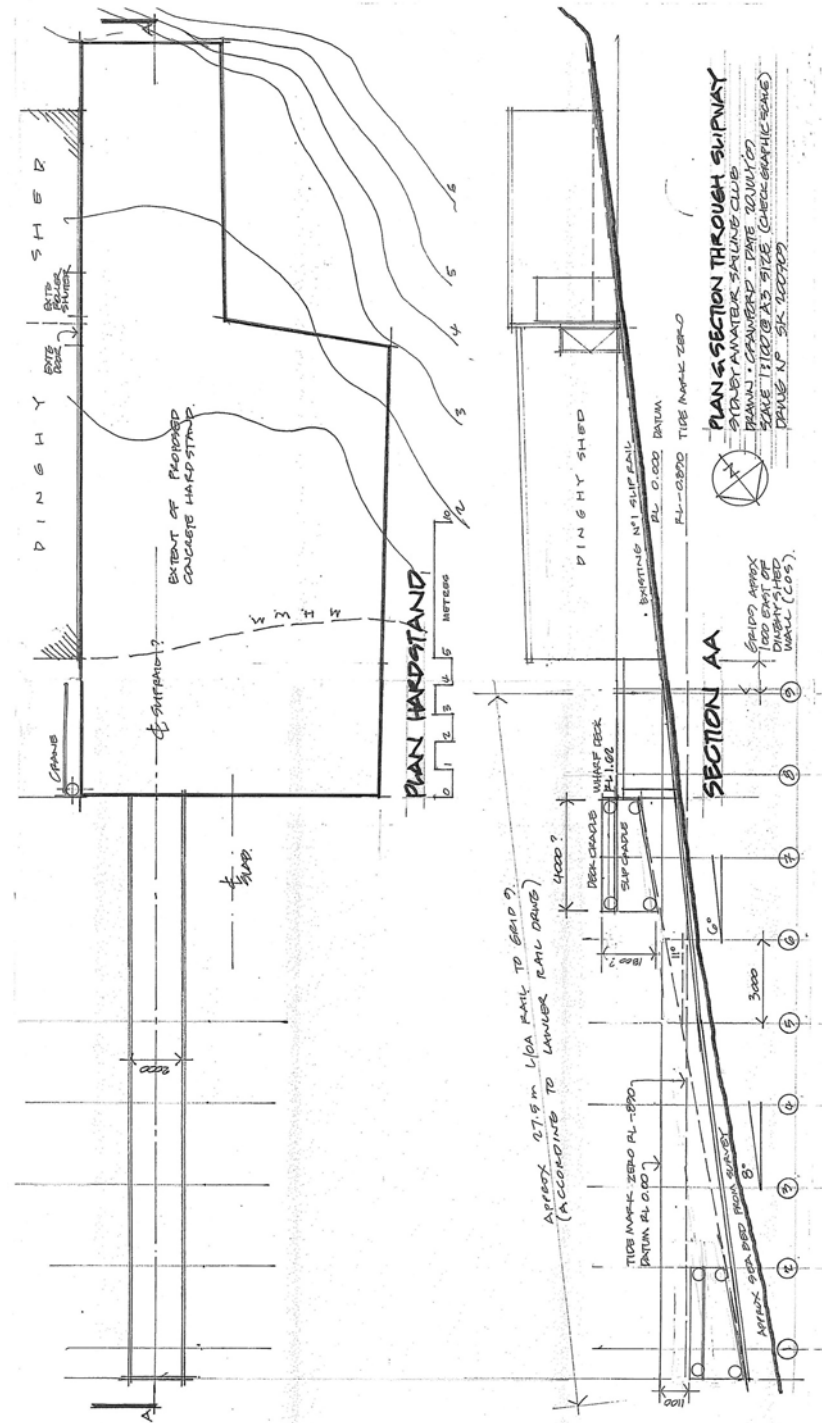
This is your club and any decision to proceed needs to have the broad approval of the members. Over the past few years I have not heard any adverse comment about the proposal to build a compliant slipway although I have heard a few complaints about the apparent lack of progress.

Of course not everyone will use or will want to use the slipway, just as not everyone wants to work on their own boats, but one of the things that makes the Amateur's what they are is that members can do so if they want to. I have heard the question asked as to why those who use the slipway should be "subsidised" by those who don't. I think the answer to that is that we all joined the Amateurs for what it was when we joined and for what it offers us all now and if we didn't have a working slipway facility it wouldn't be the same club that so attracted us in the first place. It is part of the soul of the Amateurs, which would be a very different place without it.

Another point that should be made is that, over time and as such facilities disappear from our harbour, this slipway will become a significant asset for the Club in the future. There is little doubt that if we don't act our existing facility will close, or be closed.

We are seeking your comment and input. Notice of the date for an extraordinary general meeting to discuss the slipway proposal will be posted shortly, so I encourage you to review the information and be prepared to participate in a decision that will affect all of us and our enjoyment of the Sydney Amateur Sailing Club.





A plan of the proposed slipway redevelopment

# SLIPWAY UPGRADE PROPOSALS

February 2010

For some time the Club has been considering plans for the upgrade of the slipways to enable operations there to fully comply with current environmental legislation. Without compliance, the slipways cannot continue to be used for much longer. Whilst the Club has development approval for the planned upgrade, much work has been needed on the detail before final decisions can be made. A Slipway Upgrade Committee appointed by the Board has been considering those details and the following is a broad outline of the committee's final proposals.

## Background Considerations

The area available to the Club for development involves two separate leases, is limited and of an odd shape. The slipway must be financially viable for the members but must also provide for a continuation of the Club practice of allowing owners to work on their own boats. To meet these two objectives the committee believes that the facility must be able to slip three boats at any one time.

The committee also concluded that the benefit of the slipway upgrade would be further increased by making provision for it to be able to handle some of the larger yachts now owned by Club members.

## The Proposed Upgrade

1. Remove the existing patent slipways and build a level concrete hardstand able to accommodate three yachts of varying sizes at any one time. (the layout plan is shown opposite)

A wedge trolley of the type proposed for the SASC redevelopment





A yacht cradle similar to those proposed for the SASC

2. Excavate the upper end of the existing slipway and suspend the slab on earthworks and piles out to the existing outer edge of the boatshed deck. The slab will be at the level of the current boatshed floor.
3. Build a new railway at a steep angle of roughly 13 degrees in line with the existing large slip with a dedicated wedge trolley hauled up and down by a suitable winch.
4. The top of this wedge trolley will have a platform onto which any of the three yacht “work cradles” can be mounted. The yacht work cradles will be steel fabrications with the larger one able to accommodate a vessel of 14 m × 4.25 m and weighing up to 12 t. Two smaller cradles will accommodate vessels up to 9 m × 3.25 m and up to 7 t displacement.
5. The cradles will be built in sections as bolt-together units. This will enable the steelwork to be galvanized and will reduce costs by allowing assembly on site by a club working bee.
6. In operation, once the yacht is in its appropriate cradle, the wedge trolley will be hauled up to the concrete slab and the yacht cradle and yacht can then be moved by a battery-driven tug or winch wire to its allotted work area on the hard stand.
7. A fully-compliant waste-water recovery and treatment system will be included. A mix of free-standing and cradle-mounted scaffolding will be provided. Power, air and water will be provided at two positions on the slab as well as in the workshop.



8. The workshop will be expanded to include a section of the boatshed adjacent to the hardstand.
9. Additional maintenance work to the club foundations is incorporated in the slipway proposal. By extending the slab under the existing boat shed wall we can overcome the need to rebuild the foundations for the boatshed pillars which have deteriorated badly.
10. A new pile for the launching crane for *Jack Millard* can also be incorporated
11. It is hoped that the existing large-slip winch can be refurbished and upgraded to use for the wedge trolley. This plan requires detailed engineering calculations and assistance from any club member with the necessary engineering qualifications would be gratefully accepted by the committee. If those calculations prove satisfactory we hope to remove the winch and rebuild it using club members' labour.

## RRS CHANGES

The International Sailing Federation (ISAF) has announced that, as a result of actions taken by the ISAF Racing Rules Committee and the ISAF Council during the ISAF Annual Conference, several changes in The Racing Rules of Sailing for 2009–2012 will take effect on 1 January 2010.

Rule 18.2(c) will be changed to prohibit a newly-discovered and potentially-dangerous tactic which was an unintended consequence of the current wording of this rule. The revised rule will no longer permit a boat to tack just before she reaches a mark and, as a result of her tack, become entitled to mark-room from boats that had been clear ahead of her when they reached the zone. A parallel change in rule B3.1(c) outlaws a similar tactic in a sailboard race.

The definition of Obstruction will be changed so that a boat racing will no longer be an obstruction to other boats that are required to give her room or mark-room. This change will simplify the analysis of some situations near a mark in which both rules 18 and 19 apply and it will not otherwise change the 'game'.

Additions will be made to the definition of Party to correct unintended omissions. The revised definition will mean that, whenever redress is requested for a boat by the race committee or considered for a boat by the protest committee, that boat will be a party to the resulting hearing. Also, a race committee that requests redress for a boat will also become a party when its request is heard.

A new rule, rule C2.12, will be added to the Match Racing Rules. It will prohibit a tactic at the windward mark that the match racing community does not wish to allow.

After the 2009 rulebook was printed, ISAF revised its Advertising Code and, in so doing, eliminated all references to Category A advertising. References to the Advertising Code in Appendices J, K and L will be changed to make them consistent with the revised Code.

Dear Sir,

For me, the December issue of *SASC News* was a very enjoyable read. The Nigel Stoke piece about the *Fidelis* voyage to LHI was a highlight and the historical item about HMAS *Sydney* was great, however the *From the Archives* photo of the yacht *Kria* was of special importance as the following notes will explain.

I was the second owner of this splendid sloop and we sailed her with the then quite-active JOG, I think we completed the required 500 nautical miles to be awarded the appropriate JOG burgee and it was great racing even in very small yachts — we went to Bird Island and south to Port Hacking. At the time there was a considerable link between SASC and the JOG and certainly we held some social functions at the clubhouse and I think Roger Hopkins, the original owner of *Kria*, was a SASC member.

At the time *Kria* was very much part of Mosman Bay, she was moored on a swing mooring about 30 m off the green dinghy shed and I think the owner even lived on board and was often seen maintaining the little ship. My connection developed in early 1960. I had been involved with some ocean racing and in about 1963 I became enthused about JOG activity and eventually became the second owner of the ship. Shortly after we bought *Kria* the Colemans became parents and we struggled to find a name for our new daughter that rhythmically flowed with Coleman. The end result was we had two *Krias* to think about and our daughter is now a mother as well as a mariner.

Readers may wish to know that the *Kria* was an Adeline-class sloop, one of four built by John Bott at Ryde. These little ships were 18 feet LOA, 16.5 feet LWL and 6 ft beam. At the time, three of these certainly raced with the JOG. The owner/designer of the *Adeline* was Maurice de Vertieul who was an active adventurer and he voyaged in her as far as Lord Howe Island. To some extent the design concept for these little JOG yachts seemed to be following the style of the British sloop *Sopranino* which was built and sailed with the English JOG by Patrick Ellam and Colin Mudie who made a trans-Atlantic crossing in her. There are other connections with Mosman Bay — one that springs to mind is that John Bott the builder of the Adeline-class later built the popular Primaat-class Yachts of E. G. Van de Staadt and certainly some of these raced with the SASC. There is also a link between the Primaat and the Endeavour 24, again popular at the SASC class in the past.

Another yachting connection linked to this history is that I sold *Kria* to Graeme Lambert who raced her with enthusiasm. This led Graeme to very serious ocean racing in his yachts *Impetuous* and *Too Impetuous*. Graeme sold *Kria* to Michael Lawrence Slater, the owner in the Archives photo. But wait! There is more to the Mosman Bay connection — Michael later came back to the Bay as a serious OK Dinghy racer. They all tell me that there is something in the water!

*David Coleman*

# REDISCOVERING THE HARBOUR

February 2010

(at 3.87 knots CMG)

Over the past few months I have been invited to sail with Bill Gale in *Ranger* for some Saturday point score races. In an era when the fleet is moving towards composite construction and machines that virtually plane their way around a course, it seems almost perverse to step back to a small displacement yacht which rarely manages 7 knots. (What happened to all the Bluebirds and Holland 25s for example?)

The Harbour, increasingly shrinking as the boats get faster, is plenty big enough for *Ranger*. And she, together with two near sisters and a gaggle of elderly boats with owners to suit, races each week.

Having been away from this style of sailing for some years I'd forgotten the enjoyment of the close competition provided by such yachts. For me it brings back memories of the early 60s when I raced with my father, first in the Daydream *Mirrabooka* and then in the Randall designed *Mairi Dhu*. The men I met in those days remain friends to this day. My nose still bares testimony to the time I broke it on the pulpit after a wild Chinese gibe. The rituals of a drink before the start and a few around the course, coupled with a growing appreciation of red wine back at the mooring are broadly observed in *Ranger*.

Bill's faithful regular crewmen Ross and Merrill variously assisted by a brace of useful women retain such ancient skills as covering and uncovering the boat, wooling the spinnaker and constantly inflating the ego of the skipper. I sure needed to relearn the ropes of close Harbour racing and what fun it's been!

Each week the boats are often neck and neck and Bill requires all his skill (and in some cases, particularly on a run, more) to keep *Ranger* in play. Handicaps invariably form part of on board discussion as Bill, once a very wise handicapper, is now particularly prone to them.

There remains one conundrum though — what interpretation might be put on the term “hard on” when Bill shouts it at you? Does he mean the jib, the main, the course or are ancient memories befuddling his reason entirely? Certainly the lovely women who sail with Bill in *Ranger* seem resolutely interested in sail control. I have only seen their hands on the sheets — nothing else. I guess that any further speculation is best left to discussion around the bar once safely in the Clubhouse. What a testimony to common sense the *Ranger*-class yachts remain.

by  
Charles  
Maclurcan





Photos John Jeremy

*Sana* (David Mathlin) winner of the Captain Slocum Trophy for 2009

# CAPTAIN SLOCUM TROPHY RACE

February 2010



*Rob Roy*, here leading *Cherub* and *Ranger*, took second place in the Captain Slocum Trophy race on 1 November 2009 (above)

Third place was taken by *Yeromais V*, seen here giving way to a Division 6 competitor at the finish (below)



# 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!

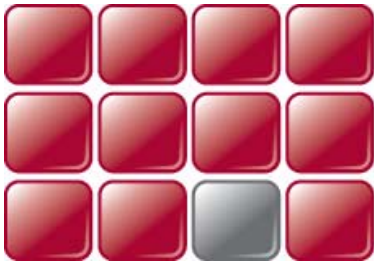
The trip for two will be drawn after the completion of the last race in the series.

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## PINK SHEEP AND TALL SHIPS

*Two weeks in the Bay of Islands*

by  
*Andre Van Stom*

We'd been up since 3 am to make the 0615 Qantas 737-800 flight to Auckland, so by noon we were feeling a little peckish. "No worries" said Deborah Jack, who'd picked us up at the airport. "I know just the place — Sheepworld! They do a very tasty roast-lamb sandwich." Well, Sheepworld hove in sight and we were astonished to see that at least half the sheep in their roadside paddock were Pink! No joking! However, pink or not, between two slices of buttered bread they were delicious and we continued on to the Bay of Islands well satisfied and looking forward to two weeks of doing what Kiwis do best — just messing about in boats of every age, shape, size and style — racing, cruising, motoring, fishing or just anchored in some quiet, sheltered cove doing absolutely nothing.

My brother in law, Roland Lennox-King and his wife Consie (my wife Feyona's twin sister) were to be our hosts for the next two weeks at their beach house *Te Uenga* on Parekura Bay which looks out at the island of Urupukapuka where Zane Grey had his famous fishing camp.

For the last five years, since retiring, they have spent November to March at *Te Uenga* and April to October cruising their superb French-built 51 foot S&S ketch *Restless of Auckland*, which they bought in Grenada in 2004, through the Caribbean, USA, Bermuda, the Azores and most of Northern Europe. We were lucky enough to spend a month with them in Maine in '05 and another couple of weeks in '06 cruising the Chesapeake from Annapolis.

Photo Feyona Van Stom

The sheep are PINK! If you don't believe it check out the colour version on the website







Photo Feyona Van Stom

*Restless* is presently in Holland where we plan to join them in April for a few weeks cruising the IJsselmeer and the canals before they head through the Caledonian Canal for Ireland, France and Portugal.

Anyway, back in the Bay of Islands. When the L-Ks are in residence *Te Uenga* is the best little private inn you could wish for and every day

there is a continual stream of friends, rellies and old and new cruising chums arriving by sea, land and air.

Depending on wind and weather, the bay in front of the house can have up to a hundred boats at anchor and many of their owners and crew will drop in to make their number with Roly and Consie. The really lucky ones get to stay.

Roly believes very strongly that you can never do too much sailing or own too many boats — in the shed, on the beach or in the water they have five dinghies (including one which has been in the family for 75 years), two Lasers, two windsurfers, a Zephyr, a Flying Dutchman, a very old Thunderbird converted to a day boat and Consie's fishing boat, a 15 foot Zodiac, all of which get used every day.

If none of those appeal swimming, sunbaking, reading or doing nothing are popular options. Consie, who is

*Te Uenga*

*Restless*  
in Sweden



Photo Lars Helman



Photo Feyona Van Stom

The view from  
*Te Uenga*

a very keen and successful fisherman, will go fishing at the drop of a hat — we had several excellent fish dinners as a result of the twin's piscine pursuits.

One morning Jim and Karin Lott turned up in their impressive 50 foot ketch *Victoria* which Jim built in 14,000 man-hours between 1978 and 1988. He began by buying two Kauri trees which he felled, milled and dried before laying the keel in 1980. As soon as she was launched Jim raced her to Osaka. After returning to NZ, Jim and Karin set off on a long cruise to Japan, Alaska, the USA, the Caribbean and back home via the South Pacific. In 2011 they are heading for Europe via the Beagle Channel. Their ultimate destination will, of course, be Auckland where Jim is currently responsible for New Zealand pleasure-craft marine safety.

On this day however, Jim and Karin were looking for crew for Russell Boating Club's Annual Tall Ships and Classic Invitation Race in which *Victoria* was entered along with *Spirit of New Zealand*, *Soren Larsen*, *R. Tucker Thompson*, the brigantine *Breeze* and 61 other vessels of every size and rig.

Race day dawned clear and cool. When Jim picked us up in his dinghy at Russell wharf, flags and pennants were snapping in a fresh southeasterly which would give us an 8-mile work to the ocean mark and an 8-mile reach and run to the finish back at Russell. There was a sense of excitement in Russell that morning because the Tall Ships Race is the

big annual event and everyone looks forward to it and the big hangi and party afterwards.

We made a perfect start. Jim timed our run so that the tip of *Victoria's* bowsprit was no more than 10 m from the line when the siren sounded. Smiles all round!

There were yachts everywhere — the 65 starters were vastly outnumbered by a huge and colourful spectator fleet which accompanied us out to sea. *Victoria* was going beautifully for such a big heavy cruiser — powering along and holding position with her competitors which brought a small but happy grin to Jim's face.

We were handily positioned at the windward mark and as spinnakers were not allowed, Jim called for every legal sail he had for the reach and run back to Russell — when we crossed the line a little before 1530 *Victoria* was carrying poled-out genoa, working jib, flying jib, main, mizzen and mizzen staysail — what a pity we didn't have John Jeremy and his trusty Nikon on the start boat.

We were under orders to be back at *Te Uenga* for dinner so had to miss the prize-giving and hangi at Russell Boating Club — apparently 1000 people turned up along with two bands and a lot of Steinlager — what is it about yachties and their need to party?

A few days later in Keri Keri we bought a copy of the Northern Advocate and found we had finished fifth in our division which we all felt wasn't too bad considering the weight of the boat and the weight (and age) of the crew.

During our '09 visit to the bay Roly's old school chum and boat builder Bruce Hopwood arrived in his latest acquisition, *Craig Isle*, a 55 foot commercial trawler he'd bought in Nelson the previous year and was converting for use as a long distance pleasure cruiser. She is a terrific vessel and HUGE — her after deck is the size of a Mosman verandah and her fish hold will one day be a very comfortable owners cabin — in the meantime the deckhouse and foc'sle provide excellent quarters.

Bruce had to return to Auckland alone so Roly and I volunteered to crew. It was a great little cruise with two nights at Great Barrier and one at Kauwau. Our stay at Great Barrier coincided with the Great Port Fitzroy Mussel-fest — never have I seen so many mussels eaten in so many ways by such a

*Victoria*



Photo Constance Lemnox-King



Photo Feyona Van Stom

### *Craig Isle*

concentration of boaties! The crew of *Craig Isle* performed as was required by local custom.

*Craig Isle* is powered by an 11 L, 2-stroke GM diesel and is almost vibration-free. She reaches her hull speed of 8 knots at around 1400 revs and feels as if she could maintain it forever.

Our last night with Bruce was spent in an idyllic anchorage just off the Mission House at Kauwau — it was just beautiful — no wonder our Kiwi brothers use their boats so often and so well.

Meanwhile, back in 2010 at the bay, the hectic pace continued — sailing, fishing, swimming, collecting, touring art galleries, beach-combing... until Deborah's mum, Felicity, (Roly's cousin) met us at Paihia one morning to deliver the latest old friend to Consie, and to take Feyona and me to a rendezvous with her son in law who delivered us safely to Qantas.

We'd had a marvelous fourteen days but it was nice to get home for a rest.

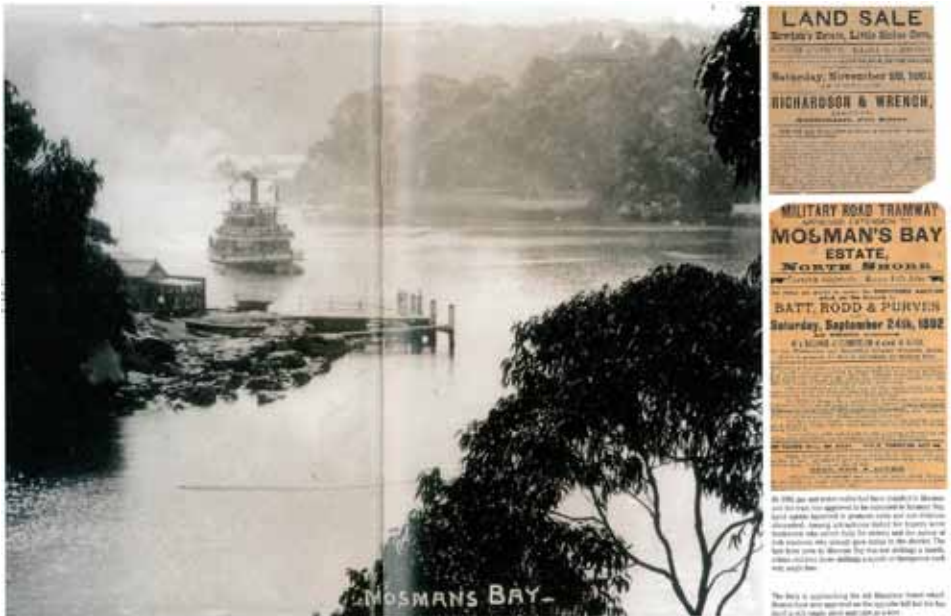
P.S. I must acknowledge Charles Maclurcan's great help in getting us to Mascot at 0415 on New Year's morning — it's very hard to find a taxi or sober child at that time.

We are making a concerted effort to collect and collate memorabilia and history associated with the SASC generally and with the Green Street site in particular and we need your help.

Mark Pearse (*Cherub A4*) has agreed to act as Archivist and co-ordinator of this push which is an offer too good to refuse and one of which we should take advantage.

This is quite an urgent task because, as most of you cannot fail to observe, the average age of club members doesn't leave us much time! If any of you have photographs of club boats, club buildings, written anecdotes, drawings, trophies or anything that relates to the Club's history we would be delighted to receive it, record it and return the originals to you.

A spread from *Mosman Impressions* showing the SASC clubhouse about 1897



## FRIDAY TWILIGHTS

The Friday twilight races continue to be very popular and many people stay for dinner at the Club afterwards. The order for food for the Friday evenings is based on the number of people who book. To avoid disappointment, members should book tables no later than Wednesday each week.

*No table bookings can be accepted after 1200 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 clean up and ensure a great evening for all — add your crew to the list on the notice board now!



Photo John Jeremy

The start of the 2009 Sydney to Hobart Yacht Race



Final preparations at the SASC on Boxing Day for EZ Street

Foo was Here! No, its actually Bruce Dover keeping an eye on proceedings

Photos John Jeremy





Photo courtesy Ian Macintosh

The crew of *EZ Street* (back row) Tim Vooles, Bruce Dover (owner/navigator), Mick Brennan, Charles Davis  
(front row) Randal Wilson, Tony Purkiss, Trevor Cosh (skipper), Peter Robinson, John Sturrock  
*EZ Street* on the way. She finished 7th in the PHS division and 82nd overall

Photo John Jeremy







Photos John Jeremy

The first Sunday series race for 2010 started in a fresh southerly which ensured a fast race

*Reverie* and *Ranger* in a close finish in the Gaffers Division on 17 January. *Ranger* beat *Reverie* across the line by two seconds





Photo John Jeremy

Young Endeavour, James Craig and Endeavour approaching Bradleys Head for the start of the Tall Ships Race on Australia Day

# AUSTRALIA DAY REGATTA 2010

February 2010

The 174<sup>th</sup> Australia Day Regatta, the world's oldest continuous sailing regatta, was sailed on Sydney Harbour and other NSW waterways on 26 January. Some 765 boats took part including about 90 on Sydney Harbour.

by  
*Peter Campbell*

Yachts competing included the iconic gaff-rigged *Ranger*, helmed by octogenarian Bill Gale from the Sydney Amateur Sailing Club and the classic International 8-metre class sloop *Erica J*, skippered by Les Goodridge from the Cruising Yacht Club of Australia.

Sydney turned on a superb mid-summer day, with the temperature peaking at 30°C and an easterly seabreeze reaching 10–12 knots, ideal for the fleet of modern and vintage yachts and skiffs which raced on the Harbour and for the ocean racers competing in a short offshore race in the Tasman Sea. Smaller local regattas to mark Australia Day were held on other coastal waters along the coast of New South Wales and on inland waters.

The Royal Australian Navy provided the guided missile frigate HMAS *Darwin* as Flagship for the Regatta, with guests of the Regatta President Sir James Hardy for lunch aboard including the Governor of New South Wales, Her Excellency Professor Marie Bashir and Chiefs of the Australian Defence Forces.

On the Harbour, the 174<sup>th</sup> Australia Day Regatta got under way at 1.15 pm following the colourful Ferrython and Tall Ships Race, with more than a hundred yachts and modern and historical 18-footers racing through hundreds of spectator craft celebrating Australia Day afloat.

The 60-year-old International 8-metre class yacht *Erica J* took pride of place in the Classic Yacht division, skippered by her current owner, Cruising Yacht Club of Australia member Les Goodridge, who has restored her to pristine racing conditions.

*Erica J* sailing in  
the Australia Day  
Regatta

*Erica J* was built of Tasmania's renowned Huon pine on the shores of Hobart's Battery Point by Max Creese to a Norwegian design and launched in June 1949. During an illustrious career of racing, she represented Tasmania in six challenge matches for the Sayonara Cup during the 1950s winning for The Royal Yacht Club of Tasmania against the Victorian defender *Francis* on Melbourne's Port Phillip in 1953.

*Erica J* finished second across the line today to Nigel Stoke's *Fidelis*, line honours winner



Photo Nicholas Mifsud



HMAS *Darwin*, Flagship of the 174th Australia Day Regatta

RAAF F/A18s during their Australia Day flypast over Sydney Harbour

Photos John Jeremy





Photo John Jeremy

of the 1966 Sydney Hobart Race, but lost first place on corrected time to Ian Kortlang's *Antara*, another classic metre-style boat. *Fidelis* placed third.

The Gaff Riggers division saw a win for Gary Ferres' *Intrepid* from *Reverie* (John Barclay and Nigel Berlyn) and third place went to *Hoana* (Martin Van Der Wal) which took fastest time.

Biggest division in the Regatta was Division 1 (non-spinnaker) won by *Heaven* (Harold Shim, with a visiting crew from Seoul in Korea).

The Division 2 (non-spinnaker) saw a line and handicap win for Dave Kinsey's *Slips*, with second place on corrected time going to Struan and Ian Robertson's *Wyreepi Too*, and third to *Joka* (Cecil Williams).

In the spinnaker racing divisions, Division 1 went to *Akela* (Alan Mather), Division 2 to the fast *Balmain Tiger* (Neil Hamilton and Brian Wood) which also had fastest time and Division 3 to *Makaha* (Ian Taylor). In the International Yngling division, Ruth McCann sailed *Troika* to a double win.

The traditional Australia Day ocean race from Sydney Harbour south to Botany Bay and return to Sydney Harbour, retracing the passage north of the First Fleet 222 years ago to hoist the Union Jack and begin the European colonisation of Australia, attracted a fleet of nearly 40 yachts.

Line honours and the Geoff Lee Trophy went to Ludde Ingvall's 90-footer *YuuZoo* which recently contested the Rolex Sydney Hobart Yacht Race.

Division 1 (non-spinnaker) on the way. The winner *Heaven* (5728) is on the left



*Sana, Reverie, Antares, Cherub and Ranger heading for the finish*

*Hoana crossing the finish line*

Photos John Jeremy



The City of Sydney Sesquicentenary Cup, for the lowest PHS corrected time among yachts specifically entered for the 174<sup>th</sup> Australia Day Regatta, was won by Leslie Green's Swan 55 *Ginger* which finished third in fleet.

February 2010

*Supertramp II*  
heading home  
after the Regatta

Photo John Jeremy



## BIG BOATS RACING



Photos John Jeremy

Close racing during the SOLAS Big Boat Challenge on the harbour on 15 December

*Wild Oats XI* giving way to *Alpha Romeo* during the first windward leg. *Alpha Romeo* beat *Wild Oats XI* over the line by 1 minute and ten seconds





# IMPORTANT NOTICE

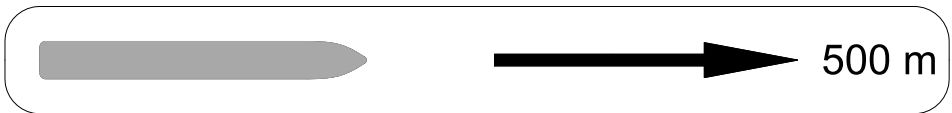
**NSW Maritime recently added a new condition to the Club's Aquatic Licence which must be observed by all competitors in SASC Events.**

**The condition reads:**

All competitors **must** maintain a minimum distance of **500 m** from the bow of any ship<sup>1</sup> and **200 m** from the bow of any ferry<sup>2</sup> and no less than 30 m from the sides/stern of any ship or ferry underway.

Where:

- 1 Oil Tankers and Seagoing Cruise Ships
- 2 Other seagoing commercial vessel or ferry operating in accordance with an approved timetable



The ship-activated exclusion zone ahead of tankers and ocean-going cruise ships is now 500 m. This may be further than you think, for example the distance between Robertson Point and Curraghbeena Point at the entrance to Mosman Bay is approximately 500 m

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## THREE CHEERS!

There is a fine Harbour tradition that a winning boat is given three cheers by the boat coming second. Further, if two boats come fifth and sixth, for example, after a close tussle it is great for the cheers to be heard.

The boat receiving the cheers does, of course, return the courtesy. If this does not occur, the initiator feels very flat and surprised.

Please guys, keep this in mind. After a long starboard tack to the finish line recently John Musgrove and his crew in *Varuna* gave resounding cheers when we crossed about two boat lengths ahead. We were delighted to respond.

*Southerly*



## NEW MEMBERS

We welcome the following new members:

Richard Mortlock  
Timothy Royle

## FOR SALE

**Inflatable — in good condition, with little use.**

A Zodiac Bombard, 2.5 m long, capacity four people, 360 kg.  
Made by Zodiac in 1100 Decitex material (whatever that means!),  
thermo bonded seams with a slat deck.

Includes oars and pump.

Open to reasonable offers, I have no idea what its worth. It's taking  
up too much room in my dinghy rack!

Tony Saunders  
Telephone 9817 1432 or 0407 417 214

## 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 (2009–2012)           | \$37.50  |
| 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                        | \$40.00  |



## NEWSLETTER DEADLINE

The next SASC News will be the April 2010 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 March 2010. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Mary Macpherson of Turrumurra recently sent some photographs to the Club of the boatshed at the SASC site which had been leased by her father, Donald Macpherson, from about 1935 to 1938.

Mary, whose parents are in the centre of the above photograph, lived there as a child.

Her father was a shipwright who had served his apprenticeship at Lithgow's on the Clyde. The lower photo is of a boat built by Donald Macpherson at the boatshed, probably in 1936 or 1937.





Sydney Yachting Centre

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