



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2006

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Members	(02) 9953 6597
Racing (Monday & Friday only)	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au
Commodore	Robert Evans
Vice Commodore	John Crawford
Rear Commodore	Peter McCorquodale
Honorary Treasurer	Richard Lamrock
Honorary Secretary	Peter Chapman
Executive Secretary	Patrick Munn Megan Keogh

Cover:

Pagan (James Dean) charging towards the finish line to win the Gaffers Division 2 on Gaffers' Day
(John Jeremy photo)

CONTENTS

Coming Events	3
Signals from the Commodore	4
Clipper Round-the-World Race	5
Letters to the Editor	11
A Glorious Gaffers' Day	12
Reflections from Hong Kong	22
<i>Ranger</i> is not a Couta Boat	24
Bob Brown 2006	25
Club Charges for 2007/2007	26
A Homage to the 'As' in SASC	28
New Members	30
From the Archives	31

The SASC News is published six times per year.

Editor: John Jeremy

email: news@sasc.com.au

Print Post Approved PP 255003/01708

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

COMING EVENTS

JUNE 06

SATURDAY 17 JUNE 2006

Combined SASC/RSYS/RANSA club race

SATURDAY 24 JUNE 2006

Annual Prizegiving at the Club

SATURDAY 1 JULY 2006

Fourth race in the Winter Series

SATURDAY 15 JULY 2006

Fifth race in the Winter Series

SATURDAY 29 JULY 2006

Sixth and last race in the Winter Series

WEDNESDAY 2 AUGUST 2006

SASC Annual General Meeting

SATURDAY 19 AND 26 AUGUST 2006

Safety audits and fire extinguisher service at the Club

SATURDAY 2 SEPTEMBER 2006

Opening Regatta for the 2006/2007 Season

SATURDAY 9 SEPTEMBER 2006

Lion Island Race

SATURDAY 16 SEPTEMBER 2006

First pointscore race for the 2006/2007 season

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

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

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2006–2007 SEASON

Safety audits will be required for Category 7 Safety Certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE**

AT THE CLUB

Saturday 19 and 26 August 2006



SIGNALS FROM THE COMMODORE

Sydney Harbour, the Sydney Amateurs and all the participating yachts were at their absolute best for the 2006 Gaffers' Day on the 29 April. The wind was calm for the raft ups and a perfect 10–15 knots for the event, the Clubhouse with the marquee, flowers and decorations was an absolute picture and the competing yachts, although slightly down in numbers were of a higher standard than ever before. All of this was only possible with the hard work of all of those concerned, John Crawford and his Gaffers' Day Committee and the Club staff, Maggie, Denise, Patrick and Megan. Our thanks to them all as they let out a sigh of relief and say thank goodness it is three years to the next Gaffers' Day!

The winter racing is with us and we have an excellent fleet with yachts from most of the other yacht clubs on the Harbour joining us for the racing and for the beer and sausage sizzle afterwards. Spread over three divisions the racing fleet so far has had the expected winter combination of two drifters and a howling sou'wester and as usual the racing has been very close so if you haven't made an appearance get out there now.

At the last general meeting one of our members raised the issue of spreading the financial load a bit more fairly and in this issue of the Club magazine there is a letter making the same point. To this end the Board will be putting a motion to the next general meeting that all members who use the tender should make a contribution to its cost — not just those on club moorings.

Finally, I am pleased to advise that NSW Maritime has given us land-owners consent for the new slipway so now we can go to Council with a DA. Slow, oh so slow, but steady progress.

Rob Evans

Photo Val deBurca

Yachts crossing
the start line on
Gaffer's Day



Richard Falk continues his story of the Clipper Round the World race in this edition with his tales of the leg from Durban to Fremantle. We have recently received more articles and photographs from Richard, who sets a high standard as one of the SASC News' best correspondents, and we are pleased to say that his excellent stories will continue.

by
Richard Falk

Greetings all. We have just completed race four in our Round The World Race so while I had a spare 10 minutes I thought some of you might like to hear about our "Southern Ocean Adventures".

Durban certainly treated us in style. All skippers were accommodated in 5-star accommodation and there was an event of some sort happening virtually every day of our 9-day stopover. The yacht mole area of Durban Harbour had been converted into a race village for the duration of our stay and the locals both interested and excited about our being there. The press coverage was amazing with the race and various boats and crew making front-page headlines 6 of the days of our stay. I guess it was a quiet week in Durban!

The day before we departed we had a parade around the waterfront area of Durban and received great applause from the locals. It really is lovely to be welcomed so warmly to a foreign city. It was eleven years

Richard Falk at
work in the
Southern Ocean

All photos courtesy Richard Falk



since I had visited Durban and my memory was of a dirty and run-down city not worthy of second look. However, I am happy to say that the place has come a long way in that time and whilst it is unfortunately plagued to a degree by the same violence and social issues that are common across South Africa it is certainly an up and coming destination and worthy of visit.

Race start day dawned with almost no breeze. As with each departure from port we are always required to depart in a timed sequence to wow the waiting crowds whilst each boat is farewelled over the PA system. The departure of each boat is timed to the minute to correspond with local shipping movements, helicopters for filming and the general organisation to run the event. Imagine my reaction when, ten minutes prior to departure, I went to start the engine — nothing! I had run it earlier in the morning to ensure all was OK and had not had a problem. However, it was now as dead as the proverbial doornail. We ripped off the engine cover and started pulling the ignition panel apart, all the time hearing the departures over the PA of the boats further along the pontoon as they peeled off. Finally, I disconnected the stop solenoid and we gave it a go — 135 hp never sounded so good.

The offending item was in fact a loose wire in the ignition panel. A technician had been on the boat earlier that day and had worked on our radio. Obviously he had been a little heavy handed and knocked some wires out of their homes. Having departed Durban and made our way to the mid-Southern Ocean we found many more legacies from the same technician. The chart light wires had been cut, the grounding wire for the SSB was disconnected, the interface between instruments and nav. computer failed. All these were attributable to one technician. From now on I think we will take care of all our own electrical problems.

Once away from the dock life got a little easier. We were led out of the harbour by a naval patrol vessel and accompanied by several hundred pleasure craft. There were literally thousands of locals lining the harbour foreshores and also the beaches as we made our way towards the starting area a couple of miles away. Our best send off to date.

Unfortunately the only way to describe our start is shocking. We were about 4th over the line in very light breeze and just could not get the boat moving. With four new crew on board and nine days off the water we just could not get it together and we managed to fall into last place by the top mark. To make matters worse spectator boats crowded onto the course and forced us to make three more tacks than we should have. On a 30 tonne boat in 6 knots of breeze that took us from a boat length behind to about 20 lengths behind. We made up some ground on the run down to the bottom mark and finally turned to head for sea. By the 0500 sched the next morning we were in steady breeze and in first place. A very nice place to be. We were close reaching in flat seas and being greatly assisted by a couple of knots of Agulhus current.

The first five days or so were relatively uneventful. The sailing was great we remained about 4th or so in the fleet and all was right with the world. We then started to get down into the higher latitudes and pick up some more breeze and the boat really started to move along. Initially we were reaching and making good speeds of 12 knots or more in perhaps 22 to 25 knots of wind. The further south we went the stronger the wind got. There was a certain air of anticipation amongst the crew. Some were relishing the experience of facing the Southern Ocean whilst some were more nervous.

It is fair to say that initially all boats were relatively conservative as we got into the more southern waters. Personally I found that I was sailing one sail down in any plan that I used, almost as a mark of respect for the waters we had entered. I didn't feel this was a good place to be getting cocky or complacent. However, by day three of solid 35 knots of wind we were all getting fairly comfortable with our environment when the wind came around far enough to give us a spinnaker angle at about 1900 one night. YeeHaaa!!!

Unfortunately I don't have any experienced downwind helmsmen on board so any decision to hoist meant that I would be stuck on the helm for the duration as we were now in 35 to 40 knots of true wind with a combined sea and swell of around 6 metres with the certain knowledge that it would build. I felt fairly sure that at this stage none of the opposition would be flying kites so I felt it was a great opportunity for us to make some miles up. After a trip to the heads, filling my pockets with as many chocolates as I could fit along with some apples, I was ready.

The hoist went well. The 2.2 oz kite was up and the No. 1 yankee and the staysail on their way down. We popped the woools on the kite and the boat took off. No, I mean took off. We went from a comfortable 12 knots constant boat speed to between 13 and 20 with some regular surfs. However, it was not what you would call a relaxing drive. At around the same time we picked up a counter current about 10 degrees off our starboard bow. It was running at anywhere from 1 to 3 knots and made

Adoring fans
greeting *Singapore Clipper* in
Fremantle



helming a nightmare.

30 tonnes of yacht does not plane well, let me just put that down for the record. Any time we got to more than about 16 knots the relatively fine bows would begin to eject a spectacular spout of water up each side of the boat. Generally the boat would track very well at speed but you certainly had to concentrate on what you were doing. Our top speed that night was 22 knots and by the 0500 sched we had made 18 miles on most of the fleet. I however, was shattered. I got of the helm after 7 hours non-stop of the most difficult helming I have ever done. I had pulled all the muscles across my back and shoulders and was pretty well spent. Fortunately the wind increased a bit more by then and while I was deciding whether or not to drop the kite our guy (brace) parted and made the decision for me. We got the kite onboard without any damage and ended up with a poled out No. 1 and staysail. This was a nice stable plan that would allow me to get some rest and still keep our speed up around 12 to 14 knots.

All day we ran hard with full main in 35 to 40 knots with full main and No. 1. Into the night the wind became more gusty. About 0200 with the sea now up to about 8 m the helmsman missed a quartering swell and we rounded up and ended up hove to with the pole up. I got on deck and we got the boat moving again when with a roar a fresh gust came in. We had all of the on-watch crew preparing to put a reef in before dropping the No. 1 and going for the No. 2. Before they had even begun reefing the gust hit us. The boat lurched forward and began accelerating we were on a very large wave with a very strong gust. I looked briefly at the speed over ground and we were at 25 knots and accelerating. At this

Crew Christmas antics during the stop-over in Western Australia



point the crew were clipped on and holding onto whatever they get grasp. The bow wave got bigger and bigger. Eventually the boat was a submarine. I had bow wave from the stem all the way to the helming position approximately 62 feet away. I could not see a thing and was helming only by trying to keep the boat level. The instruments in front of me were unreadable as I had white foam across them and my face. It felt like several minutes that we surfed that wave. However I am sure that it was probably no more than 30 seconds. When the spray cleared enough for me to see the instruments the speed was down to 27 knots and the wind had dropped to 45. I am guessing that top speed was probably about 32 knots for the boat with the wind at about 60 plus. Not great with full main and a poled out No. 1. The gust had also carried away our windex so we were somewhat blind in terms of wind direction for the rest of the leg as our friendly radio technician in Durban had also decalibrated our wind instruments for us which we didn't discover until after departure.

About 24 hours after that little event the wind gradually started to die down. We ended up with no more than about 35 to 40 knots for the rest of the race. With a following sea and reasonably steady swell it was generally a comfortable ride. We spent the best part of two of the three weeks with a spinnaker of some description up and as a consequence had to send someone out to the pole end to swap guys (braces) about

Competing yachts during the mid-race haul out in Fremantle



every 8 hours. Because of the loads involved we have found that with hard down wind running we get no more than 12 hours usage before our guys chafe through. To date we have trawled the spinnaker twice as a consequence of a guy or snap shackle failing and we have decided that prevention is far better than cure.

Unfortunately I had chosen a slightly more northerly route for our race across the Southern Ocean banking on the fact that it was a shorter distance following close to the great circle route and also knowing that these boats do not require a lot of wind to get them moving. Alas the gamble did not pay off and we got stuck in lighter winds at the bottom edge of a high-pressure system. Day after day we watched the scheds as the rest of the fleet skirted south of us and we gradually lost positions. In the end the entire fleet lost the wind as we made the last 300 miles or so into Fremantle. We finally finished in 9th place, which was our worst result to date with *Glasgow* coming in about a day behind us.

In hindsight the crew work for the leg was very good. The boat held together well with no significant damage to gear or sails. The only flaw was in the decision to not go as far south as the rest of the fleet. I'll know better for my next round the world race!

We arrived into Freo early in the afternoon and were feeling a little down about our result. I decided to boost the crew morale by making the finish a little more interesting. For those of you who have visited Freo you will know that the harbour entrance is an interesting little series of dog legs that wind their way down a major (but very narrow) shipping channel. We decided to carry our kite all the way in to the finish requiring a series of twin pole jibes as we came in to the harbour. Talk about spectacular. The waiting crowds loved it and despite the fact that we finished 9th for the race we received much press and accolade for the arrival with the most style. The crew all stepped onto the dock with huge grins on their faces.

Christmas in Freo flew by with the boats hauled out of the water for their mid-race maintenance and inspection. After four or five days solid work I managed to get a few days off and headed down to the south west of WA where Christmas was spent with a few crew, some beer and wine and BBQs for every meal. All was right with the world.

It was great to be back in Australia albeit 4,000 kms from home. It is the nearest I will get to home for another nine months or so.

Another leg of the adventure over. Next we tackle the Indian Ocean, the doldrums, heat, the pirates of the Indonesian Archipelago and the fanfare of arriving into our home port of Singapore. Stay tuned and I will let you know how it all goes in the next edition.

Richard Falk
Skipper — *Singapore Clipper*



Dear Sir,

In a recent *SASC News* I stated that the very large metre boat *Istria* was built to the order of Sir Hercules Langrische. Recently I have found the relevant text and find that my memory had failed me. The yacht was ordered by Sir Charles Allom.

Southerly

Dear Sir,

Some discussion at the last club meeting reminded me of a concern of mine. That is, I think some of us are not paying our share of club expenses.

Consider three members with yachts about 9 m LOA. The first, moored in Sirius Cove, pays the government and his mooring contractor a total of about \$1,500 per year. The second, on a club mooring, pays the SASC about \$3,000 per year. The third, on his own mooring in Mosman Bay, pays \$1,500, like the member with a boat in Sirius Cove, but uses the tender beside the member who is paying \$3,000 for his mooring and the tender service. By my values, he should also pay for his use of the tender.

I have discussed this with some committee members who pointed out the problems with the alternatives of a fare per trip or a levy on members who have their own mooring in Mosman Bay. I also note that several members who have a mooring in Mosman Bay donate many dollars to SASC by their 'good works' for the club. I don't think they should feel any obligation to add to their contribution.

As a member owning a new mooring in Mosman Bay, and little time or appropriate skills to offer, I have a problem with how to pay my fair share. I have decided to make a voluntary donation of \$400 per year toward tender operating costs while I keep my boat in Mosman Bay and can afford it. Others in a similar situation may like to consider their position on this matter.

John Pennefather

Dear Sir,

In a recent article in the *SASC News* the author correctly quoted from the 1973 Supplement to *The Amateurs* that Gaffers' Day was Bill Gale's idea. The Supplement was incorrect — it was Laurie Schneider's idea and Bill was given the task of getting it up and running.

Southerly



A GLORIOUS GAFFERS' DAY

by
Southernly

The Gaffers' Day held on Saturday 29 April was again a wonderful, happy day, with great weather. David Lister, owner of the old 5.5 Metre *Ballerina* won the Division 2 Bermudan event — she looks magnificent and is much faster than when she raced with the SASC some 20 years ago. Shortly before the day David telephoned the SASC and requested that his handicap be adjusted as it was too liberal and some three minutes were levied.

My racing life began nearly seventy years ago, and in all that time my father or myself was handicapper on occasions and I do not recall ever hearing of a yacht asking for an adjustment towards scratch! Three cheers for David and I am delighted he won.

Division 1 Bermudan was won by Nigel Stoke in *Fidelis*, Division 1 Gaffers by Sir James Hardy in *Nerida*, and Division 2 Gaffers by James Dean in *Pagan* — all these results were very popular. It was particularly pleasing to see *Pagan* shine.

As the wind was twice as fresh as hoped for by the lucky handicapper, some entries had a hard time. For example the fastest gaffer in Sydney in up to twelve knots of wind was last. The unreasonable wind was, of course, the fault of the handicapper — a person skilled in yachting should be able to command the wind as did Count Dracula. However the place getters in Bermudan Division 1 finished within 1 minute 36 seconds, Bermudan Division 2 within 2 minutes 13 seconds, Gaffers Division 1 within 1 minute 11 seconds and Gaffers Division 2 within 3 minutes 6 seconds.

The day is, of course, a rally and the best means of displaying the vessels. The results are interesting but of no real importance.

Photo John Jeremy

An interview by the ABC for Bill Gale on the morning of Gaffers' Day





The Sydney Amateur Sailing Club on Gaffers' Day 2006



Yachts gathered at the pontoon on the morning of Gaffers' Day (above)

Vice Commodore John Crawford and Sean Langman in non-competing mode (below)

Photos John Jeremy





Retreat, Reverie, Etrenne and Killala approaching the start (above)
Applied concentration on board *Etrenne* (Simon Sadubin) (below)

Photos John Jeremy





Fred Bevis and his crew perfectly attired in *Warana* (above)

Go-fast stripes were the order of the day in *Antara* (Ian Kortlang) (below)

Photos John Jeremy





Nigel Stoke's 61-foot sloop *Fidelis* and Sir James Hardy's 45 foot gaff cutter *Nerida* manoeuvring before the start (above)

The crew seemed to spend quite a bit of time bailing in the 27-foot whaler sailed by Bill Wallace (below)

Photos John Jeremy





The crew of *Pagan* (James Dean) ready for a special performance (above)

Lolita (Nick Cassim) and *Caress* (Graham Nock) (below)

Photos John Jeremy





Photo John Dean

Kilkie (Alick Osborne), *Reverie* (Nigel Berlyn) and *Retreat* (Graeme Proctor)
rounding Shark Island (above)

Redpa (Peter Scott) and *Ballerina* (David Lister) (below)

Photo John Jeremy





Photos John Jeremy

The recently restored 27-foot gaff yawl *Killala* (Hugh Trehane). *Killala* was built in Sydney in the 1890s and spent many years in Tasmania. She was restored by boatbuilder Ian Thomas (above)

Nerida (Sir James Hardy) and *Jameil* (Andrew Minter) heading to the finish, closely followed by *Reverie* (Nigel Berlyn) and *Hoana* (Martin van der Wal) (right)



REFLECTIONS FROM HONG KONG

by
Dennis Wood

Having been posted to Hong Kong earlier in the year for a two-year assignment, I have lost no time in getting involved in sailing. These are my reflections on the similarities and differences between racing on Victoria Harbour and racing on Sydney Harbour.

Firstly, sailing is quite popular in Hong Kong. There is everything from dinghy sailing to a number of ocean races, including the China Sea race to Subic Bay. The Royal Hong Kong Yacht Club has fleets of Etchells, Dragons, Flying 15s, Impalas (a 28-foot sloop) and a number of others. Unfortunately there is no Classic Division. Most of the Dragons are plastic ones!

Secondly, sailors around the world are a friendly bunch. I've been welcomed into the Etchell fleet. I just turned up at the club, said I was available to crew and was offered a sail first time. The camaraderie after the race on the pontoons in Causeway Bay is not dissimilar to that outside the clubhouse in Mosman Bay.

Thirdly Victoria Harbour, which I understand was known as 'The Fragrant Harbour' (a bit of a misnomer these days!) is still a busy working harbour. While there are not so many ocean-going freighters to contend with (the container terminal is elsewhere), there is no end of barges being towed at two knots by tugs via a 100 m long cable. The readers will imagine what this can do to your placing if you don't anticipate the relative bearings and courses!

All photos courtesy Dennis Wood

Sailing back to the Club after a race



Fourthly the racing — Etechells sailors are Etechells sailors — what more can I say? The racing is competitive and the boats finely tuned. For the for'ard hand there's both headsail trimming and all the kite work — hoisting, gybing and the same intense activity approaching the downwind mark where, unlike the Classic Division, there's generally a lot of shouting going on about overlaps! The winds are mostly easterlies but lighter than Sydney (at least so far). Consequently the courses are fairly uniform with two works, two down-wind legs and a final work to the line. They seem to lack the variety of the SASC courses and are not quite as challenging (no Rose Bay east mark).

In closing, I'm enjoying my sailing in Hong Kong, but as Bill Gale pointed out at the beginning of the spring season, nothing beats SASC and Sydney Harbour!

After the race in Causeway Bay



THE LORD HOWE ISLAND BARBEQUE

The next Lord Howe Island BBQ for Classic Yachts will be held at Ned's Beach on Tuesday 14 November 2006 at 1630.

Skippers and their crews should make their own way to the Island and will be made welcome by the Lord Howe Island school for "another sausage".

Nigel Stoke

RANGER IS NOT A COUTA BOAT

by
Southerly

When John Diacopolous' grandfather bestrode a log in a Grecian river it was the first time that a human had gone out in a yacht. [*What? — We thought it was Southerly's great grandfather who had that honour! — Ed.*] Over countless centuries since the designs have, in most cases, improved. One type that has evolved in Europe, the UK, US and Australasia is the knockabout fishing-cruising boat with plumb stem and vertical transom. Worldwide the profile is the same, most examples range from 18 to 32 feet however the lines vary greatly.

An excellent video has been made in Melbourne in which it is stated that the design of *Ranger* was influenced by the Couta boats. An excellent book has appeared on the Coutas and it states that the design of *Ranger* and *Hoana* in Sydney were influenced by the Coutas. Sure the profiles are similar as were English designs dating back some centuries before Coutas. In fact the lines of Charlie Hayes' *Hoana* and Cliff Gale's *Ranger* are very different to those of any Couta boat but, of course, any good design to similar profile must be similar in other respects as well.

All this astonishes me as I have been told by a leading Melbourne authority on Coutas that *Ranger* is all out of balance and needs to be changed to be competitive — I don't think you can have it both ways. In 1857 the fishing boat *Dolly Varden* was built in Britain. In the 1930s she was owned by Thomas White Ratsey, the all-time great sailmaker. She is, I believe, about 46 feet long, a gaff topsail cutter of a similar profile to Coutas and many others. Uffa Fox in one of his books of the mid 1930s stated that '*Dolly Varden* is as fast as the contemporary 8 metres'. *Dolly* is deeper in the forefoot than *Ranger* and her lines are the only ones I have seen that bear any similarity to *Ranger*.

My father confirmed this opinion before he died — he was interested and pleased that Mr Ratsey had owned *Dolly Varden*.

Photo John Jeremy

A 'snarl' of
Rangers along-
side the pontoon
on Gaffers' Day





There were ten starters in the Bob Brown Trophy race to Pittwater this year. It was overcast when *Joka* came alongside *Mezzaluna* at the Club before the race (above) and the the traditional Easter rain was falling by the start (below). The race was won by *Mezzaluna* (Peter Horn)

Photos John Jeremy



CLUB CHARGES FOR 2006/2007

The Board has approved the following scale of Club charges for the 2006/2007 year. The new charges will apply from 1 June 2006. The figures include GST.

BOATSHED CHARGES

Moorings per metre per week	\$5.30
Dinghy storage per week	\$9.00
Locker hire per week	\$4.90

LABOUR CHARGES

Members, per hour	\$56.60
Non-Members, per hour	\$72.10

SLIPPING CHARGES

(Using Club Labour)

Members	— per metre, first day	\$15.80
	— per metre, subsequent days	\$6.90
Non-Members	— per metre, first day	\$24.00
	— per metre, subsequent days	\$11.50

(Not Using Club Labour)

Members	— per metre, first day	\$18.10
	— per metre, subsequent days	\$7.70

SLIPPING AT WEEKENDS

Members	— per metre	\$22.60
Non-Members	— per metre	\$28.80

WATERBLAST

Not using Club labour (members only)

First Hour	\$25.10
Subsequent Hours	\$9.60

SUNDRY EQUIPMENT

Hire, per hour (members only)	\$6.70
-------------------------------	--------

SUB CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$6.60 per metre per day will be levied.



FOR SALE

MAINSAIL TO SUIT SMALL DINGHY

Brand new including two battens

MADE BY THE TOP CANADIAN SAILMAKER FOGH

Luff (to suit slotted mast): 10' 4" (3.14 m)

Loose foot: 7' 2" (2.18 m)

Leech: 12' 7" (3.82 m)

Price: \$300 ono

Contact Laurie Schneider 43 Highfield Road, Lindfield 2070
Telephone: 9416 7540 or email laurieschneider@bigpond.com



SASC ANNUAL PRIZEGIVING

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

Saturday 24 June 2006

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

Cost \$35.00 per head (incl. GST)

Put the date in your diary now!

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

A HOMAGE TO THE 'As' IN SASC

by
Bryan Riddell

Prior to the start of the second winter race, an Adams 12 and *The Hobbit* had the dreaded prang. The Adams 12 is a 40 foot racer/cruiser while *The Hobbit* (if the name doesn't suggest it) is a 20-foot Yngling — a class that is used as the women's Olympic keel boat. *The Hobbit* came second in the encounter with a hole in the side, a crew in the water and a bruised skipper (yes, and ego!). The point of telling the tale is to relate the 'positives' that came from the event and, of course, the moral to the story!

First I must say that the skipper of the Adams is a friend and we have had several enjoyable New Year's Eves on his boat and once sailed it from Southport. This meant mutual embarrassment but also many reassuring words which helped to keep the focus when one was somewhat dazed.

Then came the various responses from fellow sailors — the *Azzurro* boys picked up my crew after he had travelled 30 feet into the water, in a classic coxswain's manoeuvre (as in man-over).

Chris Oh came over on another yacht to enquire and order the tender for our rescue. *Nancy K* duly came in spite of other dramas happening back in the bay (We let Mike go as the wind was favourable for us to limp back keeping our new porthole out of the water).

Our arch rivals in *Vitamin Sea* came in after the race and tidied up our gear at the boatshed — we had left for a quick medical check and then, on return, got sidetracked into a little medicinal scotch at the Rowers.

I got many follow up calls that night including Gerard from the Adams

Photo courtesy Brian Riddell

The Hobbit
ashore for repairs



and other sailors offering sails/support etc. During the week Guy Irwin also contacted me in support and endorsed the idea of using another Yngling for the next race.

So to all the “amateurs” of the SASC and the others, a warm thank you for the collective professionalism shown on that day. This includes the assistance of those who always offer the tow when we look like we need it (only before and after the race, of course).

We always love the Winter Series for its variety and relaxed competition. Little did we realise how quickly that ambience can be eclipsed by the usual sailing dangers!

Now to the moral of the story:

- Be even more vigilant in these ‘fun’ series as they can become too relaxed,
- Be civil to your competition as you might need them one day, and
- Be nice to your mum.



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 2 August 2006 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2006.
2. To elect Officers and Directors.
3. To elect Auditors. WHK Greenwoods, 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

Peter Chapman

Hon. Secretary

We welcome the following new members:

David John Burn
Gregory Kearns
Ross Littlewood

SASC SLOP CHEST

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

Polo shirts, two styles in navy and one in white:	\$36.00
Rugby shirt, navy with white collar:	\$49.00
Club sweatshirt, navy:	\$49.00
Club tie:	\$20.90
Club burgees:	Large: \$25.00
	Small: \$21.00
Racing flag:	\$10.00
Laminated course map:	\$5.00



NEWSLETTER DEADLINE

The next SASC News will be the August 2006 edition. Contributions from members, which are always welcome, should reach the editor by Friday 28 July 2006. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Jim Chambers sent us this photograph taken by his father Stewart Chambers of SASC boats cruising in Cowan Creek in the 1960s. Little has changed in this popular cruising area frequently enjoyed by members today



Official Brokers to the SASC

List your vessel with us for
quick results
Every sale earns income for
your club

For friendly, professional advice contact
Matt Pyne, Geoff Pearson or Bob Vinks

TELEPHONE 9969 2144

FAX 9969 4191

sales@sydneyyachtingcentre.com.au

Now at the Middle Harbour Yacht Club

Open seven days — 9 am to 5 pm

Home of
NORTHSHORE
YACHTS