



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2003

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Honorary Secretary	Tony Saunders
Executive Secretary	Faye Buckley Patrick Munn

Cover:

Ça Va (Richard Lamrock) sets out for Pittwater under a dramatic sky after the start of the Bob Brown Trophy race on Thursday 17 April

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COMING EVENTS
SATURDAY 14 JUNE 2003

JUNE 03

Annual Prizegiving at the SASC Clubhouse, Cremorne.

SATURDAY 21 JUNE 2003

Third race in the Winter Series.

SATURDAY 5 JULY 2003

Fourth race in the Winter Series.

SATURDAY 19 JULY 2003

Fifth race in the Winter Series.

SATURDAY 2 AUGUST 2003

Combined RANSA/SASC series race 1.

SATURDAY 9 AUGUST 2003

Combined RANSA/SASC series race 2.

SATURDAY 16 AUGUST 2003

Combined RANSA/SASC series race 3.

SATURDAY 13 SEPTEMBER 2003

Lion Island Race.

SATURDAY 20 SEPTEMBER 2003

First race in the 2003–2004 season.

**NEED
THE TEN-
DER?**

**Call Robbie
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS
2003–2004 SEASON

Safety Audits will be required for Category 7 Safety Certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE**

AT THE CLUB

Saturday 30 August and 6 September 2003



Once again I attended the SCEGGS youth sailing prizegiving a few weeks ago and came away enormously impressed. As the keynote speaker I was able to give the Club a real wrap up. I would love to see some of the older youth join the Adams 10 crew in the future and this process has been put in place.

The Board has yet to finish the risk management exercise, which continues. At present we are giving particular attention to pollution control on the slipways and improvements are being developed and tested so that we can upgrade to our premises to ensure that slipway operation can continue.

At its May meeting, the Board adopted a modified form of proxy for use at the coming Annual General Meeting. The format, which has been approved by our honorary solicitor, is very similar to that used by public companies generally and gives members the option of specifying how their proxy should cast their vote on each motion before the meeting.

Mother's Day on the wharf was a great success. On the Saturday evening prior to the Sunday we wrestled with the marquee in a brusque southeasterly wind with intermittent rain. We were not very confident but almost unbelievably on Sunday morning the marquee was still in place, the wind had evaporated and the sun shone. It remained this way until the last guest left. Thank you to all those who assisted with or supported this popular function.

Further to the thoughts I expressed in the last *SASC News* I would like to remind members that the self-help nature of the Club brings volunteers with varying skills. Remember — each values his time. Much of the fundamental success of the Club is dependent on tolerance of others. Some members are very experienced, or at least feel that they are, and others are less so. No good end is served by displaying a petty, non-cooperative or overly critical attitude to anyone's efforts. Any input is welcome and the more experienced members should, with gentle guidance and good leadership, assist the volunteer down the path that gives maximum benefit to the Club. It can be done, it has been done in the past, and it needs to be done in the future. It invariably enhances a spirit of joy in all concerned.

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

Charles Maclurcan



Some things never change. If it's Easter it must be raining, and if it's raining it must be the Bob Brown. There's a dreaded *déjà vu* feeling about having to climb into your wet weather gear at the top of the Green Street stairs – even before you've unloaded the food and grog from the car. And that same damp thought from previous years again seeps into the subconscious: if it's wet enough for full oilies now on dry land, what the hell is it going to be like off Long Reef?

by
David Salter

Never mind. The Bob Brown Race and the informal festivities that follow are part of what makes the SASC unique. Familiar faces and boats gravitate to the pontoon or make a courtesy sweep past the club as the 1400 start time approaches. It's the usual stalwarts: *Aroona*, *Ratu*, *Pa-per Moon*, *Firetel*, *Ça Va*, *Classic Blue*, *Azzuro*, *Farr Horizons*, *Taylor Made*. The fleet mother-ship *Mausi* has already headed up the coast to set the finish line at Coaster's Retreat.

Rear Commodore Dal Wilson's *Bright Morning Star* was away on charter duty and our beloved *Mark Twain* is hardly the type of boat you'd choose for some sociable rafting-up at Smith's Creek or to race short handed. Which left us with the mighty *Rambull*, 27 feet of supercharged micro-maxi (and proud national JOG champion in a previous century). The usual afterguard of Russell Coutts, John Bertrand, Ian Murray and Grant Dalton all cancelled at the last moment so *Rambull* would be racing to Pittwater with just Dal, Mick Brennan and myself — the proverbial 'three men in a boat'.

PRE-START
FEVER... At the
SASC pontoon,
(left to right) *Ça
Va*, *Rambull*,
Taylor Maid and
Farr Horizons
prepare for battle





THEY'RE OFF... *Aroona* ready for sea after the start (above)

HEADING FOR PITTWATER... *Taylor Maid*, *Farr Horizons*, *Firetel* and *Joka* on course for South Head (below)



Not surprisingly, stowage can be something of a problem on small boats. As we struggled to fit four days of supplies into lockers the size of a shoebox it seemed only right and proper to have a beer while we paused to ponder the volumetric puzzles involved. Then, just as we climbed on deck to run a few lines the rain began pelting down with particular severity. No worries. We'll duck below and have another lager or two until the weather clears.

This may have been a mistake. When one of us finally bothered to check the time it was 1345 and we were still snugly alongside at the SASC. The donk on *Rambull* is a genuine 'auxiliary motor' (i.e. it couldn't pull a maggot off a chop), so with the starting line set on the far side of the Harbour we had Buckley's of crossing anywhere near the gun. The breeze was a stiffish SE (25 gusting to 30 outside) but we went for a full main and No. 3 and hammered over to the *Captain Amora*. Mindful of our safety obligations we hailed "A148, *Rambull*, three POB!" but our words may well have been carried off on the wind. (In any case, a sensible starter would already have been well beyond earshot — warm and dry inside, rehydrating with a large mug of coffee-and-a-dash.)

To cross about 15 minutes late represented a serious blow to our collective ego, but the sail selection proved to be perfect for the reach down the Harbour. It was right on low tide so Dal decided to give North Head a wide berth. We hardened up along the edge of the broken water off Hornby Light and then reached out to give ourselves some sea room. How terrific to be on the ocean again after weeks locked away in an airless office!

EYES FRONT...
Co-owners Mick Brennan and Dal Wilson (re-hydrating) keep *Rambull* headed for Barrenjoey





For the next few miles the conditions were what the experts like to call “confused”. Truckloads of breeze from the South, a big swell on the starboard quarter, plus a nasty wave pattern bouncing back off North Head. Lumpy, uncomfortable and wet. Prudence dictated we sail a bit higher than the rhumbline to give the little boat some ‘grip’ until the sea-state settled.

The tactic worked. “It’s coming behind the beam. We’ll be setting a chute by the North end of Manly”, I predicted with uncharacteristic bravado. Mick and Dal gave my challenge thoughtful consideration. Sailing the boat downhill at sea with a kite up in 25+ knots ‘three up’ would mean we’d all have our hands full. Who’d fetch the beers? But within 10 minutes our competitive instincts took hold and the storm chute was on deck. Abeam of Harbord the sea duly settled into a fairly regular pattern. Up went the trusty little red spinnaker, down came the No. 3. Whoosh!

FLAT CHAT... with 25 knots behind her, the little sloop nears hull speed under storm chute (above)

SASC EASTER HQ... the traditional Good Friday BBQ-cum-prizegiving ashore at The Basin (below)



Hard running along the spectacular coastline of NSW is some of the best fun a yachting can have with his pants on. *Rambull* was now giving us a wonderful ride past the northern beaches, but keeping her headed in the right direction was full-time work. For the next two hours we hardly had a moment to scoff a ham & cheese roll or light up a fag. Like many expert for'd hands, Mick proved himself to be a fine downwind helmsman. (Mind you, for some strange reason they're usually hopeless driving uphill. It's one of life's little mysteries.)

There always seems to be a severe wind shadow behind Barrenjoey in a southerly so the best way to round into Pittwater is to gradually turn west and actually sail away from the headland for a while. But for the Bob Brown this also means heading almost 180° away from the finish line at the mouth of the Basin. Strange, but ultimately effective.

About 400 yards ahead, Bob Lawler in *Firetel* showed us exactly how to do it — and helpfully demonstrated where the lee stopped and breeze line kicked in. After a short stretch of ghosting it would be a short work to the finish. We went for the No. 2, cranked on the backstay and pressed little *Rambull* hard all the way. Despite our woefully late start (and being the smallest boat in the fleet) we managed to catch one yacht just

FORMALITIES...
the Rear Commodore announces handicap placings to the Bob Brown fleet

before the line. A daylight finish for once — and we didn't come stone motherless! That first, bitterly-cold ale is going to taste absolutely stupendous...

...as did the first red wine, the first tawny port, the first malt whisky, etc etc. It kept teeming down of course, but that didn't dampen the boat-hopping holiday spirit. Stews were heated, yarns swapped, bottles uncorked. The special comradeship of sailing club friends, tired and happy, relaxing in their boats after an enjoyable race. And who knows? Maybe *next* Easter it won't rain. Maybe.



THE OLDEST CREW ON SYDNEY HARBOUR?

by
Peter Campbell

Sydney Amateur Sailing Club member Kevin Tindall and his crew of *Impala* could well be the oldest winning crew regularly racing on Sydney Harbour. Their average age is a remarkable 75!

Impala, a Triton 24, made a clean sweep of the Division 2 pointscore with the Amateurs' summer season of 2002-2003, winning the overall season gold medal once again, as well as winning the spring and summer pointscore.

Three of the crew have been sailing together for some 38 years, firstly on a Bluebird and then an earlier Triton 24.

Owner/skipper Kevin Tindall, who lives on the waterfront at Tarban Point, is 79, David Williams (his next-door neighbour) is 80, Don Pryor is 72, while Peter Drummund is 55. David also regularly skips his boat, another Triton 24, in the Birkenhead Point twilights.

Each Saturday, the crew gathers at Kevin's boatshed then sail the boat down to the main harbour for the afternoon's race. Then it's back to the boatshed for a traditional post-race dinner most Saturday evenings — it was big celebration when *Impala* placed second in the final pointscore race to clinch the Gold Medal for yet another season.

Runner-up in all three Division 2 pointscores with SASC was the 22-year-old Bonbridge 27, *Hornblower*, owned by Peter Campbell and Robin Bradshaw from the Cruising Yacht Club of Australia. Third in the overall pointscore went to another CYCA-based boat, the Seaway 25 *Manhattan Transfer*, skippered by Richard Lavers.

Both *Impala* and *Hornblower* were designed by then Qantas pilot John Alsop, both designs becoming popular production classes on Sydney Harbour and Pittwater — and both still holding their own in the highly competitive Division 2 at the Amateurs.

Both designs have excellent seagoing qualities, with one owner in 1976 sailing his Triton 24 across the Pacific and around Cape Horn — singlehanded!

The SASC summer season ended on 12 April with the Kelly Cup, an invitation race for the top three placegetters in the overall season pointscores in each division. The winner was the Classic division boat, *Reverie* (N.Berlyn/J/Barclay) from *Spectre* (Peter Chapman) and *Caress* (Graham Nock) with the little *Impala* fourth on corrected time.

Many members may have read this article already — it was widely published in the Sydney press. Good work Peter!

Reverie — winner of the Kelly Cup for 2003 (opposite)



500 MILES TO WINDWARD

Stephen Anstee and Heidi Krajewsky in Narama attempt New Zealand on the way to Canada

by
Stephen Anstee

I write this as *Narama* slides down the face of large seas on the way back to Sydney (using pencil and paper as the occasional wave enters the cockpit). Emotions are fairly blank at present. They have been much lower in the recent past. It feels like our feet weren't big enough to fill the boots needed for the job. That's not to say we didn't give it our best shot, we needed more than relying on the laurels of many years' work on the water in other boats.

There are three parts in a voyage; preparing the boat, preparing yourself (mentally and physically) and planning. Our boat was as ready as it could ever be. In the four months we have replaced the engine, rig, wiring, windows and bearings on the boat — to name the big jobs. The hatches leaked when put under a foot of water, where a good hosing and short sea-trial had not shown such a problem. But other than that she was ready.

Heidi Krajewsky
and Stephen
Anstee

The planning and victualling and customs paper trail was where we realised our time limits in regard to weather. We pushed the window,





and hard, as we tried for an earlier departure date but it was not possible. So by the time we were ready, we did not look carefully into the long term forecasts, but instead got away and enjoyed a good sail away from the coast for a day or so as expected.

Singled-up and ready to go — *Narama* departing from the SASC

Mentally and physically we had been somewhat relying on our past experience instead of experience in our new boat. Stephen had only been seasick once before and we hoped Heidi would get over her bouts. By day seven seasickness wasn't as much an issue, but the time had taken its toll. Our eating and sleeping patterns suffered from noises that you'd lie awake trying to figure out, the boat's unknown limits and the hump to get over seediness.

The weather we experienced in the first five days drove a message home faster than we imagined. I thought "cruising sailors were not meant to sail to windward", but for several days just south of the "Taupo Seamount" we changed between the No 4 jib or storm jib and between no mainsail and the main with two or three reefs. Sometimes we were trying to drive the boat forward and at other times to make it more comfortable to get a touch sleep instead of changing sail with each squall. Waves like a washing machine with a lot of chop on top of the swell and nothing below 15 knots coming from where we wanted to go made life simply unpleasant. We tacked back and fourth making little or no headway, even motor-sailing whilst charging batteries gave no more than 4.5 knots.

So on day five, not knowing how long the weather would continue, we turned, not so much with our tail between our legs, but with a lump in our throats and a reality check on our limits. We knew that by the time we got back, dried out and sealed the boat a little better it would be too late in the season to give it another go, as it would mean pushing the “ideal” weather window for the remainder of the trip.

We have also been humbled by the fact that we were not prepared for such a trip as well as we thought. The amount others have done for us gives us an awkward feeling; right down to Mum and Dad’s bag of presents to open on route. So much love and care, that when we opened one after turning and it was a bag of Mum’s homemade nibbles that read “Honolulu - Canada” it broke my emotions down.

In Hindsight

- We tried to work miracles in the time frame we had.
- We need more sea time with the boat, before attempting a major crossing.
- We should use our forward inner forestay fitting to improve the sheeting angle.
- We should have taken a day to step back and look over the boats readiness. Dorades forgotten and left on let water in.
- We should look into more long-term weather forecasting before each passage.
- We enjoy sailing down wind with 3 reefs and 1 metre of the No. 2 jib unfurled going at 7knots a lot more than beating into it.
- Make sure Heidi has lots of time on her visa so we aren’t pushed to leave.

Now What?

It’s too late to go again this year and we are keen to use the boat more. We have a tough little boat and given time to sort out our funds we have several ideas...

We are very appreciative of the time and help we have been given at the Amateurs and would like to thank the directors, members and staff for their support.



On 3, 4 and 5 May the Australian Championship for 10-footers was hosted by the Brisbane 18-footer Club at Bulimba on the Brisbane River. Eleven dinghies competed, all varnished and gaff rigged in accordance with the Association rules. Most of the boats were from NSW, but the locals floated a few including *The Dove*, which had an all girl crew. They looked a lot better than the guys.

The winds varied from light through to very hard squalls on the second day. 'Wrecker' Johnson won both scratch and handicap events in *Truant*. Nearly all boats had their moments of glory, particularly Fergie who in his 1900 design led all the way in the second race with a balloon set until he capsized. He was followed by four other boats.

Yours truly went as a supporter to *Viola* sailed by Leanne Gould, ex-*Ranger* crew, with Ian McDiarmid in the middle and Robin Gale forward. *Viola* is old, heavy and under-rigged but she performed very credibly. A great time was had by all. The Club was most hospitable and expert in organisation and even provided a spectator boat.

The next championship is in January 2004 at Drummoyne. We expect about fifteen boats to take part, as there are a lot under construction.

Southerly

Viola competing in the NSW Championships, skippered by Leanne Gould





John Sturrock must have wondered why he chose this May to slip *Eudoria* at the Club for a major refit. Two very wet weeks and monthly rainfall nearly three times the average have seriously disrupted the boatshed's schedule. Perhaps we should find a way for owners of classic wooden yachts to refit in drought areas — it might bring rain in the right places!





Maggie Stewart hard at work (above) preparing for the coming prizegiving, and to clear the decks as far as possible for a holiday. Maggie will be away until mid July — Denise Macintosh will be looking after racing matters whilst she is away.

Patrick Munn (below) has been settling into the office on Mondays and Tuesdays giving Faye Buckley the opportunity to benefit from some extra time for herself.



ANOTHER GALE IN MOSMAN BAY

by
Southerly

Brian Gale visited the SASC recently and skippered *Ranger* on the last leg of a Saturday race — and sailed her faultlessly. He still skipper a 22-footer on a lake in Queensland. The following article was published in the Sydney Flying Squadron Club News of 29 March 2003.

Born in 1915 Brian sailed as forward hand on the 18-footers in the 30s and 40s, before heading north to the Darling Downs for life as a farmer. Brian sailed as forward hand on *Dee Why* in the 1938 World Championships; he was also onboard *Taree* in Auckland in 1939. During the war World and Australian championships were not held. Brian was forward hand on *Australia IV* when it won the State Championships in 1945 and 1946. He then sailed with Paddy Griffith on *Shamrock* to win the same title in 1948 and 1949. Many of the older skiffies rate him as the best forward hand of his time. Recently I spent a day sailing with Brian on Pittwater and it brought back these memories of his childhood.

Brian — “I was sailing before I was launched. At six months I was lashed before the mast in a basket. When I could move about Dad tied a line around our bellies and tied us to the mast. The line was long enough for us to look over the edge and not fall in. We spent summers camping and sailing around Pittwater on the family boat *Vagabond* and we could row a dinghy when we were three.

The first dinghy I sailed was with my brother Roger; I was five and he was four years old. We sailed *Vagabond's* tender rigged with one lugsail. It was a nine-foot clinker tender built by ‘Shrewdie’ Kessler. I can’t remember being taught anything it just happened. We were on the boat every weekend and all summer so sailing came naturally to us, just like learning to walk.

When we were nine or ten Dad bought *Junebird*. It had a twelve-foot tender with a gunter rig, just like a twelve-foot skiff but with smaller sail. We called her *Geebung* after the native Australian nut. We started to race her with the Vaucluse Club when I was twelve. We sailed each afternoon after school if the weather was good. If the weather were bad we’d get under the ferry wharf at Mosman and hope the ferry passengers would drop their change. The money would fall through the slats and we would dive for it. This change would supplement our income of six bob a week from mowing lawns. We needed the money to pay *Geebung's* shed fees. We had her in a shed on the Mosman waterfront with rails into the water so we could easily launch and retrieve her by ourselves.

It was a great way to learn to sail. I’m almost eighty-eight now and I’ve sailed all my life. I think I’m developing a taste for the sport.”

Interviewed by Leanne Gould 2003





We may have penguins, whales and the occasional seal in Sydney Harbour, but at least we don't have polar bears! On 27 April the Seawolf-class attack submarine USS *Connecticut* (SSN 22) surfaced near the North Pole and broke through the ice. This polar bear, attracted by the hole which can be used to find food, was seen through the sub's periscope and this photo was captured as the image was projected on a flat-panel display. After investigating *Connecticut* for about 40 minutes, the bear left the area, with no damage to the sub or to the bear. (US Navy photo by Mark Barnoff)

NEW SHIP LAUNCHED FOR RAN

The ninth Anzac-class frigate built by Tenix Defence Pty Limited was launched on 16 May 2003 in Williamstown, Victoria.

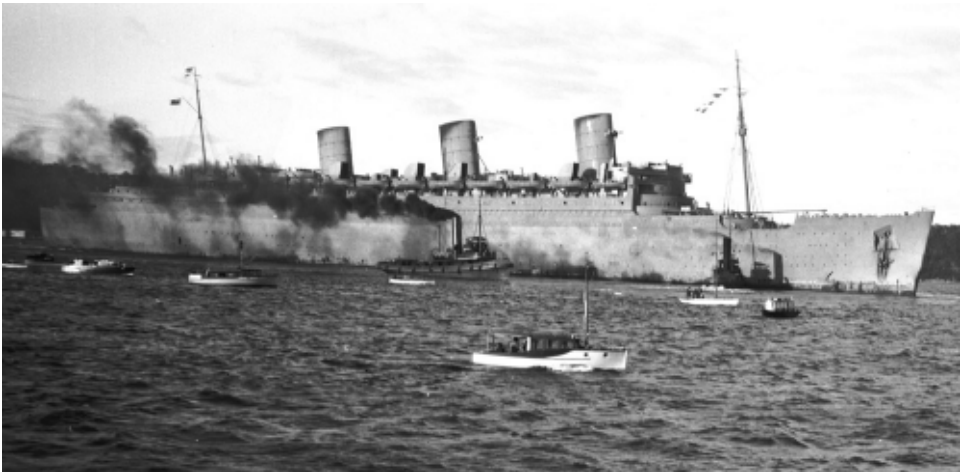
Ms Judy Blight named the ship *Toowoomba* in honour of the original Bathurst-class minesweeper which served with distinction in World War II. Ms Blight is the daughter of Lieutenant Commander Howard Goodwin RAN, the last Commanding Officer of the original vessel. (Photo courtesy Mary Shelley Clark)





Star Cruises' *SuperStar Leo* at her berth in Darling Harbour, being inspected by the Sydney yacht *Taurus VIII* (Geoff Lee). With a length overall of 269 m and gross tonnage of 75 338, is the largest cruise vessel to visit Sydney, and arrived in Sydney for the first time on 30 April. She has been repositioned here from Hong Kong, due to the prevalence of SARS in south-east Asia.

She is, of course, not the largest passenger vessel to visit Sydney. *Queen Elizabeth*, with a length overall of 314 m and gross tonnage of 83 673, and her little sister *Queen Mary*, with a length overall of 311 m and gross tonnage of 81 237, have that honour. *Queen Mary* was converted to carry 5,000 troops in Sydney Harbour by Cockatoo Dockyard in fourteen days in April/May 1940. She is shown in Athol Bay in 1940 (below)



One of the great assets of Sydney Harbour is the large area of bush surrounding the water — a legacy of needs for the defence of the colony and the nation that is of immense value to future generations. Those of us who sail on the harbour cannot fail to notice that many trees on Cremorne Point, Bradleys Head, Middle Head and Georges Heights are dying. This dieback is often casually blamed on our own human activities — air pollution, weeds or even too much detergent in the water.

There are many causes of dieback, but one of the main reasons is a fungus that thrives in warm moist soils. *Phytophthora cinnamoni* (Phytophthora) attacks the roots of plants causing them to rot so they are unable to absorb enough water or nutrients. Phytophthora, which is not dangerous to humans, has been listed as a key threatening process under the Commonwealth's Environment Protection and Biodiversity Conservation Act 1999.

Phytophthora was probably introduced into Australia some time after European settlement. It now occurs in most states, particularly in higher rainfall areas. It occurs around the shore of harbour, and it is likely to



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 6 August 2003 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2003.
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

have been in these areas for some time. *Phytophthora* spreads naturally in the soil or in flowing water, such as stormwater run-off. People can spread *Phytophthora* when they move infected soil or root material. This can occur in bush walking, earthworks and bush regeneration activities. Some conditions make plants more vulnerable to *Phytophthora*, including soils that contain a high amount of nutrients or pollutants, poor soils (ie. filled or disturbed areas), steep slopes and changes in surface water flows.

There is little that can be done to remove *Phytophthora* from an infected area. It can be managed by reducing the risk of spread by human activity (sterilising equipment and soil, adding organic matter to soils to slow progress), improving stormwater run-off and other environmental factors and the use of fungicide (potassium phosphonate) on plants that are infected but still able to recover. Experience has shown that quarantining an infected site is unlikely to limit the spread of the fungus.

There are, however, some things that we, as individuals can do — and these measures are particularly appropriate in obviously infected areas like the Sydney Harbour National Park and Sydney Harbour Federation Trust lands.

- Don't take soil into bushland areas. Remove any soil from clothes or shoes before you leave home.
- When in the bush, keep to marked tracks.
- Don't remove plants, soil or rock from bushland areas, (which is illegal anyway).

Source: Phytophthora and Middle Head-Georges Heights, SHFT 2003.

AWARD FOR COMMODORE'S LIGHTHOUSES



Commodore Charles Maclurcan has received a Commendation for the two lighthouses built to his design at The Broadwater, Port Macquarie. The lighthouses were built by Markham Marine for Port Shores Pty Limited as part of a recent development. Charles was presented with the Commendation by Jack Munday at the Hastings Heritage and Design Awards 2003 ceremony in Port Macquarie in

May.

The boatshed, like the rest of Sydney, has suffered in the rain since Easter and our normal stream of jobs have slowed to somewhat of a trickle, with *Eudoria* stuck on the top cradle for over a month. Roll on the winter westerlies.

by
Rob Evans

Rod and the boys have, however, used this as an opportunity to complete some of our other projects. We now have gates and signs on either side of the slipway. Not to stop people getting in, but to let people know that a slipway can be dangerous. Please make sure that if you are working on the slipway the gates are kept shut.

The wastewater collection system is now installed on both lower cradles and must be used at all times. The boys on the slipway will set it up for you.

As you may be aware one of our members had a nasty accident while getting a dinghy out of the shed, please be aware that the boatshed can be dangerous and take care.

You will note below that we have a working bee coming up at the end of the month and a clubhouse in need of a bit of TLC. We would like to clean the place, paint the exterior and fix the deck. Please be there.

HELP CLEAN UP OUR WORLD

The time has come for another clean up around the clubhouse and boatshed. The clubhouse and wharf areas also need painting. All this work is perfect for a dedicated band of SASC volunteers. The clean up will be held on

Saturday 28 and Sunday 29 June 2003

Put these dates in the diary now and join the workers on the wharf. Come one day or both, you are guaranteed a rewarding and enjoyable weekend.

For more information have a chat to Rob Evans or Dal Wilson.

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*.

STURROCK'S MARINE PRODUCTS PTY LIMITED

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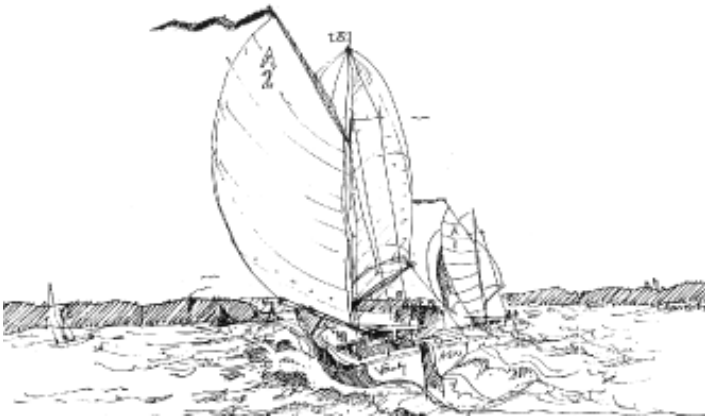


We welcome the following new members:

Robert Fastovsky
Christopher Manion

NEWSLETTER DEADLINE

The next SASC News will be the August 2003 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 23 July 2003. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



GAFFER'S DAY 2003

Now is the time to mark your diary for

Sunday 19 October 2003

Planning for the SASC Gaffer's Day is well advanced.

Gaff-rigged and traditional bermudan-rigged yachts will rally at the Club before displaying their glories sailing on Sydney Harbour.

A ferry will be available for spectators — all will be welcome to join in on this popular day.

CLUB CHARGES FOR 2003/2004

The Board has approved the following scale of Club charges for the 2003/2004 year. The new charges will apply from 1 June 2003. The figures do not include GST which will be shown separately on invoices.

BOATSHED CHARGES

Moorings per metre per week	\$4.46
Dinghy storage per week	\$7.56
Locker hire per week	\$4.15

LABOUR CHARGES

Members, per hour	\$47.61
Non-members, per hour	\$54.86

SLIPPING CHARGES

Using Club Labour

Members	per metre, first day	\$13.25
	per metre, subsequent days	\$5.82
Non-members	per metre, first day	\$16.70
	per metre, subsequent days	\$7.94

Not using Club Labour

Members	per metre, first day	\$15.21
	per metre, subsequent days	\$6.45

SLIPPING AT WEEKENDS

Members	per metre	\$19.00
Non-members	per metre	\$24.20

QUICK SLIP

Up to 9.14 metres	\$55.96
Over 9.14 metres	\$72.75

WATERBLAST

Not using Club labour (members only)

First Hour	\$21.08
Subsequent hours	\$8.06

SUNDRY EQUIPMENT

Hire, per hour (members only)	\$5.69
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SUB-CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$5.75 per metre per day will be levied.





We all hope that Gaffers Day 2003 will enjoy fine sunny weather with moderate breezes. In 1995 it poured with rain, but the spectacle was hardly dampened. The photo above shows *Waitangi* rounding Shark Island in the 1995 event. *Nerida* and *Hoana* had a close finish (below).





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