



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2002

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Cover:

The Division A
start for the first
race in the SASC
winter series on 4
May 2002

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

COMING EVENTS
SATURDAY 15 JUNE 2002

JUNE 02

Third race in the Winter Series.

SATURDAY/SUNDAY 15/16 JUNE 2002

Classic Yacht Association Concours D'Elegance at the Superyacht Marina, Rozelle.

SATURDAY 22 JUNE 2002

Annual Prizegiving at the SASC Clubhouse, Cremorne.

SATURDAY 6 JULY 2002

Fourth race in the Winter Series.

SATURDAY 20 JULY 2002

Fifth race in the Winter Series.

SATURDAY 3 AUGUST 2002

Combined RANSA/SASC series race 1.

SATURDAY 10 AUGUST 2002

Combined RANSA/SASC series race 2.

SATURDAY 17 AUGUST 2002

Combined RANSA/SASC series race 3.

SATURDAY 24 AUGUST 2002

RANSA Ladies Race.

SATURDAY 7 SEPTEMBER 2002

SASC Opening Day Regatta.

***NEED
THE TEN-
DER?***

***Call Robbie
on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700

**SAFETY INSPECTIONS
2002**

Safety inspections will be required for Category 7
Safety Certification for the 2002/2003 Season

At the Club — Saturday 24 and 31 August 2002



I attended the SCEGGS Redlands Youth Sailing prizegiving a few weeks ago and came away enormously impressed. Martin Pryor, the teacher in charge, outlined the school's program at the recent SASC general meeting and I am convinced that our involvement through the Mosman Boatshed is an important contribution to the promotion of sailing generally.

The school's plans for the program in the next few years is exciting and may well result a few young persons seeking crew positions on keelboats. I'll keep you posted.

A recent accident with a yacht on the slipway serves as a reminder to all members using the facility to take great care. The boatshed staff, whilst normally in charge of the situation, are not present during the weekends and any alteration to the support of yachts in the cradles by individuals is to be discouraged.

With the help of my fellow flag officers and their wives, a marvelous Mother's Day breakfast was held on 12 May at the Clubhouse on a brilliantly fine and warm Sunday. My special thanks to everyone who helped to make this a smooth operation. Including feeding the strolling musicians over 100 meals were served.

The Classic Yacht Association is holding another Concours D'Elegance at the Superyacht Marina, Rozelle on the 15 and 16 June. It deserves your support. Phone Robert Evans for details on 9416 8732.

It was a great day for the SASC on Saturday 11 May, we won the Daydream Shield! Congratulations to all those involved.

Finally may I invite all members to join us for happy hour on winter Saturdays from about 4.00 pm. Come and have a natter and keep up with what is going on.

Charles Maclurcan

*Spectre racing in
the Daydream
Shield on 11 May*



The Sydney Amateur Sailing Club has finally won the Daydream Shield back from the Middle Harbour Yacht Club after a seven-year absence. The Shield has a long history between the clubs being first competed in the early 1950s. Since then it has always been a highly prized and keenly-contested trophy. The past two years has seen the racing format changed from a single race between two similar/same yachts over a long course, to the present format of team match-style racing against the same class of boat over three races on a short course.

This year it was Middle Harbour's turn to host the event and after one postponement finally got it underway on Saturday 11 May. The course was set (windward/leeward — two legs) between Sydney Harbour heads in strong 18 knot, gusting to 25 knots south-east winds. The strong winds together with a healthy one-metre swell rolling through the heads ensured spectacular and exciting racing.

The Amateurs was represented by the following boats:

Hotspur a S80 — Skipper Bill Hogan

Shoshana a Cavalier 28 — Skipper Jonathon Rosenberg

The Amateurs an Adams 10 — Skipper John Sturrock

Spectre an Adams 10 — Skipper Peter Chapman

Innaminka a J24 — Skipper Ian Macdiarmid

Grumble Grump a J24 — Skipper James Bevis

5 to 6 a J24 — Skipper Peter Pangas

by
Guy Irwin

Shoshana
crossing the finish
line



Racing commenced at around 1130 and boats were sent off in pairs three minutes apart in the above order.

Hotspur raced a boat called *Alibi*, which unfortunately (as described by Bill Hogan) has a lead keel that gives it a decided advantage over the original-design S80s like *Hotspur*. This was probably fortunate for *Alibi* because when racing against *Hotspur* an opponent needs all the advantage she can get. The S80 races were spectacular as neither boat was willing to give an inch, even refusing to reduce headsails, both carrying a No 1 in the heavy conditions. In their first race *Alibi* broached whilst running down wind under spinnaker and lost a man overboard. One-up to Bill and his crew. The second race *Hotspur* also rounded up causing his headsail trimmer to be seriously hurt when he was thrown hard against the coach house dislocating his kneecap. *Hotspur* still managed to hang on and win the race. In the third and final match *Hotspur* was down to three crew persons as his trimmer, who was now in extreme pain, and the bow-person, through exhaustion, were both forced to spend the race below decks. Result SASC 2, MHYC 1.

Shoshana was superbly sailed by Jonathon Rosenberg and his crew; their opponent *Happy Halyard* was soundly beaten in every race. In the clubhouse after the race *Happy Halyard's* skipper was heard to remark that *Shoshana's* superior crew work and sailing tactics combined to beat his boat. Result SASC 3, MHYC 0.

The Amateurs
running to the
finish off Cannae
Point



The Amateurs were next cab off the rank, or so they should have been. Their opponent a very fast Adams 10 *Sirius*, left them standing (so to speak) 50 meters behind the start line after the gun, and was never headed in the first race. When questioned John Sturrock said they had miscalculated the start time. This was surprising as they had a very experienced crew on board even the renowned match-racing guru himself — Neville Witty. The next two races *The Amateurs* redeemed themselves, their pre-start tactics bamboozled *Sirius* and she never recovered from the starts losing both races. Result SASC 2, MHYC 1.

Spectre nearly didn't make it to the start line as Peter Chapman had been scheduled to go to the States. Fortunately Peter's trip was delayed a week so *Spectre* was able to race. Her opponent was a boat called *Contentious* who recently performed very well during the Adams 10 Nationals. *Spectre* put up a courageous effort with all races being very close, but *Contentious* with her superior sails was too good on the day. Result SASC nil, MHYC 3.

Because there were three J24s representing both clubs it was decided rather than race the same boat for the three races (as was done the previous year) each J24 would face a different boat in each of its 3 races.

First J24 to start was *Innaminka* (a J24 borrowed from MHYC) with its scratch crew of Ian Macdiarmid, myself, my ex-bowman Mark Bowen, and Ian's two Dragon crewmen, David and David (Scotty). This was the first time we had all crewed together and only the second time any of us, except Ian, had been on a J24 before. During a quick shake down sail (after we had finally worked out how to rig her) we managed to get

Innaminka
leading *Kaotic*



SASC NEWS

the spinnaker caught and twisted up in the main sheets. After that and a number of other forgettable incidents, we were ready to take on the world. Our first match was against a J24 called *Kaotic* — supposedly MHYC's Gunboat with their best skipper and crew. Ian managed to outwit *Kaotic* at the start and by covering her every move during the race we somehow managed to beat her over the line by about a boat length. After that our other two races — although quite hairy due to the conditions — were easier wins. Result SASC 3 MHYC nil.

James Bevis who had recently skippered *The Amateurs* during a successful national campaign thought he would be steering her again during the Daydream Shield. After a bit of cajoling and persuasion James reluctantly agreed to steer a J24. We felt that James' well known expertise as a helmsman was better utilised in a J24. At this stage we didn't actually have a spare J24. But then it came to light that James' friend and work colleague Joel Barker owned (with his father) a J24 called *Grumble Grump*. The boat was moored up the Lane Cove River. This was all the information we needed. James was directed to commandeer *Grumble Grump*, get the bottom cleaned, get his crew together and get out on the course. This he did and together with Joel and their scratch crew. They won two out of their three races, only beaten by *Kaotic* in the last race. Result SASC 2, MHYC 1.

David Van Kool (ex *Ginger Mick*) has just got himself a new boat; a J24 called *5 to 6*. We had heard via the grapevine that David had the boat and as we were desperately keen to get another J24 for the challenge we contacted David. David said he was keen to race, but indicated he was very inexperienced in J24s, particularly steering the boat. It was agreed he would crew and bring the boat if we could get a skipper and other experienced crew on board. Peter Pangas volunteered to skipper and Mick Brennan and Chris Kelly kindly put their hands up to race as crew. Unfortunately due to gear/rig failure and lack of crew numbers for the conditions, *5 to 6* never really got up to speed and were beaten in all her races. Result SASC nil, MHYC 3.

The final result was a win for the SASC by twelve races to nine. Everyone said they had a great day and enjoyed the close racing.

Finally on behalf of the SASC thanks go to all those skippers and owners who provided their boats for the challenge. Hearty thanks also to all crew who competed in the event; it was certainly a big effort in the conditions. We would also like to thank Middle Harbour Yacht Club for their hospitality and for keeping the trophy safe for us over the past few years. I am sure all those who competed look forward to next year's challenge. Last but not least thanks to John Crawford from the MHYC for his enthusiasm in organising the event, it never faulted, even when it looked like being cancelled this year due to the lack of suitable boats to compete.

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INTERNATIONAL OK DINGHY 2002 AUSTRALIAN CHAMPIONSHIPS

JUNE 02

The 40th Australian Championship for the International OK Dinghy class was sailed at Wangi Wangi on Lake Macquarie over the Easter weekend with seven races in four days.

While the weather was a bit inclement at times, there was sufficient variety of winds to provide some exceptionally good sailing over the weekend and satisfy most of the requirements of those who competed.

As usual, the Wangi Club did an excellent job of organising and running this event.

Coincidentally, the event attracted 40 entries from three states including two former OK World Champions and four former National Champions.

Roger Blasse sailed an excellent series to win the Championship (for the 5th time) with six wins and one second place, from his brother Andre, Mark Jackson and Mark Fisher, all from the Black Rock Yacht Club in Victoria.

The first NSW entry was Michael McQueen from the Wangi Club in 5th place in only his second season in the OK class. There were seven entries from SASC members. Bob Chapman representing his home club, the Drummoyne Sailing Club was placed 10th (3rd veteran), Marc Sier 13th, Bill Tyler 18th (2nd master), David Coleman 26th (3rd master), Peter Wallace 30th, Mike Walker 32nd and Peter Blunt 36th.

by

Bob Chapman

Close encounter at the windward mark — *Dining with the Devil* (Bill Tyler) AUS 692 infringes *Baker Street* AUS 628 by tacking in his water. A penalty was taken.



Bob Chapman had three top-ten heat places with a 6th in Race 4, sailed in a 25 to 35 knot southerly, being his best result for the series. Marc Sier sailed a very consistent series with places from 11th to 17th in all seven heats. Peter Wallace had the *Penguin* really whooshing at times and will benefit from the experience of competing in the event.

Another strong regatta performance was produced by the quartet of Mosman Masters. Led home by the wily Bill Tyler, their performances again belie their age. Bill, David and Mike completed all races in some conditions that blokes their age should have more sense than to be sailing in. No doubt Peter would have finished Race 4 but for his boat letting him down and he was picked up post race from Coal Point. Undeterred Peter was back in the fray for Race 5. Bill, the defending Masters Champion was beaten for that title this year by Bruce Ashton from Victoria, dual National Champion (1978 and 1979), who finished 15th in the event.

Next season the Nationals will be sailed at St. Kilda, Melbourne from 28 December 2002 to 4 January 2003.

A little crowded at the wing mark — *Dining with the Devil* AUS 692 (Bill Tyler) preparing to gybe



Many clubs run a regular racing program providing for multiple divisions with serial starts frequently programmed to occur at five-minute intervals.

The starting sequence usually begins with a warning signal ten minutes before the start, preparatory signal at five minutes and go at zero. This makes the starting signal for one division the preparatory signal for the next and the warning signal for the following division, and so on, for perhaps a dozen or more divisions. This means that there may be many boats, perhaps 80 to 100, sculling around the starting area, especially around the beginning of the starting sequence.

We are all familiar with this phenomenon at the SASC, the RSYS and the CYCA, particularly during their winter races. We are also familiar with the frequent interference experienced by boats making their approach to the start after their preparatory signal. Boats from other divisions running the line, checking the breeze, timing their approaches or just getting lost. Maybe some of these skippers don't understand that there are rules governing behaviour in the starting area, and maybe some just don't care.

What most people don't realise is that unless they are in the division due to start, if they are legitimately protested there is **no alternative** to disqualification — no penalty turns or other means of exoneration apply. You may well ask — why?

Well, the rules 44.1 *Taking a Penalty*, 44.2 *720° Turns Penalty* and 44.3 *Scoring Penalty* apply only when boats **are racing**.

In the preamble to the *Racing Rules of Sailing 2001-2004*, under the heading *Definitions* racing is defined as:

‘A boat is racing from her preparatory signal until she finishes and clears the finishing line and marks or retires, or until the race committee signals a general recall, postponement or abandonment.’

Many people complain about the melee at serial starts but this could be cleaned up immediately if competitors observed the rules applying to boats that are not racing, ie before their preparatory signal.

Relevant parts of the *Racing Rules of Sailing* are rules 22.1, 62.1 (b), 64.1 and the Preamble to part 2 of the rules.

Rule 22.1 states: ‘If reasonably possible a boat not racing shall not interfere with a boat that is racing.’

This means keeping totally clear of the starting line area and boats in the starting process between their preparatory signal and their starting

by
David Willis



signal. There are no grounds for exception. Protests can (and should) be made by

- Boats infringed whilst starting,
- The race Committee (ie the start boat crew), or
- Boats in other races (see rule 60 and 63.7).

Under the rules a boat judged interfering can only, and must, be disqualified. Repeated offenders may have their entry rejected or excluded (see rule 76.1). As you can see starts can be made more in the spirit of 'fair sailing' if competitors and clubs really want it.

THE OK DINGHY SEASON

*by
Mike Walker*

Another season has come and gone on the harbour, with the typical close racing you would expect from a group of mature-age dinghy sailors, using cunning and guile to work their way through the prolific harbour traffic on a Saturday afternoon.

The last race of the season was the one that would determine the final results of the club championship. Bob Chapman had it under control, however due to a mix up in dates in the official program, there was a window of opportunity that could allow Bill or Dave to sneak through.

Bill jumped out of the start like a man possessed and proceeded to build a small but comfortable lead with Dave and Bob close at hand. Placings remained pretty constant until the final work to the finish with Bill still in front but Bob closing.

Bill Tyler, who we all know to be a quiet non aggressive individual, was presented with the opportunity to explain to a yacht skipper in subtle terms the port and starboard rule as well as reminding the yacht skipper about his parentage together with what he may like to do with his yacht, such as proceed to place it where the sun never shines. This altercation effected Bill's ability to keep Bob under control. Bob snuck through to win and confirm his place as the SASC Club Champion for 2001/2002.

The final results were:

Club Championship

First: Bob Chapman
 Second: Dave Coleman
 Third: Bill Tyler

Club Pointscore

First: Peter Wallace
 Second: Dave Coleman
 Third Bob Chapman

This year our numbers have been constant with Bob sailing down from Drummoyne each Saturday to join us as well as the occasional visit from Tim, this has helped to lift the fleet standard. Peter Wallace deserves a mention due to the amount of time he has put into his sailing this year in attending regattas his boat preparation and his enthusiasm. At the recent nationals at Wangi seven of our nine boats participated, a great turnout.

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The Ranger World Championship was held on Sunday 7 April. The date was determined after much messing around by the owners and it is remarkable that Maggie Stewart and John Jeremy put up with this without complaint and were able to give up a valuable Sunday to look after us. Nine yachts started in a 7-knot south-easter with *Vanity* (Ian Macdairmid) first around Clark Island followed by *Cherub* (John Westacott), then *Ranger* closely followed by *Vagrant*. *Vanity* was never headed, but the second and third places changed two or three times between *Cherub*, *Vagrant* and *Ranger*. On the final beat to windward from the Neutral Bay mark off Shell Cove to the finish west of Clark Island *Ranger* just managed to squeeze out *Cherub* by 43 seconds to take second place with *Vagrant* only sixteen seconds behind *Cherub* in fourth place.

Vagrant and *Cherub* in a close finish (left)

It was greatly appreciated that *Retreat*, *Valiant* and *Careel* came all the way down from Pittwater to compete and that the famous yachtsman Harold Cudmore sailed *Valiant*.

The most remarkable performance of the day was from *Retreat* (Peter Pangas) which finished four minutes behind *Ranger* in the light wind. She has improved incredibly — on one occasion yours truly had to pull behind her.

The gathering back at the SASC after the race was a joyous occasion with sausages cooked by well-known chef Commodore Charles Maclurcan.

Everyone was well pleased with the gathering — Harold told some great jokes. I believe the SASC does this sort of event better than anyone.

Next year it is intended to have a handicap event concurrent with the scratch race.

Southerly

Valiant (Harold Cudmore) and the fleet after the start (below)





Vanity crossing the finish line to win the 2002 Ranger World Championships



Sydney Amateur Sailing Club

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 31 July 2002 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2002.
2. To elect Officers and Directors.
3. To elect Auditors. Greenwood BKT, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board
Tony Saunders
Hon. Secretary

BOB BROWN TROPHY RACE

JUNE 02

At least it wasn't raining. It did rain in the morning, but the start of the Bob Brown Trophy race to Pittwater at Easter saw fifteen yachts gather off Point Piper in a very light sea breeze, but fine and pleasant conditions. The lack of wind was a disappointment, and for some the journey to Sydney heads took two hours. Offshore the sea was flat, but the wind little better, and before long ten competitors had retired (providing Bob Lawler with some work on his VHF) to make their way north using iron top sails.

Despite starting some twenty minutes late, *Azzurro* (Jim Lawler) finished first in an elapsed time of six hour fifty minutes, and also won the race on handicap. Three more yachts finished in just under nine hours, but in a notable display of patience Bob Lawler in *Firetel* did not cross the line until eleven hours, eight minutes and thirteen seconds had elapsed. On handicap *Ca Va* (Richard Lamrock) finished second, with *Celeste* (Rob Evans) third and *Ratu VI* (Jim Davern) filling fourth place. The traditional gathering at Coaster's Retreat on Good Friday enjoyed ideal conditions, with the weather mild and pleasant as the south easter

The slow beat to windward after the start



that had come in overnight swung gently east. Several boats (including *Azzurro*) elected to sail home that afternoon, and enjoyed a fine sail south, *Azzurro* boasting a Barrenjoey to Bradleys Head time of 2½ hours.

In the finest traditions of Easter, the wind turned to the south and freshened with driving rain at about 1800 on Good Friday, and the most of the remaining boats settled in for a normal Easter holiday under the awnings. *Tingari* (John Jeremy), however, had planned to return home on Saturday and despite the unattractive conditions set sail from an anchorage near Scotland Island at 0930 for a fast and furious run to Barrenjoey. That proved to be the best part of the trip, for at sea the wind rarely dropped below 30 knots from the south and reached 40 at times over a rising two to three metre sea. Wet, windy and bumpy under a No 4 and a reef for six long hours. Still, at least the sea was warm.

Those remaining in Pittwater reported a pleasant weekend and much more civilised returns some days later. Perhaps next year we will have a fine Easter with persistent 10 to 15 knot easterly winds. We can always dream.

The relaxed crew of *Firetel* shortly before the start





Not quite *Nancy K* — Robbie White at work at Coasters Retreat on Good Friday (above)

The calm before the storm — putting in a reef in *Tingari* in a deceptively calm anchorage on the morning of Easter Saturday (below)





CHANGES TO MARITIME COMMUNICATIONS

JUNE 02

Major changes to maritime communications will occur on 1 July 2002. The changes follow the international adoption of the Global Maritime Distress and Safety System (GMDSS). From 1 February 1999, the International Maritime Organisation (IMO) has required all ships on international voyages to comply with the GMDSS and the new network is designed for and funded by vessels 300 tonnes and above complying with IMO Conventions.

On 30 June, the existing Telstra coast radio stations will close and be replaced by two stations in Charleville and Wiluna. These station will operate using HF Digital Selective Calling (DSC).

The services which will cease are :

- The aural monitoring of the HF voice distress frequencies currently provided through the Telstra coastal radio station network will cease on 30 June 2002.
- The broadcast of navigation warnings through the Telstra network on HF voice using the Marine Safety Information frequencies will cease on 30 June 2002.
- Monitoring of the MF DSC distress alerting frequency of 2187.5 kHz from Brisbane Radio and Perth Radio will cease on 30 June 2002.

The services which continue are:

- All GMDSS services (HF DSC monitoring and follow-on communications) currently provided through a contract with Telstra (other than the monitoring of 2187.5 kHz) will continue to be provided through a new contract with TVNZ(A). The network stations, call signs and MMSI identities will change but the services offered will be the same.
- All Inmarsat services remain unchanged.

Maritime Safety Communications services for recreational craft and fishing vessels

Any vessel with the appropriate GMDSS compatible equipment can use the AMSA HF DSC network and Inmarsat services. The maritime authorities in the States and Northern Territory are currently planning to provide maritime radio services for small craft based upon VHF voice communications supplemented in certain locations with HF voice communications. These services are expected to build upon the extensive volunteer services which already exist, but the extent and nature of these services is currently unclear. Broadly, the responsibilities for marine

The Division B start during the first race of the 2002 winter series (opposite)

communications from 1 July are:

Commonwealth: GMDSS/HF DSC and Inmarsat
State: VHF, HF voice
Volunteer: HF, VHF, MF and UHF.

Bureau of Meteorology Weather Broadcasts

On 30 June 2002, the existing weather forecasts and warnings for Australian Coastal waters and high seas which are broadcast in voice by Telstra will cease, as will radiofax transmissions of weather and ocean charts by the Royal Australian Navy. A range of new services will be provided by the Bureau of Meteorology from 1 July. A schedule of forecasts, warnings and coastal reports will be broadcast (for the areas of interest to most SASC members) from VMC Australia Weather East, Charleville. Radio fax services will continue from VMC on the present schedule. Details of the schedule can be found at www.bom.gov.au/marine.

VMC broadcasts will cover the area between Cape Don in the Northern Territory and Eucla in Western Australia, including all Queensland, New South Wales, Victoria and South Australia zones. VMC broadcast frequencies will be 2628, 5100, 11030, 13920 and 20469 kHz. Transmissions will be on four frequencies simultaneously. Lower frequencies will be used at night (1800 – 0700 for voice, 1900 – 0500 for radiofax) and higher frequencies during the day.

SASC ANNUAL PRIZEGIVING

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

Saturday 22 June 2002

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

Cost: \$22.00 per person (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Faye Buckley on
9953 1433 no later than
Friday 14 June 2002**

2001/2002 SERIES WINNERS

JUNE 02

Congratulations to all the winners in the 2001/2002 racing season.

Whilst a full list of prize winners will be announced at the Annual Prizegiving to be held at the Club on Saturday 22 June 2002, the medal winners in each division are listed below.

GOLD MEDALS

Cavalier 28	C Williams/B Moore	<i>Joka</i>
Cavalier 28 Short	S O'Halloran/M Delaney	<i>Blind Justice</i>
Division 1 Short	R Langley	<i>The Amateurs</i>
Division 2	P Howes	<i>Hoo Ha</i>
Division 2 Short	M Harris	<i>Orpheus</i>
Classic	K Pryor	<i>Struen Marie</i>

SILVER MEDALS

Cavalier 28	M Donnelley/A Barnes	<i>Devil's Advocate</i>
Cavalier 28 Short	C Williams/B Moore	<i>Joka</i>
Division 1 Short	P McCorquodale	<i>Torquil</i>
	G Stewart	<i>Pinchgut</i>
Division 2	H Brigden	<i>Windblown</i>
Division 2 Short	M Tapia	<i>Bar-Celona</i>
Classic	R Evans	<i>Celeste</i>

BRONZE MEDALS

Cavalier 28	S Lamb/B Bowden	<i>Trikerie Bay</i>
Cavalier 28 Short	P Joy	<i>Marabou</i>
Division 1 Short	Not awarded	
Division 2	R Lavers	<i>Manhattan</i>
		<i>Transfer</i>
Division 2 Short	P Howes	<i>Hoo Ha</i>
Classic	D W Gale	<i>Ranger</i>

KELLY CUP

The Kelly Cup was won by *Struen Marie* (K Pryor).

LOGAN CUP SERIES

The Logan Cup series was well supported again this year. Congratulations to the place getters.

First	<i>Celeste</i>	(R. Evans)
Second	<i>Struen Marie</i>	(K. Pryor)
Third	<i>Caress</i>	(G. Nock)



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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Images of the Mothers Day breakfast captured by Maggie Stewart — The Commodore and Vice Commodore demonstrating their multiple skills at the barbecue (above) and the musicians at work (below)



PROPOSED NORTH HARBOUR REGULATIONS



Those of us who sail on Sydney Harbour will be familiar with the little penguins that call the harbour home. Apparently oblivious to the human activity around them, these nimble little birds can often be seen in Mosman Bay chasing fish amongst the moorings. The home of these birds has been a loosely guarded secret for many years — they nest mainly around the shores of Manly Point in North Harbour.

The NSW National Parks & Wildlife Service has recommended that areas of little penguin habitat in North Harbour should be listed as critical habitat under the Threatened Species Conservation Act. Regulations under the Act have been proposed that would:

- (a) prohibit a person from allowing a companion animal to enter the critical habitat, except for an animal that is being used as assistance animal by a person with a disability, and
- (b) prohibit a person from:
 - (i) anchoring or mooring a vessel in area A of the critical habitat, or
 - (ii) anchoring or mooring a vessel outside area A of the critical habitat in such a way that the anchored or moored vessel enters area A, and
 - (iii) causing a vessel to enter or remain in area A of the critical habitat between sunset and sunrise during the Little Penguin breeding season (1 July to 28 February), and
- (c) prohibit a person from fishing in the critical habitat between sunset and sunrise during the Little Penguin breeding season, and
- (d) prohibits a person from interfering with a burrow or nesting box in the critical habitat.

The area A referred to in the draft regulation is shown in the NPWS map. The proposed prohibited anchorage area extends 50 metres offshore from the mean high water mark between Cannae Point and Little Manly Point.

If this proposal is implemented, it will have a significant impact on the way we can make use of this very special part of the harbour. The NPWS is inviting public comment on the proposal, full details of which are available at www.npws.nsw.gov.au. Comments can be submitted no later than 14 June 2002 to:

Little Penguin Recovery Program Coordinator
Threatened Species Unit
Central Directorate
PO Box 1967
HURSTVILLE NSW 2220

Recommended
Area for Little
Penguin Critical
Habitat (opposite)
— reproduced
from NPWS
Critical Habitat
Identification
Report, Volume 1,
April 2002



Figure 8. Recommended Area for Little Penguin Critical Habitat



- Critical Habitat Area A
- Critical Habitat Area B
- Contour
- Cadastre
- Sign Location

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 This map is prepared for the NSW Government and is not to be used for any other purpose without the written permission of the NSW Government.
 State of NSW, Department of Planning and Infrastructure, 2010

NSW GOVERNMENT
 Planning and Infrastructure
 111 Pitt Street Sydney NSW 2000
 www.planning.nsw.gov.au

IMPORTANT NOTICE

YA of NSW Membership

Includes cover by the Sport Accident Insurance

The annual SASC subscription fees for 2002/03 have been invoiced and posted to members

Some of these invoices also include the YA of NSW subscription.

The SASC records are based on members' instructions last year. Some members indicated that they would be paying the YA subscription through another club, declined the offer of membership or in some cases simply ignored the question.

Invoices have been sent out based on these instructions

If your circumstances have changes, and you now wish to pay the YA of NSW subscription through the SASC, please add \$35.00 to your SASC subscription payment. The YA subscription will be processed accordingly and your instructions amended.

Life and Honorary Life members of the SASC should contact Faye Buckley on 9953 1433 if their instructions have changed from last year.



For Sale

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Complete and working in one large box

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Phone the Commodore 99532411

CLUB CHARGES FOR 2002/2003

JUNE 02

The Board has approved the following scale of Club charges for the 2002/2003 year. The new charges will apply from 1 June 2002. The figures do not include GST which will be shown separately on invoices.

BOATSHED CHARGES

Moorings per metre per week	\$4.30
Dinghy storage per week	\$7.30
Locker hire per week	\$4.00

LABOUR CHARGES

Members, per hour	\$46.00
Non-members, per hour	\$53.00

SLIPPING CHARGES

Using Club Labour

Members	per metre, first day	\$12.80
	per metre, subsequent days	\$5.62
Non-members	per metre, first day	\$16.14
	per metre, subsequent days	\$7.67

Not using Club Labour

Members	per metre, first day	\$14.70
	per metre, subsequent days	\$6.23

SLIPPING AT WEEKENDS

Members	per metre	\$18.37
Non-members	per metre	\$23.39

QUICK SLIP

Up to 9.14 metres	\$54.07
Over 9.14 metres	\$70.29

WATERBLAST

Not using Club labour (members only)

First Hour	\$20.37
Subsequent hours	\$7.79

SUNDRY EQUIPMENT

Hire, per hour (members only)	\$5.50
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SUB-CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$5.56 per metre per day will be levied.



Welcome to the following new members:

Meredith Betts
Martin Dare
Andrew Doyle
Brian McConaghy
William O'Loughlin

Congratulations to Herschell Smith and Kevin Tindall on having achieved Life Membership of the SASC. Both joined the Club in 1967.

BOAT BAGS

Recent claims in a Sydney boating magazine that the Waterways Authority has 'outlawed' boat bags are nonsense, according to a Waterways statement in April.

Waterways spokesman Neil Patchett said boat bags have not been banned.

"The issue is the type and amount of chemicals such as chlorine that are put in the bags," he said.

"There are about 100 such bags in use on Sydney Harbour and Waterways is currently liaising with relevant scientific experts on the environmental impact of chlorine and other chemicals being added to bags."

The issue was highlighted last month when infringement notices were presented to the owners of two yachts that were in bags after concerns were raised over pollution.

After talking directly with the vessel owners, the infringement notices were withdrawn.

Whilst investigations continue into the environmental aspects, owners of boats in bags should note that no further enforcement action will be taken providing the use of chlorine is in accordance with boat bag manufacturer instructions.

Boat bags are used in conjunction with chemicals such as chlorine to minimise marine growth on the hull of craft left in the water for long periods.



NEWSLETTER DEADLINE

The next SASC News will be the August 2002 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 17 July 2002. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Found in the SASC Archives — a photograph of *Sayonara* taken about 1930



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