



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2006

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Cover:

Redpa and *Eudoria* approaching the finish of a Classic Division race during the Audi Sydney Harbour Regatta on the weekend of 4 and 5 March
(John Jeremy photo)

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COMING EVENTS

SATURDAY 29 APRIL 2006

APRIL 06

Gaffers' Day

SATURDAY 6 MAY 2006

First race in the Winter Series

SATURDAY 20 MAY 2006

Second race in the Winter Series

SATURDAY 28 MAY 2006

Putt-Putt Day

SATURDAY 3 JUNE 2006

Third race in the Winter Series

SATURDAY 17 JUNE 2006

Combined SASC/RSYS/RANSA club race

SATURDAY 24 JUNE 2006

Annual Prizegiving at the Club

SATURDAY 1 JULY 2006

Fourth race in the Winter Series

SATURDAY 15 JULY 2006

Fifth race in the Winter Series

TENDER!

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

Sat: 0900-1800
Sun: 0900-1700



GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A
GENERAL MEETING ON WEDNESDAY 17 MAY 2006 AT 2000
AT THE CLUBHOUSE, 1 GREEN STREET, CREMORNE NSW**

At the meeting the members will be asked to consider and approve the subscriptions for the following year. The Board proposes and recommends the following fees for 2006/2007:

Joining Fee	\$485
<i>Subscriptions</i>	
Ordinary	\$410
Absentee/Country	\$200
Associate	\$155
Intermediate	\$52
Junior	\$39

P Chapman
Honorary Secretary

Many, many years ago, when I was but a student, one of the great sporting traditions was the schooner race, and at the college I was interned, it involved two teams of nine equipped with schooner glasses, two nine-gallon kegs, and a race to see which team could empty their keg first. By the way the prize for the winning team was another keg — to be immediately consumed. I only mention this because of the memories last Saturday's after-season celebrations brought to mind. Two kegs of beer disappeared at a prodigious rate and we had a Club full of happy sailors celebrating what has to be our most successful season for many years. So 'thank you' to all of you who have made it such an enjoyable season — our start crews, the competitors and of course Maggie in the office.

With the season now coming to its end can I remind you about the upcoming Gaffers Day on Saturday 29 April, with a full day of fun and sailing in the programme. We would love to see all our members on the day and once again there will be a ferry to follow the event. You should have received our invitation to attend with the programme and details of how to book.

On another matter, it is great to see so many members now using the Clubhouse on weekends. It's your Club and there to be used. However with so many now wanting to use the Club on Sundays for lunch it is becoming a little overcrowded, so can I please ask you to check with Patrick if you are planning a lunch to make sure the Club is not over booked.

And finally over the next couple of months there may be a little dislocation in the Club as we do much-needed work on Maggie's office (cupboard), the kitchen and the ladies' change room.

Rob Evans



CLIPPER ROUND-THE-WORLD RACE

APRIL 06

As I write this *Uniquely Singapore* is running under kite across the Southern Ocean with around 1500 miles left until we reach Fremantle. However, as life has been a little hectic I am as usual behind with my story telling. Therefore, I will backtrack to race two from Cascais to Salvador.

by
Richard Falk

We crossed the equator in fine form. In the early hours of the morning as we crossed all off watch crew were ousted from their bunks for the obligatory ceremonial proceedings along with a sacrifice and toast to Neptune. After about two weeks with no alcohol in anyone's system we were a little miserly with the champagne but spirits were high and no one minded too much.

Our extended association with the ITCZ lasted for almost 1000 miles and we were not sorry to see the last of it as we made southing from the equator and picked up the SE trades and rode them down the South American coastline. At times we were doing up to 16 knots either under spinnaker or blast reaching. Very comfortable sailing made all the more enjoyable by the fact that were catching and overtaking numerous opposition boats.

Then an interesting thing started happening! The forestays on boats started breaking. The heavy reaching conditions over an extended period of time started to take their toll and identified a design flaw in the

The first Equator crossing

All photos courtesy Richard Falk



standing rigging. With over 1000 miles left to run three boats in quick succession lost their forestays due to metal fatigue in a toggle fitting just above deck fitting. In short not enough clearance had been left to allow for lateral movement of the forestay and with the heavy reaching conditions the fittings were snapping left right and centre from the stress being applied. Fortunately the boats are fitted with inner forestays and this combined with the quick actions of the skippers involved meant that no rigs were lost. All boats concerned ran all spare halyards forward as a temporary fix whilst those of us with forestays still intact started gave a real demonstration to crew on how to quickly reinforce your forestay with enough spectra to fit out a large yacht.

Our forestay held and we continued to gain on the opposition. We ended up closing on Salvador in 6th place some 20 miles behind *New York* and 14 miles behind *Durban*. I elected to carry a shy kite the whole way down the coast and ended up sailing down the 10-m contour line for last 15 miles or so to the finish. When we were within about four or five miles of the finish we saw a yacht to seaward, its lights showing up very clearly. It was *Durban*. We knew we would have gained on them in the fading breeze but never dreamed our gains would be so great. The last few miles was a ding-dong battle with *Durban* eventually crossing about half a mile ahead. We finished in a credible 6th place and had again managed to sustain no damage and no significant injuries to crew.

Our time in Salvador was interesting to say the least. I have been to

The Clipper fleet
in Salvador



many places in the world but this one had to be one of the most interesting and eye opening. Salvador is a very old city with buildings dating back to the 15th century. It has an amazing mixture of cultures with influences from South America, Africa (from where slaves were brought) and Europe. Settled by the Portuguese the area was at one time very wealthy with crops of sugar cane and coffee bringing great prosperity. However, those days are long gone.

Salvador is now a run-down city split in two. The old city (Pelorino) is a pretty and very interesting place perched on top of an escarpment. There is literally a policeman on every corner and in some squares up to six or eight police. The narrow cobbled jumble of streets is filled with restaurants and shops selling art and craft. The architecture is amazing. However, as you leave this area you take your life into your own hands.

This is the only place in the world I have seen where the majority of police carry at least two visible handguns, some had three. Others carried automatic weapons. All police other than the ones in the tourist areas wore bullet-proof vests. Armoured cars transporting cash for banks travelled at a minimum of 80 km/h through city streets. Apparently if they go any slower they are targets for hold ups. Banks have two layers of security through which you pass before entering. Once inside there are armed guards standing behind steel shields with just eye slits through which to peer.

The old town was amazing. The food and rich diversity of the area was a pleasure to see. And of course it was all amazingly cheap. You never take more than about the equivalent of \$A20 out with you because the chances are you will be robbed. Passports are a definite no. The poverty outside of the tourist area was very evident. Most buildings across the city were in an advanced state of decay with many buildings that appeared derelict still functioning as businesses or homes.

Whilst some of the crew spent time off travelling to other nearby areas in Brazil I was unfortunately stuck in Salvador to work on various issues with the boat. Nonetheless, the lovely climate, cheap and tasty food along with a vicious local drink called a caiporeniha all produced what was a memorable visit.

Our Salvador stopover was about six days long. Most of this time was taken up with maintenance on the boats. Even with a crew of between 14 and 17 the maintenance list just never seems to get any shorter. From sail repairs, to generator fuels system modifications — we do just about all the work ourselves. As well as our own works list we also had riggers from South Africa carrying out modifications to our forestays to rectify the problems identified in the previous race.

We set sail on a glorious day with about 12 knots from the ESE. We managed to cross the line in 2nd place and quickly set about putting distance between us and the rest of the fleet. *Durban* was in front and for the first three days or so — eight out of the ten boats were still in sight of one another. An amazing feature of these boats is that they really are very evenly matched. The difference really does come down to picking weather patterns, crew work — trim and helming and a certain amount of plain dumb luck!

On the 4th day the fleet started to separate as developing weather systems started to provide choices on which way to go. At this point we had moved into first place and were sailing very nicely. We stayed reasonably well north and then when the opportunity took a dive to



At the start of the Salvador to Durban leg

the ESE to head towards the SW tip of Africa but endeavouring to stay far enough offshore to avoid the Benguela current. Whilst still about 1000 miles or so off the west coast of Africa we ran into our first significant weather of the race to date. Whilst it wasn't that heavy it was enough to test both boats and crew. Winds on the nose of 40 knots plus along with a developed SE swell whipped up a swell of up to 12 m with a 2 m sea on top of that. Some strange currents in the area added their own little twist to the cocktail and the result was a lot of bashing and slamming in boats that are built to go downwind being forced up wind. Needless to say all the boats ended up very wet inside and some of the crew had eyes as big as saucers as they worked on the foredeck for sail changes where the seas in front of them reached more than half way up the 81 foot mast. It was a great test of boats and crew before we headed for the Southern Ocean on our next leg. I would happily describe my boat as intact after that and the crew shaken but not stirred.

We managed to lead the race through the heavy weather and actually put some miles between us and the rest of the fleet. However, our joy was short lived. After every storm comes a calm. This calm last about two days or so and whilst it allowed everyone to dry out and catch up on sleep it separated the fleet. Whilst lying in first place and having not slept for two days I thought I would put my head down for a few hours. We had about 4 knots of breeze and I ensured the boat was pointing the right way with clear instructions on course and what to do if the wind shifted. When I woke up three hours later we were headed north. That

would have been OK if that was where we wanted to go. A quick look in the nav. station revealed we had been going north for about three hours and had covered 7.5 miles. After a few carefully chosen words and a very fast tack we were headed in the right direction (SE) but alas the damage was well and truly done. We had covered 7.5 miles, we then had to recover the same miles and on top of that we missed out about the same amount we would have covered had we been going the right way. Net loss — 22.5 miles. In that time both *WA* and *New York* had overtaken us. We remained in three to four knots of wind while they sailed into fresh breeze and 12 hours later were 70 miles ahead of us. By the end of the race *WA* would be around 100 miles in front.

One of the toughest challenges of this race is that virtually your entire crew is novice when it comes to sailing. Each boat may have one or two people who have some significant sailing experience but for the most part every crew members have knowledge of sailing that extends back only a few months and covers only those areas that our training has taken them through. Needless to say a refresher on negative VMG was quickly delivered to all crew along with a few deep breaths from me before we got on with the job. Morale certainly took a beating that day.

As we approached the coast of Africa the weather became more and more unsettled. I now know where the Cape of Storms got its name. From the west coast of Africa to Durban we had no less than 66 squalls pass over us. These varied in intensity from 22 knots to 50 knots. On many occasions we had a spinnaker up as they approached. As it was impossible to differentiate which squalls were more severe than others we tended to leave the spinnaker up and ride with it until it died out. On most occasions that strategy worked well except for once when we had to do an emergency drop of lightweight and ended up with a 3 m tear in it.

Sea life across the South Atlantic was virtually non existent. Until we were within 500 miles of Africa and started seeing sharks (lots of sharks) all else had been very quiet. As we approached the SE tip of South Africa we started to see plenty of whales and dolphins, large fish and, of course, more sharks. At one point I was convinced we had something caught either on our rudder or keel given our low speeds and was preparing to get in the water for a look when we spotted a great white about two boat lengths away lunging at a bird. I waited for while and thankfully a little more breeze filled in and was no longer convinced there was anything fouling the keel. Time and 14 foot sharks alter ones perspective on things!

As we approached the SE corner of Africa I foolishly took the words of the South African Weather Bureau to heart and believed what they told me staying about 20 miles offshore to look for wind. Two other boats (*Cardiff* and *Qingdao*) sailed inside us and up the shoreline. Of course as always the wind was where we weren't. We were now in 5th place with still some 600 miles to go. We continued our slog up the east coast thankfully managing to stay inside the much feared Agulhas Current. Whilst we did beat some of the way up the coast into a NE trade wind our passage was really not too bad. It was dogged by intermittent patches of no wind, followed by brief and aggressive squalls and then replaced by a sea breeze, a land breeze and pretty much every other sort of breeze known to man. The last four days saw a grand total of five hours sleep for me. Three hours of that was on deck. The crew and I were completely exhausted from the constant sail changes and the fact that we

needed to be within a mile or so of the shore to stay out of the current. It was much like a 600 mile Pittwater to Coffs race. The only twist was that it came at the end of a three week 4,400 mile Ocean crossing. But wait, it gets worse. 75 miles south of Durban whilst drifting in 20 m of water and 4 knots of wind a cry went out from one of the crew: 'Bloody Clipper boat behind us'. Sure enough *Liverpool Clipper* was about 6 miles astern of us and approaching fast under spinnaker and carrying fresh breeze. Our 5th place was now in serious jeopardy. The wind reached us when *Liverpool* was still about 2 miles away and we popped our medium weight kite. We then match raced up the coast for the next 16 hours dodging in and out of squalls and constantly jibing in response to the ever changing wind direction. Both of us were trying to stay within the 50 m contour line to minimise current.

As dusk fell we lost sight of *Liverpool* in the scatter of shore lights. We jibed offshore to avoid the Alliwai shoals and then jibed again to close the finish line off Durban harbour. Imagine the language on board when about 8 miles from the finish we again spotted *Liverpool*. We tracked them on radar and quickly identified that we were neck and neck although we were heading for the biased end of the line. It was 0330 when we crossed the line and blowing 35 knots. There was a photographer's boat but due to the sea state no committee boat. We had just sailed 4,400 odd miles only to have a photo finish. Both I and Tim Magee (Skipper of *Liverpool*) were convinced of our own victory. However, with no committee vessel present there was no way to confirm who was over the line first. We were no more than four boat lengths apart as we crossed the line.

The result had to go to the race committee for resolution and ultimately we were awarded joint 5th place and the points for 5th and 6th were split between us. I am hoping that our next finish isn't quite so close. It is not good for my blood pressure!

Upon arrival in Durban we were greeted by a group of Zulu dancers and brief presentation was made by the Commodore of the Point Yacht Club. A festival village had been established for us and we had all that we could possibly need at our fingertips. A beer tent that never closed, curry stands and even a mobile ATM. We were certainly well looked after and treated to a number of official functions.

The majority of our time during the stopover was taken up by maintenance on the boat. Once again we had suffered no significant damage or gear failure but the preventative maintenance program we have in place is phenomenal. Keeping this practice up has to date I suspect been the major reason that we have suffered no gear failure or breakages. A large number of problems experienced by other boats have been as a consequence of chafe, fatigue or some other maintenance type issue.

I did manage to escape Durban for a couple of days and drove myself up into the Drakensberg mountains about three hours west of the coast. I stayed at the picturesque Cathedral Peak Hotel where I slept, hiked into the mountains and ate to my heart's content. The scenery was spectacular and it was very nice to be off the boat albeit for just a couple of days.

Back in Durban we spent our last few days preparing the boats and re-provisioning for our next leg — Durban to Fremantle, across the Southern Ocean. Read about that one in my next instalment.

Until then safe sailing to all at the SASC — *Richard Falk*, Skipper *Singapore Clipper*.

Dear Sir,

While it was excellent to see photos of the much-loved boat *Kismet* in the always-improving *SASC News* in February — a must read in the Inwood household, there were some serious errors in the text.

Kismet (now some 150 pounds lighter) is owned in partnership by Andrew Inwood, Dr George Argyrous and John Burn, who have, in one way or another, been causing each other trouble since University days.

For those of you who are interested we are having a new wooden mast made to stay in traditional trim and look forward to seeing you on the race course in winter.

Also for the record — I wish it to be made known that Andrew Inwood was not on board when the mast blew out, his only sailing mishaps are running over a Laser (just after having the topsides redone), dropping a crew member overboard during a tack, though we went on to recover him and finish the race in second place, and misjudging the position of the wharf.

With kind regards

Andrew Inwood

A NOTE FROM SOUTHERLY

On Australia Day I received the Medal in the Order of Australia (OAM) and this pleased me greatly.

Some 100 years ago my father began making his magnificent contribution to sailing and he continued to do so until his death in 1968.

My late brothers Brian and Roger carried on his work — Brian taught many people sailing and rigging in Queensland, including the services and in the schools, over a period of fifty years.

Roger taught junior sailing at the RSYs for 18 years and helped in many other sailing activities over his lifetime.

Whatever I have done for sailing has been achieved through my membership of the SASC for nearly 60 years. In view of the above I consider that the award is shared by my family and the SASC.

Southerly



INDULGENCE ON EZ STREET

by
*Michal
Tomaszewski*

It was strange: Boxing Day morning at the Amateurs and there were no Hobart-bound yachts at the wharf. It wasn't that long ago — the fiftieth Hobart — when we had at least six boats all rafted up on the pontoon getting ready, loading last minute perishable food and checking safety gear. Regularly we used to have at least three or four boats. This time there was no *Mark Twain*, no *Firetel*, *Morning Tide*, *Charisma*, *She's Apples* or one of Jim Davern's yachts. Even dear old *Bright Morning Star* was in this race — but sailing as *Flying Fish* and though Hughie and Dal were on board she was not leaving from the Amateurs but CYCA.

We followed the Hobart fleet out to sea for a few miles in *Indulgence*, our beautiful timber Young 88. We spent the following three days on board — just Lani, Tiare and me — Jacqui joined us for some of the time. Relaxing, swimming, sailing, a bit of drinking and a bit of eating and a bit of reading. We spent most of the time anchored at Store Beach and it was amazing, even on Boxing Day the bay was not overcrowded. We managed to find a nice open spot and not too far off the beach. By evening most boats went home and the anchorage, within sight of the CBD, had no more than eight or ten boats!

The new Maritime NSW regulation creating a fairy penguin breeding sanctuary at Store Beach prohibiting mooring within 50 metres off the beach, while dreaded when first announced, has resulted in a much

All photos by Tiare Tomaszewski

The Broughton
Island anchorage



better environment. Store Beach now looks better and is safer not only for penguins but also for kids playing without tripping over power boats' shore mooring lines. And we even saw a mother fairy penguin with her four or five little ones in tow learning to swim and fish.

We arrived back at the Amateurs on Wednesday evening and put the boat to bed. Bruce Dover, who had his *EZ Street* alongside, told us he planned to sail up to Port Stephens the next day. One thing led to another and by eight the next morning the *Indulgence* crew were all happily on board, tanked, watered, provisioned and on the way to Port Stephens. *EZ Street* is a beautiful timber Alan Warwick-designed 42 footer, the boat we sailed on a delivery trip from New Zealand some two or three years ago.

We cleared Sydney Heads in a light ESE breeze and sunshine in a half-metre swell. Out with the MPS and we were away. We didn't think there was much set. We rolled up the Genoa, hoisted the MPS and sailed a rhumb line course for Port Stephens. When off Stockton Bight, we had about a knot of current eddy setting north. Just on dusk we anchored in lee of Carlotta Point after clearing the unusually-flat Port Stephens bar. It had been a pleasant 12-hour passage.

Next day we motored around and anchored off Soldiers Point near *Arcoorie*, Ken White's beautiful, well-travelled Van der Stadt ketch. We had prearranged a brunch meeting with Ken and his French partner Anik who treated us to a truly-French seafood feast overlooking Port Stephens' bays.

Tomaszewskis on
EZ Street



The brunch lasted some hours. After a compulsory visit to the Soldiers' Point Sailing Club we left Ken and Anik's lovely waterfront apartment sometime in the afternoon. We were offered a mooring in the lee of the clubhouse but decided to sail off and explore more of Port Stephens' very extensive waterways. As the afternoon progressed the nor'easter freshened to 20-25 knots and that night we anchored in Fame Cove (next to North Arm Cove) — a mangrovy, fairly shallow anchorage, protected in all but south west and westerly blows. While we were having afternoon drinks and swims in the murky but clean estuary water we were greeted by Mike and Val deBurka in *Emma*, another Amateurs yacht, motoring to an anchorage further up the Cove.

We left the building heatwave of Port Stephens to spend New Year's Eve at a beautiful anchorage in lee of Broughton Island's Coal Shaft Bay, some miles off shore. No fireworks but what is a rarity on the eastern seaboard, we watched a magnificent sunset over the ocean, coloured by extensive bushfires inshore!



Broughton Island
sunset

As we almost exhausted our alcohol supplies the next morning we reached back home on the back of a lovely nor'easter. Out with the MPS and we just sat and watched the smoke from the raging bush fires. It was an amazing scene. Our radio was blaring about all the eastern seaboard sweltering in 40+ degree heat with bush fires flared by the gusty westerly — we were sailing in a 10-15 knot nor'easter! We could see the wall of smoke just stop some five or so miles off shore, held back by the sea breeze! It was only for about half an hour or so that we

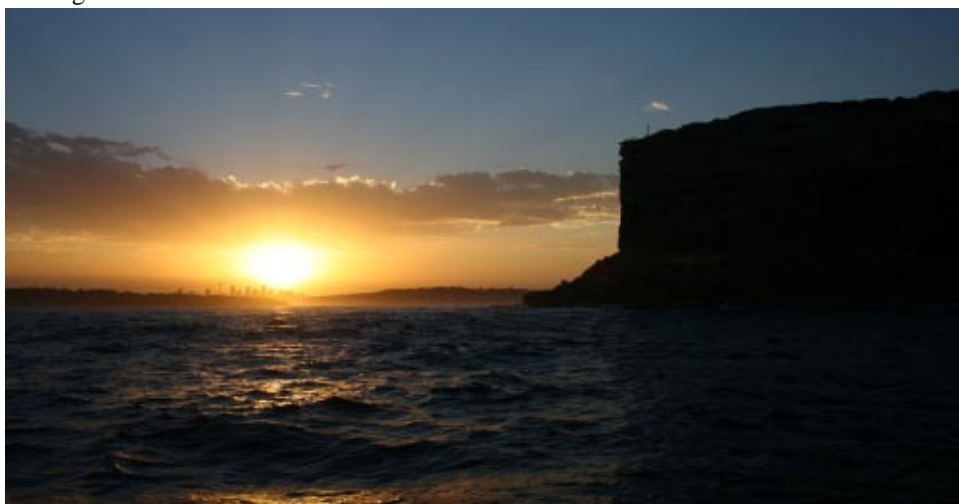


sailed in and out of the inferno. The air was thick with insects, some dead, some still alive and the timber deck was instantly so hot you could not put your bare foot on it. What a sight! The sea was an amazing, shimmering glistening yellow gold!

New South Wales
burning

By the time we were off Freshwater our nor'easter has petered out and the westerly was also dying. The southerly buster was on its way. As we rounded North Head the final indulgence on *EZ Street* was a magnificent red sunset on a stormy sky. We just managed to put the boat to bed and on its mooring before the southerly buster came. Both the sail up north and return took us just twelve hours each way. The wind gods were smiling and so were we!

Rounding North
Head inbound



AUDI SYDNEY HARBOUR REGATTA



The inaugural Audi Sydney Harbour Regatta was conducted on Sydney Harbour on 3 and 4 March with some 200 yachts taking part.

The SASC conducted races for several divisions on a course adapted from those for the Tuesday series. In the photo above, a keen crew in *Eudoria* prepare for a start in the Classic Division and (below) set off with *Ranger* and *Eos*

All photos by John Jeremy





Whilst the numbers of yachts competing were not large, there were still some interesting encounters, like this near miss of *Captain Amora* by a Cavalier 28 (above)

Celeste and *Redpa* beating to windward (below)





Red spinnakers everywhere as *Celeste*, *Clewless?* and *Velocity* finish in one of the races on the second day of the regatta. You will have to download the colour version of the *SASC News* from www.sasc.com.au to appreciate the effect. In PHS Division 4 *Bar-celona* came first with *Clewless?* second, and *Redpa* and *Eudoria* came second and third in the Classic Division



OK DINGHIES AT LAKE MACQUARIE

APRIL 06

In two glorious weeks of racing the OK Dinghies recently completed the Australian Inter Dominion and World Series at the Belmont 16 foot Sailing Club.

The successful events were a great tribute to the determination and persistence of the Organising Committee made up of SASC Members Peter Blunt, Bill Tyler, Mike Walker and David Coleman.

Toshiba provided welcome Sponsorship for the events.

Ross and Kevin Wilson from Victoria managed the on water activities in an utterly professional manner and the Club provided the equipment and volunteers. All operated flawlessly with a first-class Regatta accomplished with almost no protests and a very satisfied bunch of sailors. No equipment failures were experienced and the local volunteers were inspirational in their dedication to duty.

Good winds blew most of the time and excellent courses were set with minimum interference from other water traffic.

The policy of supplying beer and barbequed sausages on the return of competitors was a great hit and provided a terrific forum for friendly discussion at the end of the day.

Russell Peterson photo

by
*Charles
Maclurcan*

Panache (David
Coleman) sailing
in a fine breeze
on Lake Mac-
quarie





Russell Peterson photo

OK Dinghies rounding a mark during the two weeks of sailing on Lake Macquarie (above)

Tony Clarkson in *Mausi* (below) listening to the good advice exchanged amongst the competitors during a mark rounding

Charles Maclurcan photo



SASC
2006

Vanity
SASC A2

24'3" RANGER TYPE
Built for
John Crawford
by
Neokes
at
Berry's Bay
in
2001



NATIONAL
GAFFERS DAY

SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872

TO BE HELD

SATURDAY 29th. APRIL ON SYDNEY HARBOUR NSW AUSTRALIA

FOR INFORMATION PHONE 02 9953 1433 FAX 02 9953 0898

WHARF RULES — A REMINDER

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for Club tender and other vessels.
4. Owners/skippers must remain on the club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use the club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may the club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

SAILING SEASON COMES TO A CLOSE

The Friday Twilight series came to an end on 24 March. As usual the regular Friday sailing proved to be very popular and the excellent steaks (or sausages) at the barbeque afterwards were appreciated by everyone.

The last night saw some showers dampening the boats if not the spirits of the sailors. Perhaps the excellent last-night attendance might have had something to do with the draw for the trip for two to Lord Howe Island sponsored by Consise Systems which was won by *Jayargee* (Simon Christie).

The last point score race in the summer season was held on 1 April with all boats apparently finding their way around the course successfully despite a misleading (and somewhat unbelievable) amendment to the sailing instructions posted in the clubhouse. Might have had something to do with the date. The Magic Dragon Trophy for the skipper who wins by the greatest margin on the day was won by Jim Chambers in *Riff Raff*.



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RANGER WORLD CHAMPIONSHIP

by
Southerly

The Ranger World Championship was held on Sunday 19 March in glorious light weather. We were sent off into a very light north easterly — yours truly was last away as I did not read the instructions properly — I blame the starter for this lapse, of course.

Vagrant won the start handsomely but the wind was very variable and the dreaded black boat was first at the Beashel Buoy. *Cherub*, with new owners Mark and John and their wives as crew, sailed higher and faster than *Ranger* when the breeze was at a steady six knots.

Cherub was converted to Bermudan rig years ago and the deadwood altered under the direction of the design genius the late Ben Lexcen. She is very fast indeed in these wind strengths. After the Beashel Buoy I found lots of no wind and lagged way behind, however by sailing a dog's-leg downwind course, first to Shark Island then gybing to Clark Island, I was able to make up a lot of ground.

On rounding N3 the breeze freshened a bit and again I was able to make up time on the fleet, the course had wisely been shortened at the Eastern Channel YA buoy.

Vanity won by one minute and 58 seconds from *Ranger* with *Cherub* coming in 18 seconds later. The time spent at the Club both before and after the event was most enjoyable — all boats are in tip-top condition.

Special thanks to the starters who gave up their day to look after the little fat vessels.

Ranger and *Kilkie*
becalmed before
the start

John Jeremy photo





John Jeremy photos

Ranger, Cherub and Vagrant at the Beashel Buoy (above)
Vanity approaching the finish (below)





John Jeremy photos

A happy crew in *Vagrant* (above)

Ranger and *Cherub* approaching the finish line (below)



On Saturday 18 March I was heading for Shark Island on a very square run in a north easterly. After weaving through a gaggle of boats all having rights on me I became aware of an Etchells-class yacht reaching on starboard and on a collision course.

On being so requested the Etchells hardened up slightly and passed astern of me losing nothing thereby — I, of course, thanked him for this. If he had refused my request as he was entitled to do I would have been in a mess to say the least and he would have lost time by being in my large wind shadow.

On two occasions on the same day while close hauled on starboard I pulled away a little to avoid contact with yachts on port tack. In both cases I felt that they had expected to pass safely and so there was no ill intent. There was no exchange of words and I lost nothing.

Southerly



John Jeremy photo

Kilkie at the finish of the Ranger World Championship on 19 March



Intense concentration at the start of the fourth race in the Paul Slocombe Trophy Series on Tuesday 28 February (above). This popular series was much enjoyed by all competitors.

Shambles shortly after the start (below)

John Jeremy photos





Ivan Resnekov's new Farr 40 rapidly overtaking *Rambull* and *Jellicle* after the start (above) Luckily, the handicap is a great leveller

Clewless? creeping across the finish line after the race was shortened at Shark Island (below). The series was won by *Jellicle* (Gervais Pearce and Michael Jansen) with *Yputakiteup* (Geoff Lee) second and *Ben Boyd Road* (Tony Barry) third.

John Jeremy photos



FROM THE BOATSHED

Oh well, that's that for this season except for those who achieved Kelly Cup status and those who want their boat's name on the Taro Ipo Trophy. Saturday 7 April will sort them out and then on to Gaffers Day, which is Saturday 29 April, and the winter season. After that we are into SASC season 2006–2007 and another year is shot!

I think we have had a good season, but there are a couple of housekeeping matters that I would like to raise.

There has been some use (abuse) of Club dinghies by members. The Club dinghies are provided for all members to use at any time. There are, however, some rules that apply to their use which are not understood by some. To prevent individuals monopolising dinghies and effectively 'taking them out of service' there is a nominal time limit of 20 minutes attached to their use. This is a flexible arrangement and if there are lots of dinghies available then the time is not such a problem. The basic rule is respect the rules and respect your fellow club members, i.e.:

1. Limit your use of Club dinghies to 20 minutes
2. Club dinghies are not to be removed from Mosman's Bay
3. Club dinghies are not to be left unoccupied on moorings

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Birchgrove

In addition to the dinghies there has recently been some unauthorised use of the Club tender *Nancy K* by Club members (and non-members?). Please note:

1. *Nancy K* is NOT available to Club members for their personal convenience.
2. *Nancy K* can only be used by authorised people.
3. A list of authorised people will be posted in the SASC office.

If as a member you wish to become an 'authorised person' please contact any Flag Officer or Director and instruction and authorisation will be carried out and your name added to the list. I remind members that *Nancy K* is owned by all of us and paid for by all of us and it is not available for individual use of any description without the prior approval of the Board. I'm sure members will all agree in principle with the essence of this message.

John Crawford



SASC ANNUAL PRIZEGIVING

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

Saturday 24 June 2006

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

Cost \$35.00 per head (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Patrick or
Megan on 9953 1433 no later than Friday 16 June
2006**



The SASC was pleased to be able to welcome members of the Young 88 Association to the SASC over the weekend of 25 and 26 March for their annual championships. On the first day the yachts sailed a regular Saturday course with three more windward-leeward races in fickle winds on the Sunday. The first Sunday race (above) was started in a light westerly but was abandoned and restarted when the wind died completely before coming in from the east and later south east

John Jeremy photos





The support crew in *Jack Millard* keeping a watching eye on the competitors on the Sunday afternoon (above)

An interesting moment at the lower mark during a Sunday race. We won't comment on what happened next

John Jeremy photos



NEW MEMBERS

We welcome the following new members:

Ian Clubb
 Neil Clubb
 Jules Hall
 Phillip Martin
 Magnus Wilson-Webb

WELCOME TO MEGAN KEOGH

We would like to extend a big welcome to Megan Keogh who has joined Patrick in the office. Megan will be working on Monday and Tuesday. Patrick will now be working on Wednesday, Thursday and Friday. Please drop in to say hello to Megan next time you're at the Club.

SASC SLOP CHEST

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:	\$49.00
Club sweatshirt, navy:	\$49.00
Club tie:	\$20.90
Club burgees:	Large: \$25.00 Small: \$21.00
Racing flag:	\$10.00
Laminated course map:	\$5.00

NEWSLETTER DEADLINE

The next SASC News will be the June 2006 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 May 2006. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





John, Jeremy photo

This photograph of the Sydney Amateur Sailing Club on Gaffers Day 1990 is a reminder of what a magnificent day it can be. Gaffers Day this year is on Saturday 29 April — don't miss it, come down to the Club and absorb the unique atmosphere, sail in one of the gaffers or watch the race from the ferry which will be available for members and their guests



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