



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2005

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Cover:

Panache (655 — David Colman) and *Scoop* (637 — Peter Blunt) approaching the top mark during the last race in the OK Dinghy National Championships conducted on Lake Macquarie over Easter
(John Jeremy photo)

CONTENTS

Coming Events	3
Signals from the Commodore	4
<i>Celeste</i> to Batemans Bay	5
<i>Captain Amora's</i> Favourite Son turns 21	8
More <i>Ishtar</i> Adventures	10
2005 Inter-colonial Trophy	15
Twilight Series Draws to a Close	16
Kelly Cup for <i>Torquil</i>	18
Magnificent Success for Redlands Sailing	19
Ranger World Championships	22
OK Dinghies in Action	24
SASC Putt-putt Picnic	28
Bob Brown Trophy Race 2005	29
Endeavour Yachts Anniversary	33
Global Challenge 2004	34
Paul Slocombe Trophy Series	36
New Members	38
From the Archives	39

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COMING EVENTS
SATURDAY 7 MAY 2005

APRIL 05

First race in the Winter Series

SUNDAY 8 MAY 2005

Mothers Day Breakfast at the Club

WEDNESDAY 18 MAY 2005

General Meeting of members at the Club

SATURDAY 21 MAY 2005

Second race in the Winter Series

SATURDAY 4 JUNE 2005

Third race in the Winter Series

SATURDAY 18 JUNE 2005

Fourth race in the Winter Series

SATURDAY 25 JUNE 2005

Annual Prizegiving at the Club

SATURDAY 2 JULY 2005

Fifth race in the Winter Series

SATURDAY 16 JULY 2005

Sixth and last race in the Winter Series

***WHERE'S
THE TEN-
DER?***

***Call Mike or
Robbie on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700



It is always nice to be able to beat our own drum, and nothing got the rat-a-tat-tat going faster for Sydney Amateurs than my experience over Easter. Easter, as any Amateurs' member knows, is the Bob Brown weekend. This year we had thirteen and a half starters (Peter McCorquodale had to work so he came up solo later) which is excellent —considering that the day before we had a storm warning current for coastal waters.

The race up to Pittwater was a great down-hill slide fought out, on handicap, from either end of the fleet by Michal Tomaszewski and Greg Dwyer's recently-acquired Young 88 *Indulgence* and Nigel Berlyn and John Barclay's vintage gaff-rigged *Reverie*. The race to Pittwater is, however, only an excuse for the two social events — the Thursday night raft-up and the Basin picnic on Friday. The raft-up (booze-up?) produced all the usual hangovers whilst the picnic enjoyed wonderful clear skies with lots of family coming over on the ferry including Bob Lawler almost straight from his hospital bed. Nothing will beat the spirit of the Amateurs.

The second thing that reminded me how nice it is to be a member of The Amateurs was my reception at Bobbin Head. For nearly 50 years I have been boating from the old Halvorsen shed at Bobbin Head, and always been made very welcome on the rickety old pontoon. This year I was met with flash buildings, locked gates and an armed guard who told me, in no uncertain terms, I can't land without a permit! If that is what you call progress I hope it never progresses to Mosman Bay.

Rob Evans

John Jeremy photo

The start of a race in the Paul Slocombe Trophy Series 2005



CELESTE TO BATEMANS BAY

APRIL 05

At ten o'clock they closed the Princes Highway and raised the lift bridge over the Clyde River at Batemans Bay for a flotilla of yachts on their way up the river to Nelligen. It was the lay day and half-way point of the Port Hacking to Batemans Bay Regatta and with a load of white wine, beer and prawns we were determined to make the most of it. This was day five of the regatta.

by
Rob Evans

For *Celeste* preparations for the regatta had started in November with the long list of documentation you now need to compete in an offshore race, safety certificate, sea safety for half the crew, radio operator's license, crew declarations, next-of-kin etc, etc. The fun of ocean racing! Add to this the deluge of instructions coming the other way: a notice of race, an entry form, sailing instructions (with at least three sets of amendments), the emergency plan (with two amendments), the twice-updated programme and, of course, the daily results sheets. It not surprising they don't make timber boats any more, all the timber has been turned into paper for use by race officers.

It was all worth it! The trip to Royal Motor Yacht Club (Port Hacking), our host, on New Years Day was a perfect little run down the coast. Race one on the next day, with 20 yachts on the start line, was just made for *Celeste*. Bate Bay to Botany Bay and return was sailed in a 10 knot easterly for a third on PHS. Day two, race two was round the buoys in

Heading south on
the passage race





The raft up at Nelligen — *Celeste*, *Farr Horizons* and others

Bate Bay with the wind a bit fresher and *Celeste* back to sixth. Day three, the passage race, a glorious nor'easter and, like last year, a run down the coast to Jarvis Bay, the mandatory storm, and (this year) a westerly reach to Batemans Bay. Seventeen hours for the course. The trip was so comfortable that one of our crew managed to sleep for eight hours! We had to wake him so he could see the finish. Again sixth on PHS.

We motored into the marina as soon as we could cross the Clyde River bar at first light. It was too late to go to bed, particularly when our host, Batemans Bay Sailing Club, turned up with a case of cold beer as we tied up. Sometimes it is worthwhile having the smallest boat and crew.

On day six, after our trip to Nelligen, four very hung-over members of the SASC put in their best result of the series, first on PHS on the windward-leeward course, with a fleet that had now increased to 25. Could this be something to do with the training we get at the SASC? We fell apart a bit on the second race that day with a fourth and I don't think we had anything stronger than soft drink all day. That may well have been the problem.

The last race, on day seven, saw us sailing their Pentastar course where we sailed from the centre of Batemans Bay to marks in each of the small bays on the perimeter and back again. A great course sailed in a building south-easter. Another fourth place.

The evening of the seventh day saw *Celeste* preparing for the trip home

APRIL 05

and the crew celebrating a third overall on PHS for the series and a team's win with *Antipodes* and *Farr Horizons*. An early start on day eight, at 0500, and a delightful sail back to home, arriving back at Sydney Amateurs' pontoon almost exactly 24 hours after clearing the marina at Batemans Bay.

For any Club member who has a Category 3 capable yacht this is a great way of spending the first week of January.

A couple of well known faces having drinks on *Celeste*



MOTHER'S DAY BREAKFAST

Sunday 8 May 2005

Book early for this popular event — numbers are limited!

Cost (incl. GST) \$25 for adults and \$15 for children under seven

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CAPTAIN AMORA'S FAVOURITE SON TURNS 21

by
Tony Barry

The balloons flying from *Captain Amora's* afterdeck on Saturday 5 March were to celebrate deck hand Ben William's BIG birthday, not the Gay and Lesbian Mardi Gras. The harmonious rendition of "Happy Birthday" by the crew of *Joka* before the start was well received. *Joka* went on to win the race on handicap — just a coincidence says Ben!

Ben joined the *Captain Amora* starting crew in March 2000 under starter Vic Dibben while a student at North Sydney Boys High School and is now responsible for the smooth running of everything that happens on the *Captain* on Saturdays under starter Russ Chapman. He gained his HSC at the end of 2001 with the fantastic UAI of 93 in the top ten percent of the state in mathematics, and is now in the third year of a degree in Commerce, majoring in Tourism and Hospitality at the University of New South Wales. As well as his weekend job in *Captain Amora* he is a part-time bar supervisor at the Middle Harbour Yacht Club.

Despite these yachting connections Ben is no sailor. His passion is cars. He owns 4½ cars — the other half is in partnership with his mate and fellow student Ed Lee who is well known in the starting crew as "first substitute" on the rare occasions that Ben is unavailable. If anyone would like a nice 1990 EA Falcon or a well used but presentable 73 HQ Commodore, a museum item actually, then Ben's your man. There is also a 1987 XF Commodore in the collection that is better described as a work-in-progress.

Ben didn't take long to become immersed in his new job on the *Captain* diving overboard early in his career to untangle a buoy mooring line from the propeller. He has been known to recover a cable to Clarke Island, on several occasions, and a part of the missing World War II Japanese submarine near Bradleys Head....so he says.

In the eyes on *Captain Amora* Ben is a star act and on the event of his BIG Birthday Russ would have given him a twenty one gun salute, if he had a gun that is!

Congratulations Ben.....

And thanks for your help!





Ben Williams at work in *Captain Amora* (above)

The *Captain Amora* Saturday crew — Vic Dibben, Jim Jeans, Russ Chapman, Ben Williams and Tony Barry



Peter Gregory and Jane Duckworth have sailed on after their experiences at Phuket on Boxing Day and report from the Middle East. Peter takes up the story:

We are in a marina the likes of which we have not struck before. It is fabulous. It is called El Gouna and is located in the north part of the Red Sea just where it forks. A sort of designer-village, Egyptian style. It is complete with hotels, shops, restaurants, even its own hospital. The Rally people recognised that the leg from Djibouti to here is one of the toughest in the entire circumnavigation and allowed a month to get here. We chose to come here non-stop in order to have a rest up when we arrived.

The leg was not without its excitements — two May Day calls, one of which was quite serious. A father and son team had stopped behind a reef to shelter from big seas. While Dad was resting, junior aged 25 took the dinghy to have a look at the reef but the outboard motor failed and he drifted away. A rubber dinghy in big seas amongst reefs has the potential to be fatal and it started a search which became international. Rally yachts looking, coastal patrols notified, emails to Rally headquarters in England who contacted embassies asking for coalition warships to help. The young man was found 24 hours later and the reunion was so emotional that most of the women in the rally were in tears.

Our arrival here chalks up 10,000 nautical miles. These are straight-line GPS miles. The actual distance through the water is probably 14,000 miles, the difference being the negative current and headwinds we had to battle. Our best day's run (in 24 hours) was 164 miles and the worst 60. I believe the boat will easily do 200 if we could only have steady favourable winds.

All this has produced some wear and tear on the yacht and me! Not so Jane, who is as radiant as ever (the all-over suntan helps...). She is a dynamo on the boat. She does all the navigation, some of which is tricky and has completely mastered the complex programming of our electronic charts. She also does the shopping, cooking, washing up and takes the difficult night watches. We run three-on three-off starting with me going down at 8pm.

You may well ask what do I do, well I fix things. This type of cruising could best be described 'fixing things in exotic places while waiting for parts'. In that regard our reliability is better than most. But its amazing how much work is necessary to keep the boat functioning. For example, take the engine. Ours has worked perfectly, but as we have motored over 1,000 hours that represents 5 oil changes, fuel filter changes, tensioning drive belts and cleaning water intakes which clog up from infestations of extraordinarily tenacious mussels. And that's something that works! Other gear breaks down, partly through wear and tear but a lot of problems are caused by excessive salt. Salt jams everything — hinges, zippers and it gets into electronics and instruments. The solution to salt is fresh water which is extraordinarily difficult to obtain. This marina is the first opportunity to have access to a hose since Singapore. Mostly water is obtainable in 20-litre bottles, although in India it had to be one-litre bottles. If you imagine getting in the dinghy, taxiing to the supermarket, purchasing food and 150 litres of water in bottles and taxiing back to the boat, loading it all in the dinghy then tipping it into the tanks you can see it's an exercise that takes all day.

My wear and tear is skin cancers which thrive in this climate! I have had bits chopped off in Airlie Beach, Cairns, Singapore, Thailand and am looking forward to El Gouna's plastic surgeon. I am not complaining but I think with the benefit of hindsight (if we were doing it again — unlikely!) I would do it differently. The Rally has its advantages. They have been terrific in assisting with the mind numbing stupidity of the bureaucratic paperwork. The Rally also provides wonderful companionship with kindred souls. However if we were to do it again I think we'd go as a solo outfit and take much longer to do it, probably leaving the boat for a year in Thailand or Malaysia. We leave the Rally in Crete and will move very slowly from there.

Jane continues:

I am writing this from the boat. Luxury! (The wind is howling outside and we have dug out coats, long trousers and hot water bottles). We have reached the most incredible place — El Gouna at the top of the Red Sea. The whole town is new, a sort of Egyptian-style Surfers



GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A
GENERAL MEETING ON WEDNESDAY 18 MAY 2005 AT
2000 AT THE CLUBHOUSE, 1 GREEN STREET,
CREMORNE NSW**

At the meeting members will be asked to consider and approve the subscriptions for the coming year. The Board proposes and recommends the following scale of fees for 2005/2006:

Joining Fee	\$475
<i>Subscriptions:</i>	
Ordinary	\$405
Absentee/Country	\$195
Associate	\$150
Intermediate	\$50
Junior	\$37

At the conclusion of the business of the meeting, a film will be shown about the construction of Ellen MacArthur's trimaran and her preparation for her record-breaking circumnavigation.

A. A. Saunders
Honorary Secretary

Paradise without the architectural horrors, but for yachts coming in an absolute paradise. The town was built by one very wealthy family and they have thought of everything we could need. It is beautifully designed with luxury hotels, shops, cheap and very good restaurants and cafes, fuel delivered to the boat, a serviced laundry, a free shuttle bus into town and internet straight to the boats. (A guy came on board and fitted a wireless connection to the laptop and bingo, here we are! It is also very quick, unlike all the internet-cafe connections we have struggled with over the last few months.) We have electricity and I can use the hairdryer, for the first time in three months! And FRESH water on tap!

We are only six hours drive from Cairo and there are heaps of tours available locally if you are prepared to pay for them — desert trips, camel rides, snorkelling and diving trips. The Rally has organised a three-day tour for us to the Valley of the Kings and Luxor and we will do the Pyramids once we get to Suez, but just at the moment we don't want to do anything except relax!. The Red Sea is renowned for its snorkelling and diving sites — there is a huge and rapidly-expanding industry here catering for diving trips — but we didn't do any snorkelling from the boat on the way up, we just wanted to get here. I had read so many horror stories of sailing up the Red Sea. The weather can change from calm to 40 knots in half an hour with no warning and there are many stories of yachts taking shelter somewhere and being stuck for three weeks waiting for the weather to calm down (as has now happened to five of the Rally boats).

We're not getting too complacent though, the last 175 miles up the Gulf of Suez is supposed to be the worst of all with funnelled headwinds, negative current, unlit oil rigs with pipes cut off just below the surface, big shipping — and we have been warned that the trip to Crete is likely to be 450 miles of strong headwinds! There is the well known but quite true saying about sailing in the Red Sea 'For six months you can't get into it and for the other six months you can't get out of it...' We had the most horrendous three days when we first got into it — wind gusting up to 40 knots and the sea building all the time. We set off with another boat, *Ocean Song* — at one stage when they were about 20 miles away from us they had 65 knots. We had no sleep the first night as the wind and waves made it very difficult and at that stage we were close to the shipping lane and had difficulty with several big ships that seemed to chase us whichever way we turned.

The next day the seas built and built, they were coming from behind and were well over 30 feet high. Even Peter was saying 'SHIIIIIIIT look at the size of those waves ... no don't look behind, don't look behind!' He needn't have worried, I just stared rigidly ahead gritting my teeth! The waves and wind were even bigger than the storm we went through in the Bay of Bengal. I just hated every minute of it. there's nothing you can do but hang on and pray for it to be over, which makes for a mind-numbingly long miserable day with continual thoughts of WHY ARE WE DOING THIS? I long ago discounted the need for naked fear in order to feel I am alive and living on the edge. So I DIDN'T NEED TO GO THROUGH THAT!

We finally managed to pull-in that night and anchor off a volcanic island in the pitch dark, still in over 30 knots of wind but protected from the seas — geez we had stiff drinks that night — as in it's harder to scream with a mouth full of gin and tonic! We have met a British guy who was going through that area at the same time, he has been doing a circumnaviga-

tion for seven years and said that was the worst weather he has encountered in the whole seven years. He also said the trip from Australia to here is fifty times harder than the trip from the UK to Australia, so we have done the hard yards, feeling terribly brave and making sure everyone hears about it!

We set off the next day straight into 40 knots and big seas. My tummy in was tension knots again, but over several hours the seas started to calm down and after that we had a dream run, we were very, very lucky. Two much-bigger boats ahead of us still had 30 knots and big seas all the way here and could only make 70 miles a day, less than half their normal average rate. Our whole trip took 12 days, and we only had one other windy day when we pulled in behind a reef and anchored alongside some dive boats. It was quite weird experience — the reef is below the surface so we were anchored in what seemed like the middle of the ocean with big seas crashing all around us where we sat in a little calm lake, yet still in the full force of the wind.

There were plenty of dramas in the fleet. Ed and Helen lost their engine and steering in the big seas and had to get another boat to tow them into the lee of an island where they were stuck for five days waiting for the weather to improve. Another British boat, *Nademias* had their engine 'repaired' in Djibouti and it promptly broke down completely en-route. They refused to go into the nearest port and decided to try and sail the rest of the way but owing to the unexpected calms had to call on different yachts to tow them. It was a gutsy effort but after many days they ended up ripping their headsail so had to go back into the original port anyway.

After the calms which helped us get here so quickly (and for which I continually say 'Thank You!' to the God of Winds and the God of Yanmar Engines). The wind came back up within hours of our arriving and has been blowing over 30 knots for the last seven days. Five of the Rally boats including *Nademias* are now stuck about 500 miles south and can't move because of the wind. We heard that four days ago all the ports in Egypt were closed. *Nademias* had arranged for friends and their two daughters to meet them here. They have all arrived as they couldn't cancel the trip and with *Nademias* stuck hundreds of miles away behind a sand dune we feel very sorry for them.

Duco, who seems always of the edge of nuclear meltdown, had one drama after another in getting here — sending out a Mayday at one point as he was in big winds with a shroud pulled out and taking on water. The manager of the marina here got hold of some dive boats who towed him into a port further south, but the situation wasn't nearly as bad as he thought and he now freely admits he totally lost the plot (as well as two teeth when he was hit by a wayward shackle).

We have another week here but there is some anticipation that Tony, the Blue Water Rally representative, regardless of the weather, will say on the morning of the 24th 'OK - time for everyone to leave'. All the boats that have made it here have developed a golden rule — a sort of mantra chanted every time the weather is discussed 'Sorry mate, if the wind's blowing we'll be in the pub. We are NOT battling those headwinds again!' So we are not sure what will happen as the wind is due to keep blowing for at least another week!

Within 48 hours of arriving here *Mizu Baby*, a beautiful Oyster 55, was displaying a large sign saying **FOR SALE – NOW!** They were one of the boats that battled huge headwinds

and seas the whole way up. When I spoke to Tash the wife I asked her if the sign was for real. She said ‘Oh, trust me — absolutely! I made it when we were in 40 knots and those big seas and if we get an offer here I’ll be at the airport within 15 minutes.’

Guido’s wife is distinctly underwhelmed by the whole business of sailing so after the incident when their son disappeared in the dinghy their boat is ‘definitely up for sale’. I am quite sure *Nademias* would be selling their yacht on the spot if they weren’t stuck in the middle of nowhere. The numbers are going down by the minute!

Anyway that’s all the local drama. We realise we are terribly narrow-sighted and self-focussed — our world revolves around the boat, thoughts of family and friends, the Rally and the current sailing conditions. World events and global happenings are just not in it! We don’t have the energy left for that lot!

I had thought that after the last ten months that we needed was a holiday but I think we will get one here. With all the calm weather we had on the way up we both got to read heaps during the night watches and loved it! Still heaps of socialising going on here, so we’re definitely making up for the tough bits. However we have had two hiccups. Peter had to have a skin cancer removed from his face so we went to the local hospital which came highly recommended. To cut a long story short the cancer was removed and we were left with a bill of \$7,500! At this stage the insurance company doesn’t look very willing to pay!

One positive from the hospital story — the surgeon took an instant shine to Peter. He is a very gentle and charming Egyptian doctor and was fascinated our voyage. Peter kept asking questions about the Egyptian lifestyle. Things like ‘Who controls things in the family — the men or the women’ ‘Oh the men of course’, was the reply. When Peter said ‘How very sensible — how do you manage that?’ he was in fits of laughter. He didn’t know Peter was serious! Anyway he is delightful. He picked us up one evening and took us into another town to show us round and has invited us to his home in Cairo.

With time on our hands we have been browsing through the various pilot guides to Turkey, Greece and the Dalmatian coast and have changed our minds several times on what to do when we get to the Med. We end the Rally in Crete (now THAT will be a week of partying as most boats are leaving then — those that haven’t already been sold that is). Today’s thought for the next bit is to head north west from Crete and go up the Dalmatian coast as there is the nasty summer wind known as the meltemi which blows from the north west — so if we get up there before it kicks in it will be easier to get back down to Greece and Turkey towards the end of the season, hopefully after the tourist push has died down. That’s plan A — but we will just play it by ear and take each day as it comes — and probably be on plan E by tomorrow!



2005 INTER-COLONIAL TROPHY

APRIL 05

We all know how unpredictable Melbourne's weather can be. Something about four seasons in one day. Well for several years now Kathryn and I have headed to Melbourne early in March to defend the Inter-Colonial Trophy. This year it was part of the inaugural Geelong Wooden Boat Show, staged at Royal Geelong Yacht Club on Corio Bay and once again the weather was perfect.

by
Rob Evans

The 70 or so boats on show were magnificent included the 132 year old *Zephyr*, a Huon Pine gaff-cutter from Adelaide, *Lyndal Lea* the oldest cuta boat afloat and, of course, the magnificent *Sayonara*. And it was a great opportunity to catch up with a few old friends, including our very own Keith Radford who had sailed down from Williamstown on a very pretty Tumlares.

The race, in a perfect 15 knot sou'wester, was twice round Corio Bay and *Sayonara*, with the NSW contingent at the helm, took out the trophy with an awesome display of power and style.

The Victorians are looking for revenge and will be coming up for another Classic event over winter. Watch this space.

Sayonara at
Geelong with the
NSW contingent
in the cockpit

Ewen Bell photo



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John Jeremy photo

Another successful Friday twilight series came to an end on 18 March, with John Gibson (*Taylor Maid*) winning the trip for two to Lord Howe Island, sponsored by Concise Systems. In the photo above, boats start in a gentle north easterly on Friday 11 March.

The Friday starting crew Peter Morris, John Morris, Tom Maclurcan and Lil Morris (paying close attention to the paperwork) in *Captain Amora* (below)

John Jeremy photo



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KELLY CUP FOR *TORQUIL*

by
Peter Campbell

Peter McCorquodale has followed in his father's sailing wake in winning the Sydney Amateur Sailing Club's oldest and prestigious perpetual trophy, the Kelly Cup, on Saturday 19 March 2005.

As the finale of the Amateur's season, the Kelly Cup is contested by the overall winners and placegetters in each of the Club's handicap racing divisions over the past summer season.

Commodore T. H. Kelly presented the valuable Cup to the Amateurs in 1893 as a championship trophy and since 1933 it has been an end-of-season race between the leading yachts from all divisions in the handicap point scores.

Steering the Adams Cruising 10-metre, *Torquil*, Peter McCorquodale won the Kelly Cup on corrected time by a mere 28 seconds from the Bonbridge 27, *Hornblower*, skippered by Peter Campbell, third place going to *Chilly Bin* (Alex Williamson).

"Looking at the honour roll boards in the clubhouse, I see that my father won the Kelly Cup back in 1973, sailing *Salamander*, and it is a great honour for me to win today," Peter McCorquodale said at the trophy presentation back at the historic clubhouse in Mosman Bay.

The Kelly Cup was sailed in a fresh south-easterly breeze and attracted a strong fleet of 18 boats, ranging from the Classic and Gaff Rig division yachts to the No 1 and No 2 handicap division boats.

The event concluded a highly successful summer season for the Amateurs, with overall winners including *Impala*, skippered by 81-year-old Kevin Tindall, yet again winning Division 2.

Torquil at full power during a race in the Paul Slocombe Trophy Series



MAGNIFICENT SUCCESS FOR REDLANDS SAILING!

APRIL 05

by
Martin Pryor

In an outstanding development for the Redlands Sailing Club which operates out of the old MASC shed under the auspices of the SASC, two of our members have been selected to represent Australia in the International Cadet class. Lachlan Pryor and Jamie Mackenzie finished 11th out of 83 boats in the recent National titles in Adelaide and earned the right to travel to Spain in July to contest the 2005 World titles. This is an extraordinary achievement for these two young sailors considering that their only regular racing has been within the Redlands fleet and they took on and beat sailors who have been sailing in hot club race fleets in their own states for up to 5 years. Most pleasingly, their results were built on *consistent* performances across the weather spectrum and despite being a heavy crew, their determination and skill saw them gain top places in the very light weather, as well as a great 4th place in the final heat.

Our squad of 8 boats acquitted themselves with honour during the 16-day campaign in Adelaide, all recording personal bests and at times mixing with the highest ranked competitors. Peter Morrison and Rory Pryor scored a wonderful 3rd place over the line in race 5 of the Pro-

Lachlan Pryor and Jamie Mackenzie sailing in their Cadet Dinghy



motion Worlds, Gina North and Alexandra Gill sailed a great race 6 in the Nationals for a 22nd place, and Chris Williams and Stevie Morrison recorded an outstanding 12th in a heat of the Nationals.

Team NSW/Redlands certainly made their mark and not only experienced enormous interest in the 2005 Nationals to be held in NSW (and run by Redlands SC) for the first time, but we also returned home with two more boats — proudly owned by the Nolan family and the Barclay/Pryor families. The levels of enthusiasm evident, especially from our newer crews and their families, gives rise to great optimism for the future.

Additionally, Redlands sailors scored successes in other classes. Alexander Chapman (Redlander 2003 and founding member of the programme) scored a great National Championship win in the prestigious 420 class against a hot fleet of “name” sailors.

Matthew Brown (Redlander 2004) sailed a great regatta to win the National Sabot class title in Hobart (a title coincidentally won by Alex Chapman in 2002).

The success of Lachlan and Jamie has provided a major fillip for both the other sailors in the Club (now very keen to knock off the top guys!) but also to the growth of the class in NSW. As the only 2-person kids class carrying true international status, this provides excellent opportunities for keen and talented young sailors to pursue their dreams.

Redlands Sailing club training certainly appears to be bearing fruit!

A large number of students and their parents attended the annual prizegiving for the Redlands Sailing Club at the SASC on Sunday 3 April

John Jeremy photo





John Jeremy photos



National 420 Championship winner (and Redlander 2003) Alex Chapman spoke at the Redlands Sailing Club prizegiving to an attentive audience



RANGER WORLD CHAMPIONSHIPS

by
Southerly

The Ranger Worlds were held on Sunday 6 March on Sydney Harbour. Starters John Jeremy, André van Stom and Charles Maclurcan sent the fleet off into a ‘full-sail’ SSE wind. *Cherub* (C. Ryves) sailed an impeccable first leg to Clark Island and passed the next mark (Naval 3) two minutes in front of *Vanity* (J. Crawford) and two minutes and thirty five seconds ahead of *Ranger* (Sir James Hardy). With the wind shifting to the southeast, there was not a great deal of change on the reach to Beashel Buoy, but on the work from there to Shark Island *Vanity* and *Ranger* closed on *Cherub* considerably.

The next legs were also reaches and by the Neutral Bay mark Jim managed to move *Ranger* into first place, thirty seconds in front of *Vanity*. *Vanity* and *Cherub* picked the shifts better on the way to the finish at Clark Island, with *Vanity* first over the line followed by *Cherub* and *Ranger*. John Diacopoulos easily won the handicap event in *Retreat* — the outstanding performance of the day.

Charles Maclurcan helped greatly by completing last-minute safety checks at the pontoon. Starters Jeremy and van Stom accosted yours truly on the pontoon on the way to *Captain Amora* suggesting that a proper collective noun for a number of Ranger-type yachts was not a flock, group or gathering but an eccentricity. I cannot help but agree, all yachties are eccentric but gaff-rigged guys are more so by a factor of five. This lets John Westacott of *Cherub* off the hook.

The gathering before and after the show was very enjoyable — many famous yachtsmen were present. Peter McCorquodale and his lads did us proud with refreshments and I believe this was one of the best days ever. It was Sir James Hardy’s first-ever sail in a Ranger and he enjoyed the boat and the Club greatly and promises to return for next year’s event. This is what The Amateurs is all about. I am indeed prejudiced but at this sort of event we are the best!

Rangers rounding
Clark Island

John Jeremy photo





John Jeremy photo

Rangers gathered at the SASC Pontoon before the start of the 2005 Ranger World Championships (above)

Ian Macdiarmid and Sir James Hardy preparing *Ranger* for the competition (below)

John Jeremy photo



OK DINGHIES IN ACTION



The SASC ran races 3 and 4 of the OK Dinghy Sydney Harbour Championships on Sunday 30 January. Boats finishing in one race, like Peter Wallace in *Dinah Moe Humm* (above) had to negotiate a fleet of 18-footers on starboard, whilst Peter Blunt (fully rigged against the elements — below) managed to avoid the crowd

John Jeremy photos





Forty two OK Dinghies competed in the OK Dinghy National Championships at the Belmont 16th Sailing Club on Lake Macquarie at Easter. The series was won by Roger Blasse in *Slime*. The facilities for rigging and launching the boats at Belmont (above) were ideal

Peter Blunt preparing *Scoop* for a race at Lake Macquarie (below)

John Jeremy photos





Mike Walker rigging *The Phantom* (above)

A start in the OK Dinghy National Championships (below). The winner of the Junior Division was 14-year old Tom Burton in *Corsair* (610)

John Jeremy photos





Charles Maclurcan and John Jeremy travelled to Belmont to help with the race management and faced unexpected starter's boat challenges. With the main boat unserviceable, Charles helps to reinstall the anchor winch in the reserve boat (above) but despite the best efforts of the Belmont team several races had to be started from a rescue boat

The wind was sometimes uncooperative with fresh and shifting southerlies and one race running out of wind entirely (below)

John Jeremy photos



SASC PUTT-PUTT PICNIC



John Jeremy photos

Putt Putts and their dedicated owners and guests gathered at the SASC for the annual Putt-putt picnic on Sunday 13 February (above) and enjoyed a friendly lunch (below). Several boats came from the Balmain Sailing Club and, having bought a SASC shirt at auction, intend to frame it as perpetual trophy and symbol of the friendship between the two clubs





John Jeremy photos

Thirteen boats competed in this year's Bob Brown Trophy Race on Thursday 24 March. With a fresh southerly the race was fast with all boats finishing in less than 3.5 hours. *Indulgence* (Michal Tomaszewski and Greg Dwyer – above) won by 48 seconds from *Reverie*, with *Ratu VI* (Jim Davern) – alongside *Farr Horizons* (Ivan Resnekov — below) third. *Farr Horizons* took line honours with an elapsed time of two hours thirty seven minutes





John Jeremy photo

Celeste departing the SASC for the Bob Brown start (above)

Jim Davern and Brian Fegan providing entertainment with 'tall tales and true from the legendary past' in *Indulgence* after the race

Michal Tomaszewski photo





Val deBurca photo

Commodore Rob Evans and Racing Chairman Guy Irwin with the Bob Brown winners at the prizegiving at Coasters Retreat on Good Friday



SASC CLOTHING

The SASC shop — otherwise known as the office, has a range of clothing and other useful items for sale. All prices include GST.

Polo shirts, two styles in navy and one in white:		\$36.00
Rugby shirt, navy with white collar:		\$65.00
Club tie:		\$20.90
Club belt:		\$18.70
Club burgees:	Large:	\$25.00
	Small:	\$21.00
Racing flag:		\$10.00

THE AMATEURS

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

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ENDEAVOUR YACHTS ANNIVERSARY

APRIL 05

The Endeavour Yacht Association and the Botany Bay Yacht Club will be celebrating the 40th Anniversary of the launch at the Botany Bay Yacht Club of the first Endeavour, a 24-footer, over the long weekend in October 2005.

Reg Gardner, its inspiration and builder, will be present and it is planned to have a series of fun races and social events for family cruisers, and serious races for those skippers planning to participate in the Australian Titles in January 2006, also in Botany Bay. There will be both spinnaker and non-spinnaker events

All Endeavours are welcome — for further information contact David Walton on 9957 6465.

David Walton's *Second Fling* gleaming in the evening light during a twilight race



CLUB DINGHIES — A REQUEST

We have six dinghies of which three are smaller than the others. My problem, which I share with some other members, is that I don't fit in the small dinghies. Hence my first request, if you are normal size and don't need a larger dinghy, the long-legged users would be grateful if you use a smaller one.

Secondly, the boatshed committee and staff cannot be expected to examine the dinghies every day, so please report defects. If not reported, they probably won't get fixed and one of us won't get a dinghy. In the past there have been delays in repairing them because defects were not noted.

John Pennefather

GLOBAL CHALLENGE 2004

On 3 October 2004 twelve identical 72 foot yachts sailed from Portsmouth to sail around the world — the wrong way! Said to be the world's toughest yacht race, the Global Challenge yachts are competing for the Princess Royal Trophy with stops at Buenos Aires, Wellington, Sydney, Cape Town, Boston and La Rochelle before returning to Portsmouth in about ten months.

The event brings business together with a major charity, Save the Children, with over 120 organisations participating in the event through sponsorships and partnerships. Each yacht is crewed by 17 ordinary men and women with a professional skipper in command.

During their Sydney stop-over, the yachts were berthed at the Australian National Maritime Museum in Darling Harbour. The fourth leg, to Cape Town, began from a start line off Neilsen Park on Sunday 27 February with a farewell from spectator boats and watchers ashore, some of whom were convinced they were watching a competition between Prince Frederick and Princess Mary of Denmark, who had actually sailed off Farm Cove earlier in the day!

At the time of writing eleven of the twelve boats had arrived in Cape Town, with *Spirit of Sark* the first to arrive on 5 April. Overall, *BP Explorer* is leading the point score from *Spirit of Sark* with *BG Spirit* third.

Lots more information can be found at www.globalchallenge2004.com.

John Jeremy photo



On Saturday 26 February the starters sent the Classic Division off on the time-at-start system into a 15-18 knot south-easter. *Vanity*, 24 feet long and gaff rigged with 9 feet beam and 5 feet draft won the day starting with a not-very-generous handicap. Being virtually the same length on deck as on the waterline, she does not gain length on the works and runs as do the yachts with overhangs.

The crew handled the boat admirably and at one time the GPS showed a speed over the ground of nine knots on a reaching leg!

Vanity was beaten on elapsed time by two yachts around 37 feet length overall, but she sailed faster than all other competitors, quite a few much longer. In view of her displacement being in excess of three tons — I think about 3.5 tons — I do not believe I have witnessed a more remarkable performance over the last seventy years!

Southerly



SASC ANNUAL PRIZEGIVING

The annual prizegiving will be held at the SASC Clubhouse
Green Street, Cremorne on

Saturday 25 June 2005

The prizegiving will commence at 1200 sharp and will be
followed by a 'happy hour' and lunch

Cost \$30.00 per head (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Patrick Munn on
9953 1433 no later than
Friday 17 June 2005**



The twelve yachts that competed in the five-race Paul Slocombe Trophy Series enjoyed the excellent sailing that Tuesday evening can offer on Sydney Harbour in summer. The winner was *Torquil* (Peter McCorquodale) with *Clewless?* (Guy Irwin) second and *Rambull* (Dal Wilson and Mick Brennan) third.

Rick Fitzgerald and crew in *The Amateurs* before the start (below)

John Jeremy photos





Total concentration in *Rambull* (above)

Yputakiteup (Geoff Lee) charging down the harbour before a fresh north-easterly (below)

John Jeremy photos



NEW MEMBERS

We welcome the following new members:

Ordinary Members:

Andrew Buchanan
Simon Christie
Garth Davies
Dion Driman
Neil Galbraith
Ralph Hillman
Carl Middlehurst
Barry Nudd
Augustus Pusic
Patrick Rodgers
Geoffrey Ruggles
Mikkal Sveum
Philip Tanner

Junior Members:

James Mackenzie
Lachlan Pryor

'HOT-WATER' BOATS

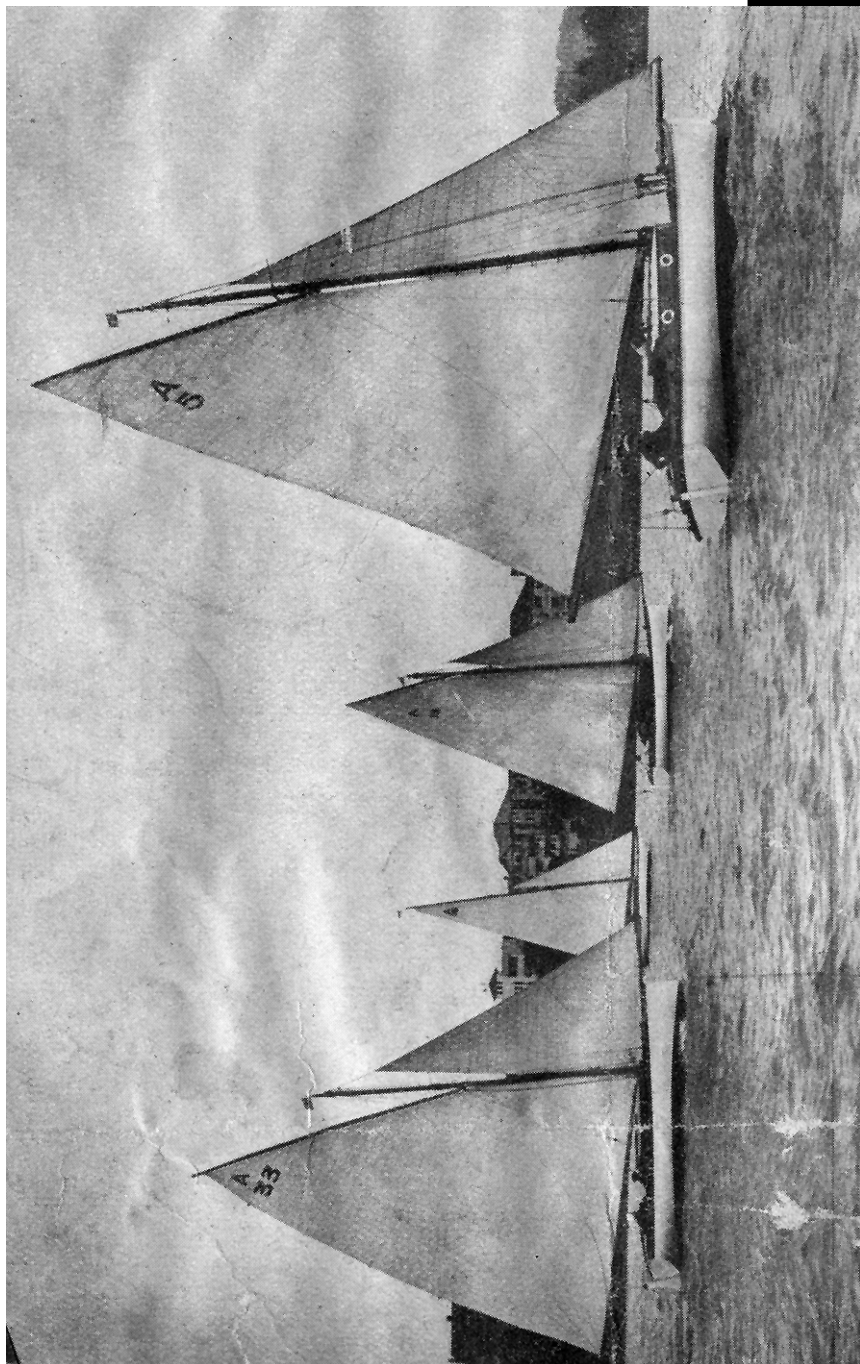
One of the pleasant features that Charles Maclurcan, John Jeremy and the OK Dinghy sailors observed about sailing on Lake Macquarie at Easter was the absence of 'hot-water boats'. The large motor cruiser charging about ignoring distance-off rules and leaving chaos behind with a large and powerful wake has become a regrettable feature of boating on Sydney Harbour. They have been around for a long while, of course, as this quote from Theodore Roosevelt reminds us:

I cannot help thinking that the people with motor boats miss a great deal. If they would only keep to rowboats or canoes, and use oar or paddle...they would get infinitely more benefit than by having their work done for them by gasoline.



NEWSLETTER DEADLINE

The next SASC News will be the June 2005 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 May 2005. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Yachts competing in the SASC Division during the Royal Sydney Yacht Squadron Opening Day Regatta in 1932. From the left *Sea Rover* (winner) *Cullwalla IV* (third), *June Bird* (fourth) and *Hoana* (fifth).
(From a contemporary press report)



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