



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2008

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Cover:

When the Fat Lady Sings enjoying some close-quarters sailing shortly after the start of a race in the Audi Sydney Harbour Regatta
(Photo John Jeremy)

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COMING EVENTS

April 2008

SATURDAY 10 MAY 2008

First race in the Winter Series

SATURDAY 24 MAY 2008

Second race in the Winter Series

SATURDAY 7 JUNE 2008

Third race in the Winter Series

SATURDAY 14 JUNE 2008

Combined SASC/RSYS/RANSA club race

SATURDAY 21 JUNE 2008

Fourth race in the Winter Series

SATURDAY 28 JUNE 2008

Annual Prizegiving at the Club

SATURDAY 12 JULY 2008

Fifth race in the Winter Series

SATURDAY 26 JULY 2008

Sixth and last race in the Winter Series

**WANT
THE TEN-
DER?**

**Call Mike, Al-
lan or Craig
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 21 MAY 2008 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 2008/2009:

Joining Fee	\$515
Subscriptions	
Ordinary	\$438
Absentee/Country	\$213
Associate	\$165
Intermediate	\$56
Junior	\$39

P Chapman
Honorary Secretary

Kelly Cup this coming weekend and then it's all over. I think I may have said the same this time last year, I suppose it's the same every year. Unfortunately it just feels like yesterday.

The Editor's sitting on my shoulder, slightly smouldering about the fact that the 'The News' is being delayed by the lack of a contribution from me. Writing for the *SASC News* is a great pleasure and I hope that everyone enjoys the all the contributions that everyone makes to our newsletter. It falls to our Editor to pull it all together which he does with a cheerful exterior, hiding a formidable one track mind relating to meeting yet another printer's deadline and maintaining standards.

The fact that I'm struggling to give you all something to reflect on is perhaps a reflection of our good fortune. It seems that there are not too many issues troubling the SASC. To suggest this of course is inviting immediate retribution, but we are blessed and we do have a great Club with a fabulous membership.

The Mosman boatshed has been cleaned to within an inch of its life and now awaits the next steps. More dinghy storage is one thing we want and need. A small but dedicated group wish to encourage some boat restoration and boat building to expand the horizons of those interested in acquiring new skills and I suspect huge satisfaction. You should all should consider making more use of the Mosman Shed for fitout and boat repair activities for which it is ideally suited, after all, It belongs to all of us.

To all of you who missed out on the recent Working Bee at the Mosman Shed I say don't miss the opportunity to participate in the next one. They are great fun and you really do develop a sense of belonging. You never know, you might just discover that the person who you may not normally talk with at the Club is more like you than you are.

The Board needs your support and advice so please feel free to contribute and to comment on any matter that impacts on your/our enjoyment of the SASC. Praise is nice, but considered critical comment is invaluable in providing balance to our decision making.

Apart from the odd grumble about handicaps our 'on the water' enjoyment is characterised by the professionalism of our starting teams. We owe a great deal to our race management crews. Not the least is that without them, there would be no racing at all. A big vote of thanks goes to all our starting teams and to Maggie as Racing Secretary and to Guy Irwin our Chairman of Racing. Great job all of you, we appreciate it.

More recently on a quiet day there was some excitement generated when the starters lashed out with an 'S' flag before the start. This caused considerable angst amongst those who failed to recognise the significance of the signal and perhaps some smugness for those that did. I venture to suggest that lessons were learned all round, but one thing I do know is, that if we had no rules we couldn't race, so we invent rules so we can race, why have rules if we don't use them. See what I mean? Of course rules are one thing, the application thereof is where it gets sticky, which is why you can protest. Thought of everything..!

Winter Season is upon us. See you out there.



BRISK 'BOB BROWN'

April 2008

Easter family commitments and the prospect of poor weather might have reduced fleet numbers this year but the 2008 Bob Brown retained the event's unique charm. David Salter reports.

Notifying the Committee Vessel of your intention to race is a requirement of the printed Sailing Instructions, but there's no such requirement for everyone to stand on ceremony.

"SASC race control. Here is yacht EZ Street. Over."

"Go ahead EZ Street."

"EZ Street reporting. We're ready to race to Pittwater. Four POB, plus two dogs."

"We were wondering what'd happened to those dogs. Have a good sail EZ Street."

Formality has never been a distinguishing characteristic of the annual Bob Brown race. Nor, from its start near Clark Island to the finish line off the Soldier's Point ferry wharf at Coaster's Retreat, is this short passage a test of serious offshore credentials. It's just a 4-to-5 hour sail that most of us have done countless times. True, there's always a competitive edge to the dash North — racing sailors can't help themselves — but the true spirit of the Bob Brown lies in the camaraderie and relaxed socialising that follows during the next few days. Nobody does the 40-mile round trip just to snare a trophy.

Photo John Jeremy

Concentration in Azzurro before the start





Rambull, EZ Street and Joka setting off for Pittwater

Photo John Jeremy

The other enduring tradition of this much-loved fixture on the SASC sailing calendar is that it usually rains. Buckets of the stuff. While the Pope and the Archbishop of Canterbury might agree that Easter should always fall on the weekend following the first full moon after the vernal equinox, we Sydney sailors have a far simpler formula for determining the onset of Holy Week: if it's pissing down in Pittwater, then it must be Easter and the Bob Brown.

The fleet of ten entrants that gathered at the SASC on Thursday morning was slightly down on previous years but their loyalty to the event was rewarded by good sunshine and a brisk nor'wester. Jim Davern and Hugh O'Neill, who've both been regular Bob Brown skippers, couldn't make the journey this time but mingled with crews and wished us all a safe trip. Sufficient food and rehydration supplies were loaded aboard to ward off scurvy in a medium-sized navy. Then, with the start approaching and the sun safely over the yard-arm, the customary broadsides of boasting and barbed bravado were exchanged between *Azzurro*, *EZ Street* and *Rambull*. For the past few years we three yachts have conducted a private race-within-a-race during these passages, competing for the "Five Ps" — the Perpetual Pittwater Pitted Prop Prize. This obscure and recalcitrantly unofficial handicap event even



Photo David Salter

has its own garish backstay flag and massive trophy (*Azzurro*'s old folding twin-blade prop, mounted on a varnished plank). Boys will be boys. "Drink up lads, and let go that aft spring. There's three days of serious sailing fun ahead!"

Inasmuch as these things matter, the start was orderly and well-mannered. On *EZ Street* a last-minute tactical response to the 20+ knots true prompted a foredeck scramble as we pulled the big headsail off the furler and hoisted the No. 4 up the foil in its place. Inside the harbour that sail change proved to be a good call as we claimed the Eastern shore and held off arch-rivals *Azzurro* in the sprint to North Head. Optimism abounded. Our defence of the PPPPP trophy looked secure. Most of the other boats were marginally over canvassed and there's always another 5 knots of puff offshore.

Well, not *always*. Confounding convention, the breeze moderated once the fleet gained sea-room and settled into the 15-mile slog up the coast. Our prudently reduced fore triangle kept us nicely balanced but we were now also clearly under-powered. *Impi* skipped away and *Ticket of Leave* soon surged past, seemingly unhindered by the fully-inflated RIB hanging off her stern davits like some grotesque V8 touring-car spoiler. Curse those frog-built lightweight Tupperware boats! Worst of all, *Azzurro* powered through our lee and was quickly opening up a 100-yard lead. "Want to change back up to the big heady, skipper?" "Nah, don't bother mate. We're not that serious. This Northerly might still build a bit through the afternoon. Let's have a beer instead." He

EZ Street bashes in towards Barranjoey under No. 4

SASC NEWS

didn't get an argument from me.

Rounding the Barranjoey headland we radioed our impending arrival to the finishing crew on *Mausi*. The breeze had duly filled back up to 20 knots and we now anticipated a bracing reach across the mouth of Pittwater to the line at Coaster's Retreat. Instead, the moment the Barranjoey light was behind us the wind dropped to almost nothing. While we wallowed about making a sequence of ineffectual gybes under a drooping asymmetric kite *Azzurro* sailed her own private breeze to the finish. There goes the bloody P P P P P for 2008! Well sailed you lucky bastards on the big blue boat.

But, as ever, all was forgiven during the traditional Thursday night raft-up and curry feast. It's a night I look forward to all year. The SASC offshore mob mingle and tarry over the world's most extended evening meal — great company, good food, generous and exotic libation, and side-creasing outbreaks of open-hearted laughter. Some of these nights have ended in what the media like to call “Amazing Scenes” (a certain nude reverse summersault off the transom springs to mind) but this year proceedings came to a remarkably moderate close. Perhaps it was the civilising presence of two lovely lady-folk; perhaps we're just getting too old to kick on until 0300 and beyond.

The good spirits spilled over to the customary BBQ lunch ashore at the Basin the following day. As usual, the Bob Brown stalwarts were undeterred by the patchy rain that fell throughout the afternoon. Sausages were sizzled, steaks singed, salads savoured — all washed down by

Thursday night is
curry night after
the Bob Brown

Photo David Salter



the eminently responsible service of wine and beer. The party even had its own free floor show. Keen to find the maximum protection from the inevitable Southerly change, *Paper Moon* had anchored a little too close to the Bonnie Doon beach. With drinks in hand and barely-concealed glee, the assembled multitudes all watched as the ebbing full moon tide left the little grey sloop high and dry, heeled hard over on the sand. Fortunately, the only damage was to the owner's ego.



Photo David Salter

Bruce Dover kept a close eye on his crew

Enjoying such fine entertainment it was easy to forget the only formal part of the day. Guy Irwin announced the results and handed out the prizes. (“Not *another* bottle of wine? Oh well, no point carrying it back to the boat. Anyone care for a drop of red?”). Later these placings had to be revised. With considerable reluctance and a fair degree of pain, the club was compelled to declare *Impi* and *Molly* as “DNC” in the official results. They’d sailed the course but forgotten to report to the Committee Vessel before starting. It may seem like no more than a tiresome oversight, but had anything serious happened to either yacht during their passage to Pittwater the SASC would have been placed in a very difficult position. Boys may be boys, but rules are always rules.

Paper Moon careened, with her Master

Photo Robin Harris



Saturday 29 March will be long remembered by quite a number of competitors in the Saturday point score series who only realised that the course had been shortened after completing the entire course. Whilst the feeling of hurt (and embarrassment?) is understandable, it is a timely reminder of that essential pre-race task — watching the starter's signals!

Why do starters shorten courses? Simply to make sure that, in light conditions, the race is as fair as possible to all competitors by giving all boats, fast and slow, the chance of finishing within the time limit. Of course, it is sometimes hard to predict what the wind will do in Sydney, particularly in autumn when sea breezes are fickle and light westerlies frequently drop to nothing before a tantalising but brief north easterly gets things moving again. Sometimes it is anyone's guess. When the wind is light around the time of start the options include hoisting the AP and making everyone wait for something to happen (and it might not) or getting everyone away on a short course, recognising that the wind might stay light or build later.

On Saturday 29 March, the SASC starter decided to get the race underway on time and shortened the course because of the light wind. Off Double Bay, the RSYS starter opted to hoist the AP and wait, starting the races with a shortened course after a delay of about 45 minutes. Naturally Murphy's Law kicked in and the breeze turned out to be quite good although every which way in direction.

How can a starter shorten the course? Rule 32 of the Racing Rules of Sailing (the Blue Book) provides for races to be shortened at any mark of the course by displaying flag S with two sound signals so that the finish line is between the staff carrying the flag on the committee boat and the mark. Many starters prefer to shorten courses this way — it gives time to see what the wind will do and the length of the course can be varied depending on the mark chosen. Competitors in SASC twilight races should be very familiar with this method, but it only works if all the boats in the races on that day are rounding common marks. This is not always the case and the only remaining option is to shorten the course at the start.

Shortening the course at the start is provided for by Rule 31 in the SASC General Sailing Instructions which reads:

“The course to be sailed by divisions will be signalled by the corresponding code flag. When the Shortened Course signal is displayed with or before the Warning Signal yachts will proceed directly to the finish line after rounding the mark indicated by an asterisk (*) in the Sailing Instructions. A race once started may be shortened as per RRS Rule 32.”

Note that there is no special sound signal to accompany the shortened course signal in these circumstances and the S flag may be hoisted with the warning signal. A starter may also decide to shorten courses for divisions selectively — for example by allowing the Super 30 Division to sail the full course but shortening the course for Division 2 and the Classics.

What does all this mean for competitors? Simply, NEVER assume the starter will do what he usually does each week and ALWAYS check the flags displayed by the committee boat.

FRIDAY TWILIGHTS OVER

April 2008

With the early Easter this year, the last Friday twilight race for the season was on 14 March. Thirty-five starters crossed the line on a perfect Sydney summer evening for the last race of this popular series.

As usual on a fine day the barbeque at the Club afterwards was well attended. Perhaps everyone wanted to be on hand to win the holiday for two to Lord Howe Island which was drawn that night. Concise Systems sponsored the prize again this year, as they have generously done for several years now. Their support is greatly appreciated by all the twilight sailors but, of course, there can be only one winner and this year it was Denis Williams in *Paper Moon*.

Photo John Jeremy

Malohi and *Antares* heading for the first mark during the last twilight race



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Ariel and Bungaree with other Division 3 yachts shortly after the start (above)

The crew at work in *Lap of the Gods* (below)



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There were plenty of crew in *Black Adder*, *Apres Vous* and *Fidelis* for the last Friday twilight race



SASC ANNUAL PRIZEGIVING

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

Saturday 28 June 2008

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

Cost \$45.00 per head (incl. GST)

Put the date in your diary now!

Bookings essential — please telephone Megan Keogh on 9953 1433 no later than Friday 13 June 2008

GAFFERS DAY 2008

A Rally on Sydney Harbour for Classic Yachts and Yachts which Hoist a Spar

This year Gaffer's Day will be held on Sunday 19 October — with a difference. The difference this year is that the patron of the event, D.W. Gale, and the Committee would like to extend an invitation to all members of the SASC and their friends to join us aboard a classic or gaff-rigged yacht during the rally to experience the difference of traditional sailing. This can be a real eye-opener to those who are used to modern light-weight yachts. The hands-on feel of a Ranger or a traditional Couta fishing boat, the “elbows-in-the-water” sensation of a sleek metre yacht, the solidity and stability of a gracious wooden cruising yacht can all be experienced on the day.

For those who would rather watch the yachts in action, there will be a comfortable spectator ferry with fine finger-foods and light refreshments served by professional staff with an exciting commentary from our patron Bill Gale.

The day will start with a Champagne breakfast at the SASC at 0830. Yachts will be entered in six divisions covering all types of boats from historic skiffs, gaff-rigged Division I, II and III, Bermudan slow and Bermudan fast divisions with a timed start in Athol Bight to make it easier for the less manoeuvrable craft.

The fast yachts will start at 1315. After the rally, crews and ferry goers are invited to gather for a sausage sizzle at the club while enjoying the traditional jazz band and a visit to the Rum Tent or SASC bar to enhance the nautical feeling.

Skite plates will be issued and prizes awarded during the afternoon, with a special prize for the best traditionally dressed crew and yacht — ladies choice.

Put the date in your diary now. Further details will be announced in the *SASC News*. Entry forms will be available from the SASC office upon request.

TUESDAY SAILING AT THE SASC

The Paul Slocombe Trophy Series, which comprises six races sailed on five Tuesday evenings in summer, is a closely contested series amongst the dedicated competitors who enjoy fine sailing on a nearly empty harbour. A sausage sizzle at the Club afterwards wrapped up perfect evenings.

This year, following the success of a trial last summer, two short windward leeward races were scheduled for the second week, on Tuesday 12 February. A brisk north easterly wind ensured great sailing but much of the entertainment was provided by the competitors themselves, with late spinnaker drops, a man overboard and a dismasting adding to the colour of the event. The drama had nothing to do with the format which is likely to be a feature of the series in future.

The end result of the series was very close, with *Yputakiteup* taking out first place from *U2* with *Shambles* third.

Celeste left the spinnaker drop a bit late at the leeward mark in the first race, with interesting effect

Photos John Jeremy





Celeste recovered after losing a few places (above) but this didn't worry the cheerful crew of David Salter, Peter McCorquodale and Rob Evans (below)





Rambull beating to windward during the first race on 12 February (above)

Rambull's second start was interesting, and capped by a graceful plunge into the harbour by Dal Wilson (below)





Dal Wilson was fine but the task of getting him back on board took a while — it must have been the weight of water entrained in his wet weather gear (above)

There was trouble at the start for 3 Degrees as well, when the mast got tired and decided to lie down (below)



AUDI SYDNEY HARBOUR REGATTA 2008

The third Audi Sydney Harbour Regatta was sailed on the weekend of 1 and 2 March 2008. Once again the SASC conducted the racing on Course D for PHS Divisions 3 and 4 and the Classic PHS Division.

Unfortunately, there were not many SASC competitors in the Audi but those who did come out enjoyed great sailing on both days.

Despite the small number of SASC yachts the club was well represented in the results, with *Weene* (Ben Stoner) first in the Classic Division, *Antara* (Ian Kortlang) third in the Classics and *Fat Lady Sings* (David Lowe) third in PHS Division 4.



Photos John Jeremy

John Sturrock's *Eudoria* running before the fresh southerly on the first day of the Audi Sydney Harbour Regatta



Weene, winner of the Classic Division in the Audi Sydney Harbour Regatta



Antara, Scarlett O'Hara and Eudoria at the start (above)

Concentration in Clewless? (below)





Disko Trooper (above)

Close racing in the Audi (below)



AWARD FOR FRANK TALBOT

SASC Life Member Frank Talbot, the man behind Sydney's first marine biology institute, was honoured for his long commitment and contribution to Sydney Harbour aboard *James Craig* on the evening of 27 February.

Professor Frank Talbot won the most prestigious Sydney Harbour Week Award — for Lifetime Achievement. The awards, hosted and supported by NSW Maritime, recognise those who encourage the caring and sharing of Sydney Harbour by informing, educating or engaging the community.

“Professor Talbot worked tirelessly to establish the Sydney Institute of Marine Science (SIMS) at Chowder Bay,” NSW Maritime Chief Executive Chris Oxenbould said.

The not-for-profit SIMS provides and promotes collaboration and research in urban marine ecology. Its facilities — including laboratories, lecture theatres, and conference/meeting facilities — are available to universities and government agencies, including 48 scientists and their students.

Numerous PhD projects are currently being worked on at SIMS, including a study into the mysterious mourning cuttlefish, found in many Sydney Harbour locations.

“SIMS facilities are helping us retain some of our best-qualified marine biologists in Sydney, enabling them to study and work at their ‘front door’ rather than losing them to the likes of the Great Barrier Reef,” Mr Oxenbould said.

“Professor Talbot has been tenacious in his efforts to create a haven for marine biologists and their work on Sydney Harbour. The institute has been well received by the marine science community since opening last year.

“Although officially retired Professor Talbot still devotes a good deal of his time to SIMS, its operations and funding as the Honorary Chair of the SIMS Board.”

Members of the public are invited to tour the SIMS facility at 10 am on the first Friday of each month.

LOST PROPERTY

The Club is holding a significant quantity of lost property. If you think some of it might be yours, check with the office as soon as possible as the decks will be cleared (i.e. it will be ditched) at the end of April.



Two days of scheduled sailing were cancelled on 8 and 9 March to make way for the Sydney Superboat Grand Prix. The Saturday powerboat races were cancelled following a tragic fatality involving one of the competitors but the Sunday races went ahead as planned, with the harbour closed and considerable restrictions on boat movement during the event. Whilst powerboat enthusiasts were clearly pleased it seems most yachties were underwhelmed.

Photos John Jeremy



CHANGES TO VHF AND HF RADIO COMMUNICATIONS

Information Evening Tuesday 29 April 2008

The Cruising Yacht Club of Australia is organising an information night on Tuesday 29 April at the CYCA, New Beach Road, Rushcutters Bay from 6.30 pm with speakers from AMSA, the NSW Water Police and the Volunteer Marine Rescue Groups (AVCGA and RVCP). Speakers will provide updates on the latest developments in radio communication and answer the typical questions on what is the best system to use, what frequency should you be on, who will hear you and what sort of support can you expect.

Representatives from ICOM, GME and Barratt will be speaking about changes to radio equipment, including the role of the new DSC equipment and they will have their latest equipment on display, providing an opportunity to discuss your needs with them.

The developments in the VHF network and changes to HF monitoring are important information whether you are merely sailing up and down the coast or you are further out to sea. Knowing the range and coverage of the new VHF repeater networks and how the authorities are working together is important information. If you are using HF, understanding the effects of radio propagation is critical in assisting you to use your equipment better.

The evening will focus on providing information about how to best to use your equipment, commenting on some installation issues, but concentrating mainly about how you operate it.

Other important information will cover the role of AMSA, the NSW Water Police, the VRML (AVCGA and RVCP) and how we can assist them to assist us. The critical issue is improving the quality of communications when we sail up and down the coast. This is an evening that will inform you about the changes to the systems and how to use your basic communications equipment so that you can more reliably communicate with the people there to help us.

The evening is free and open to all who are interested in this important topic. To reserve your place, call reception at the CYCA on 02 8292 7800 or email reception@cyca.com.au.

MOSMAN BOATSHED CLEANUP

April 2008



An enthusiastic group of volunteers completed a major clean up of the Mosman Boatshed on 8 March.

Mike de Burca (left) demonstrated his ability to destroy things before the final high-pressure water clean (below)

Photos Liam Timms





Photo John Jeremy

Lunch on the SASC wharf for the Mosman Boatshed volunteers on 8 March

NEW BOAT IN THE BAY



Photo courtesy Marco Tapia

Not content with his *Bar-Celona*, Marco Tapia has joined the Super 30 Division with his new Flying Tiger *Flying Brandy*, seen here moored in Mosman Bay. The new class, of which there are reported to be now six in Sydney, was designed by Robert Perry in Seattle — the hull is built in China, sails are from the Philippines, the mast and boom from CST Composites in Sydney. Everything is designed for delivery to a new owner in a container, ready for assembly.

YOUNG 88 REGATTA

April 2008



The SASC conducted a regatta for Young 88s over the weekend of 16 and 17 February. Ten boats competed in a closely contested series with one race on the Saturday and four windward-leeward races on the Sunday. The races were very close and everyone seemed to have a great time.

Photos John Jeremy





Mind over Matter (3615 — P. Francis) was the overall winner of the Young 88 Regatta and winner of the un-modified division. *Pistol Dawn* (8033) won the modified division.





The wind on the Sunday was very variable and gave the stand-in mark boat *Celeste* and Rob Evans plenty of work to do changing the course. The usual mark boat *Jack Millard* demanded a rest day at the last minute.



WELCOME QUEEN VICTORIA



Photo: John Jeremy

The second biggest ship ever built for the Cunard Line, *Queen Victoria* visited Sydney for the first time in February on her first round-the-world cruise. Unkindly compared by some to a block of home units, the 90,000 ton ship is designed as a cruise ship rather than as a trans-Atlantic liner like *Queen Mary 2* or *Queen Elizabeth 2*



Photo John Jeremy

Guarded by a police helicopter, *Queen Elizabeth 2*, on her last visit to Sydney, departs Fleet Base East to change places with the outbound *Queen Victoria* at the Overseas Passenger Terminal on 24 February

MAGIC DRAGON TROPHY WINNER



Photo John Jeremy

The Magic Dragon Trophy is awarded each year to the yacht which wins its division in the last point score race of the year on handicap by the biggest margin. The winner this year was *Cherub* (Peter Scott and Mark Pearce), shown here on a damp day last year.

NEW MEMBERS

We welcome the following new members:

Angelo Biliias	John Ker Edwards
Richard Douglas Harris	Edward Malcolm James
Michael Krivohlavy	Peter James Reid
Timothy David Rees	Claire Margaret Rowlands
Peter Richard Shelton	Dom Velcic

VALE JIM MIDDLETON

A notable honorary life member of the SASC, J.A. (Jim) Middleton passed away recently. An electrical engineer, Jim was honorary secretary of the Club from 1959 to 1964 and was chairman of the historical committee from 1967 to 1972. In that position Jim was responsible for the production of *The Amateurs*, the history of the first 100 years of the SASC, a massive task which was completed in the Club's centenary year.

Jim's engineering skills were also put to the test when the Club acquired the present clubhouse in Mosman Bay and we continue to benefit from his work today.

CLASSIC REFLECTIONS

As the season has closed I am happy to have observed the close competition and high standard of maintenance in the Classic fleet. The handicapping under the new system has been excellent and I am sure it will be even better in the next season.

It would be a good thing if all classic yachts were to have all sails made of Dacron or a Dacron Mylar laminate. Kevlar and carbon fibre are much more expensive and not many of us are very rich!

In future yachts new to the fleet may have exotic fabrics in their wardrobe — hopefully they would revert to Dacron when their sails need replacing.

This is, of course, my personal view — some competitors may reject it, but please give it some thought.

Southerly



NEWSLETTER DEADLINE

The next SASC News will be the June 2008 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 May 2008. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

The 2007-2008 Season has drawn to a close, as have many before it. The following account of the 1931 SASC Closing Day is from the 5 April 1931 edition of The Australian Motor Boat & Yachting Monthly:

There was fun a-plenty at the closing day rendezvous arranged by the Sydney Amateur Sailing Club on Saturday, March 21. A stiff west nor'-west breeze settled the question of the location of the fleet for the afternoon. The contrast between the cold and gusty conditions out on the harbour, with the calm shelter of Taylor Bay, where the boats dropped anchor was most marked. Most of the boats sported bunting, and the scene was a bright and animated one. The racing was not taken too seriously. The crews in the boats, as well as their friends on the flagship, relaxed, and entered heartily into the spirit of the occasion. The dinghy (single paddle) race was a royal mix-up from start to finish, and caused roars of merriment among the spectators, although a dramatic touch was given to the event by the doggedness of a little boy who, although hopelessly in the rear, insisted on finishing the course. He was given a round of applause all to himself.

The 'boy and girl' race in dinghies was not remarkable for the precision of the crews, but this was overlooked in the gale of laughter which the efforts of the pairs created as they zigzagged along. One pair capsized, and a very damp female figure was hauled aboard one of the yachts and unceremoniously shot head-first down the hatchway. A few seconds later sodden shoes, stockings, cloche hat were thrown up on deck. Finally, the 'girl' emerged, and there was general relief when it was seen that 'she' was a particularly husky specimen of Australian manhood.

Some of the cadet dinghy boys staged a burlesque of a recent endurance swim, and after extracting all the fun they could from the situation, wound up by making everybody within reach as wet as possible.

The function was, as usual, well attended. The flagship *Burra Bra* was comfortably crowded. What with most genial club officials, supporters young and old, and everybody congenial and intent on having a good time (knowing they would get it, too), bright sunshine, a grand breeze, what would you have more than this?

The club lived up to its high reputation as hosts and general good fellows, and once again visitors and friends had only one wish — that they may have the good luck to be there next time.

The Cadet Dinghy Scratch Race excited much admiration for the manner in which the boys sailed their boats. At the finish the puffs and calm patches were very baffling. The A and B Class Handicap made a glorious sight. Twenty or more boats, more or less together, with spinnakers set. The wary ones kept well out from Bradleys, the 'lee' extending quite a long way. After getting through this irritating patch, they bowled away 'at knots'. The heavy jibe was negotiated by all in great style. Towards the end of the beat back the wind played every trick conceivable.

The prizes were presented at afternoon tea, and the homeward journey on the flagship was enlivened by dancing on deck. As the *Burra Bra* slowed down at Circular Quay the National Anthem put a period to a happy afternoon and a successful season.



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