



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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June 2007

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**Cover:**

*Taylor Maid,*  
*Yputakiteup* and  
*Azzurro* heading  
for the start of the  
2007 Bob Brown  
Trophy race  
(Photo John Jeremy)

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# COMING EVENTS

June 2007

## SATURDAY 16 JUNE 2007

Combined SASC/RSYS/RANSA club race

## SATURDAY 23 JUNE 2007

Fourth race in the Winter Series

## SATURDAY 30 JUNE 2007

Annual Prizegiving at the Club

## SATURDAY 7 JULY 2007

Fifth race in the Winter Series

## SATURDAY 21 JULY 2007

Sixth and last race in the Winter Series

## WEDNESDAY 25 JULY 2007

Annual General Meeting at the Club

## SATURDAY 18 AND 25 AUGUST 2007

Safety audits and fireextinguisher service at the Club

## SATURDAY 1 SEPTEMBER 2007

Opening regatta for the 2007/2008 Season

## SATURDAY 8 SEPTEMBER 2007

Lion Island race

## SATURDAY 15 SEPTEMBER 2007

First point score race for the 2007/2008 Season

**NEED  
THE TEN-  
DER?**

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

Sat: 0900-1800  
Sun: 0900-1700

## **SAFETY REQUIREMENTS 2007-2008 SEASON**

Safety audits will be required  
for Category 7 Safety Certification

## **SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB**

**Saturday 18 and 25 August 2007**



## SIGNALS FROM THE COMMODORE

For a recent overseas trip I purchased a Tom Tom GPS navigator which, in a beautifully modulated voice, directed Kathryn and me with equal facility through the boulevards of Paris and the back streets of Naples. Tim the Tom Tom man, as he was quickly christened, is the perfect travelling companion — he never gets lost, no matter what the silly skipper does and he never loses his temper no matter how often the mistakes are made. Over the last three years I, as Commodore, have been privileged to have the support of a SASC Board in every way the equal of Tim.

With the navigator you have to have a destination for your trip and I would like to think that over the last three years we, the members of Sydney Amateurs, have travelled towards the common goal of being able to sail and race our yachts in the way we like with the friends we like. But unlike Tim who will tell you, in his beautifully modulated voice, “In two hundred metres you will have reached your destination” we sail on with a new season looming over the horizon and a new Board to navigate the Club through somewhat uncharted waters.

One of the aids we look to in these waters is our peak body, Yachting NSW, and I would like to thank those members who have responded to the last Signals. I have passed on your concerns to our representative and have been assured that they will redirect their activities to more accurately reflect the concerns of the member clubs.

So thanks to all the members and staff for your support over the last three years, I have enjoyed the voyage and now look forward to seeing the Club sail on with fair winds and fine crew.

*Rob Evans*

Photo John Jeremy

*When the Fat lady Sings heading out for the start of the first winter race on 5 May. The race was abandoned due to lack of wind*





# **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 25 July 2007 at 8.00 pm.

## **BUSINESS**

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2007.
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

## **SASC ANNUAL PRIZEGIVING**

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

**Saturday 30 June 2007**

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

**Cost \$40.00 per head (incl. GST)**

*Put the date in your diary now!*

**Bookings essential — please telephone Megan Keogh on  
9953 1433 no later than Friday 15 June 2007**

by  
David Payne

The article from *Australian Motor Boat and Yachting Monthly* published in the *SASC News* of April 2007 is a gentle reminder of attitudes that remain alive and need encouragement, although they seem overwhelmed by society's continued tolerance of, or indifference toward, all that the "Self-made Yachtsman" rallied against.

This discussion will continue to surface in years to come, but for now an intriguing side issue is who was E. G. Ulm, the 'Self-made Yachtsman' who wrote prolifically for the magazine from 1925 until at least 1934? With personal websites still many decades away, E. G. Ulm remained ahead of the times by using the pages of the monthly as his soapbox, blackboard and marketing voice. He wrote articles reporting sailing and social events, made observations, explained technical issues, and occasionally promoted his own elegantly drawn but intriguing designs.

He appeared in print under the title 'Helm', but at other times he was noted as E. G. Ulm, and probably a few items of his went in with no acknowledgement at all. He also had another occasional column called 'Points- and Yarns without Points' which is some what self-explanatory. On the front page he was listed as the Technical or Sailing Editor. It was clearly a position of influence, but for someone who was upright, outspoken and clearly involved in the sailing scene of the 20s and 30s, very little is known about him.

E. G. Ulm

*Australian Motor Boat and Yachting Monthly*



The dry facts assembled so far are that Emile Gustav Ulm resided in Mosman for two periods, from 1913 to 1916, then later in 1920 to 1923, and worked in a photographic business called Cruden whose offices were in Pitt St. The most significant thing known is that he was father to C. T. P. Ulm, who was Charles Ulm, the pioneering aviator who died in an air accident crossing the Pacific Ocean. Most intriguing is the fact that the only two remaining descendants of E. G. Ulm, one of whom is C. T. P. Ulm's son, had no idea that E. G. Ulm had any sailing and yacht design background. As far as they knew he was only connected to photography.

We need to know more because his wide ranging work in the monthly has some interesting highlights. Limited research has been undertaken, and most of it comes from the pages of the monthly magazine. His straight-forward style is very much apparent in his dissertation on dismasting from 5th March 1931: 'The loss of the mast is very serious, apart from the fact that it is dangerous, for the means of propulsion is gone, and you are helpless'. He then dissects how

masts usually break and what can be done to avoid this, at one point concluding that masts are broken most often off the wind and in strong wind conditions.

Another example is from 1 January 1926, (reprinted in whole as an illustration) and starts as follows: 'I maintain that every yachting accident should be studied, as an object lesson of how to avoid it or what it is best to do when it does occur,....' Meanwhile, finishing an article on First Aid, his sage advice is to always 'practice the resuscitation of the apparently drowned'

His catch cry or slogan was 'Science is Truth' and one whole column from 1 October 1926 under this banner was devoted to some incidents in his career, and is called 'Helm's Soliloquy'. In this he starts with a description of his first boat, a coffin complete with sail and paddle. It ends curiously: 'Though I am not in our "great game" in person, I am always there is spirit.....' The final paragraph suggests that although he had a 'lifelong experience in racing and cruising', he was no longer an active sailor.

His designs showed excellent draftsmanship, and appear to be markedly different. An early example is his vee-bottomed, single chine Port Jackson 16-foot skiff from May 1926. It was proposed as a design idea, and one at least was built as reported in the September issue, where a skiff of that design called *Cassie* was under construction and apparently causing some talk amongst the other sailors; 'Something so unorthodox certainly puzzles them'. Just how it fared in races is one of many things that could be followed up.

The 21-foot Restricted Class was at its peak while Ulm was writing, and it was a favourite topic of his.

In February 1926, with The Forster Cup interstate series for the class only four years old, he felt compelled to pen an article about the fleet entitled 'Some Criticisms'. Noting he had taken special interest in the class, he stated his criticisms were 'not merely the disgruntled growlings of an old fogey, but the humble estimate of a genuine enthusiast'. He then took the various designs to task on many of the details associated with the rule. He was rather savage on the design for a 21 shown in the previous month January, a design that has been attributed to A. C. Barber. He finished on a positive note, 'Whatever their qualities or defects, they are perfect "little ladies" and my earnest wish is "may their shadow never grow less."'

At many points he indicated his preferred choice or suggested arrange-

## A SUGGESTION

### To the Sydney Amateurs

"E.G.U." writes:—I maintain that every yachting accident should be studied, as an object lesson of how to avoid it or what it is best to do when it does occur, especially when there is the risk of loss of life.

Take the case of "man overboard." Is there one crew in Sydney Harbor having practiced how to pick him up under any conditions? The manoeuvres must be different for nearly every point of sailing, and each member of a crew should be ready to do his part with certainty, in any emergency.

My suggestion is that S.A.S.C. should set apart one or two races a year in which a "man" (dummy) falls overboard at some part of the race from every boat, the dummy to be picked up before continuing the race, this to happen on or before the wind.

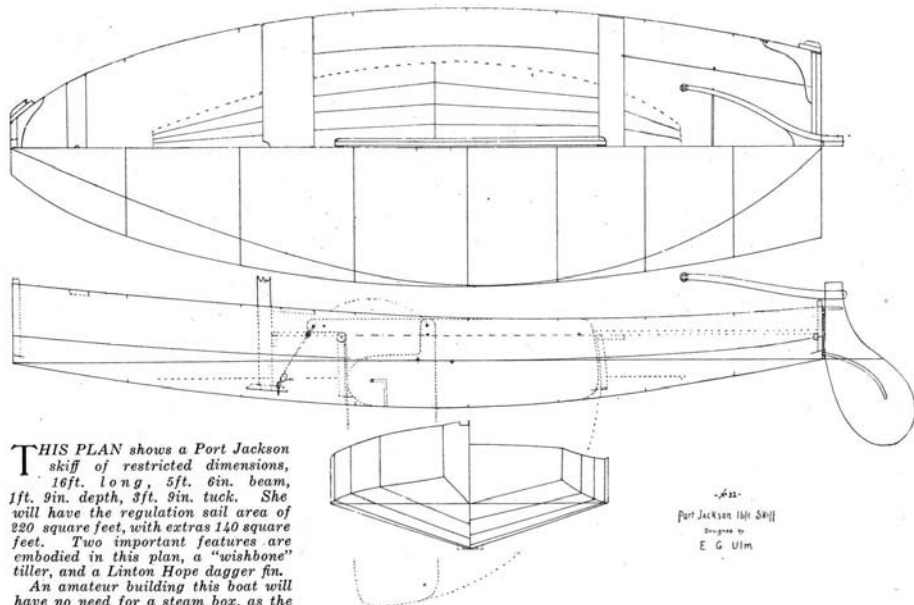
Events such as these are held by the Brighton Yacht Club in Victoria, and it is astonishing how expert the crews have become, every man knows his part of the job, does it instantly as a matter of course and there is no mistake about it.

Anyhow you S.A.S.C. men think it over.

Australian Motor Boat and Yachting Monthly

# A PORT JACKSON SKIFF

“Wishbone” Tiller and “Linton Hope” Board



**T**HIS PLAN shows a Port Jackson skiff of restricted dimensions, 16ft. long, 5ft. 6in. beam, 1ft. 9in. depth, 3ft. 9in. tuck. She will have the regulation sail area of 220 square feet, with extras 140 square feet. Two important features are embodied in this plan, a “wishbone” tiller, and a Linton Hope dagger fn.

An amateur building this boat will have no need for a steam box, as the timbers are all straight. The keel, the chine and planking can be bent to shape without steaming. Further particulars are given under “Points” on opposite page.

— 211 —  
Port Jackson 16ft Skiff  
Designed by  
E. G. ULM

Ulm's Port Jackson Skiff design

Australian Motor Boat and Yachting Monthly

ment, and paid close attention to increasing waterline length with the crew weight that is not included in the measurement condition. A further article in November 1929 under ‘Points- and Yarns without Points: Some aids to boat designing’ is in fact focused again on the design restrictions of the 21-foot class rules and covers similar ground. Although it is not mentioned, at this point he was about to have his chance to go from academic consideration to a practical demonstration. His design for a 21 was chosen for the second of three 21s built with funds raised by subscription for the NSW team to contest the 1930 Forster Cup. It was under construction as the year closed. The plans for this design remain extant thanks to Don Taylor, whose father was on the committee that chose the designs. The plans show just the type of design he had outlined some four years earlier. It is light displacement, shallow, long bow overhang, no significant knuckle in the keel and has a Marconi rig. A curiosity too is that the main trimmed waterline is drawn at the true sailing displacement of the hull with crew weight included, rather than being drawn to the initial measurement waterline, maximum 21 feet.



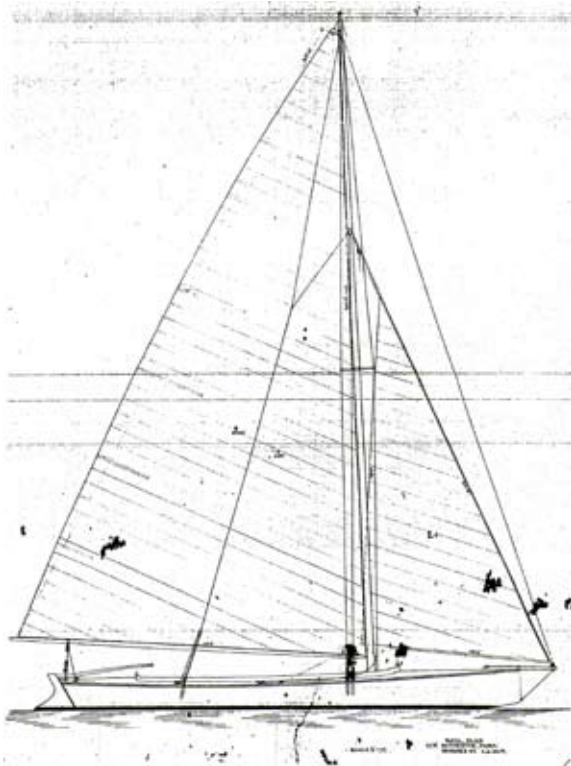
Sadly it seems it was not a success. It was built at Oatley Bay by Trevor Hince and called *NSW II*. The designer was reported to have said at the December 1929 launching that it was ‘most faithfully carried out to his satisfaction’, and further it was noted ‘she is a distinct departure from the orthodox’. *NSW II*’s first race was short-lived. The tall Marconi mast broke ‘in a particularly vicious squall’ as the yacht was running downwind after just ten minutes, having gone from fourth to be leading the fleet. Just over a year later he wrote the article already noted about dismasting, perhaps prompted by memories of this accident and presumably a detailed study of it.

*NSW II* did not contest the 1930 series in Victoria, won by the mainstream design *NSW III* (built and designed by Hayes according to a quote from its skipper, James Milson).

*NSW II* remained in Sydney and was re-rigged with a gaff mainsail, still unorthodox as the long yard had his favoured French lug proportions. It was sailed by A Wedderburn and in 1932 the yacht was part of the SASC fleet, where it had some success at last.

E. G. Ulm is an intriguing man yet he seems to fade from the scene quite quickly and leaves little trace in yachting beyond his many pieces of writing. Was he a member of any clubs? Did he know the naval architect Walter Reeks who also lived in Mosman and worked in Pitt St.? Is Ulm the mystery designer of the chine-hulled Marconi rigged 18-foot skiff design featured in the October 1925 issue? Or did this and a similar 16 foot skiff design just influence him, and they were actually penned anonymously by Walter Reeks in his final months. Reeks’ final known design from early 1925 had similar characteristics, but was an outrageous failure. It was a chine-hulled, mast aft, Marconi rigged 21, called *Sam Pan*.

*David Payne is Curator, Australian Register of Historic Vessels at the Australian National Maritime Museum*



Drawing courtesy Don Taylor

Profile and sail plan of *NSW II*



Ten yachts started in the traditional Easter Bob Brown Trophy Race on Thursday 5 April 2007

The race was won by *Paper Moon* (Denis Williams) (below)

Photos by John Jeremy



# CLIPPER ROUND THE WORLD RACE

June 2007

## Races 8 and 9 — Panama Canal, Jamaica and New York

by  
Richard Falk

*With the race now long over, Richard Falk has combined two legs into the report for this edition of the SASC News.*

After a very late and loud celebration of our win into Panama we were up at 0500 to slip lines and make for our pilot boarding area a few miles from the marina. The ten-boat race fleet was being sent through the canal in two groups of five boats spread over two days. All vessels transiting the canal require a Panama Canal Authority pilot on board regardless of size. Ours was two hours late joining us — apparently a fairly regular occurrence.

To say that passing through the canal is one of my most amazing experiences in 12 years of sailing would be a huge understatement. It is quite simply — awesome!

The canal stretches around 40 nautical miles from the Gulf of Panama in the Eastern Pacific to the port of Colon on the Columbian Basin on the Atlantic side. The mostly man-made waterway rises up approximately 40 metres from sea level on one side and down the same height on the other side having passed through some seven or eight locks as well as the man made Lake Gatun. One of the highlights was passing a dozing alligator on the banks of a small island mid way across Lake Gatun. The lush jungle that comes all the way down to the water's edge along the shoreline of much of the canal and the lake makes a spectacular backdrop for the passage.

All photos courtesy Richard Falk

Centennial  
Bridge, Panama





*Qingdao, New York and Glasgow rising fast (above)*

Tides in! (below)



The 40 miles took around 12 hours to cover despite our ability to motor at 9.5 knots. The delay was due to the need to wait for locks to equalise and gates to open and close. Also the larger commercial vessels that require tows from a combination of conventional tugs and shore-based locomotives operating on a cog railway do tend to create a backlog of shipping. But lets face it, when you are on a 68-foot yacht you are hardly in a position to argue with an 850-foot panamax [*a panamax-sized ship is the largest size which can be accommodated in the canal's locks* — Ed.] which is taking longer than one might like to clear the lock.

After squeezing out of the final lock ahead of a panamax we motored the last 10 miles or so to a newly developed private marina in the NW corner of Colon Harbour where we were based for the last 48 hours before our race to Jamaica. The area of the marina (I use the term marina loosely on this occasion) was a former American naval base until the 1990s when the Americans moved out of Panama. The area behind the marina was previously a jungle-warfare training centre and the various cages and pits that had been used to house the various venomous snakes and other nasties used for training were all still in place. The howler monkeys in the trees kept us all awake into the wee small hours and the American cruising sailors on the marina kept us entertained for hours. All in all, a very interesting day or two.

Originally our next race leg was to be to east to Curacao. However with our keel issues earlier in the year and our subsequent extended delay in Subic Bay arrangements were made to take a more direct route for this stage of the race and our new destination became Jamaica. We were delighted — reggae and rum sounded like a fantastic option to us!

Due to a lack of wind and a short timeframe (again) we motored about 10 hours north from Colon to an area at the base of the trade-wind belt and carried out a Le Mans start there. This race was unusual in that it was literally a three day sprint. Having become accustomed to the standard three- or four-week race legs we needed to reconsider how we would run the boat for such a short passage.

Having been using a watch system of six hours on, six hours off during the day and four hours on, four hours off at night I felt this would be the best option for this race given the short duration. We therefore changed to four on, four off during the day and three on, three off during the night. Despite the difficulty of having to re-establish our sleep patterns it did mean there was a better level of concentration on the areas of sail trim and helming which would prove invaluable for us in the closing stages of the race.

We managed to start near the front of the fleet and in light and fluky winds slowly moved into first place. However, with the wind gods becoming decidedly fickle and some bad decisions on sail plan on my part we rapidly moved backwards into 8th place. Positions changed



## SASC NEWS

rapidly as we beat to windward in an ever shifting breeze that eventually built into 30 knots on the nose.

The high humidity and leaden skies on day two presented us with spectacular sights — waterspouts! Oh goody! Not just one or two but a series of around 16 formed over a two-hour period. Watching them form at height before they gradually extended down from the cloud base to touch the sea surface where they began to suck water and grow in magnitude was quite spectacular. Fortunately none meandered closer than about two miles from us and we were eventually able to relax as the last of them finally dissipated in our wake.

As the race wore on the wind again moderated as we continued to beat our way toward Jamaica. Several of the boats took a flier to the east as we closed on the eastern shores of Jamaica. There was a strong current running from east to west and with the wind coming from more or less north east we were all forced to make our decision quite early as to how we would tackle the rounding of the eastern corner of the island.

With this point being somewhat of a convergence zone in what was a very short race we found that by the time we reached the eastern end of the island all ten boats were more or less within sight of one another. We had manage to claw our` way back to about 7th place and were managing to hold *Cardiff*, *Liverpool* and *Glasgow* astern. As we rounded the tip we were in a dying breeze with about 20 miles to go to the finish off Port Antonio. Ahead and below us we could see *Qingdao*

One more lock to  
the Atlantic



and *Jersey* struggling with lack of breeze on the shoreline with spinnakers up. Behind us *Cardiff* was looking for height and trying to get to seaward of us. With nothing to lose on the boats in front we elected to stay clear of the shore and to cover *Cardiff*.

The battle that ensued was one of the closest and most exhilarating evenings of racing I have ever had. As we closed to within five miles of the finish in the dark it was clear that we had overtaken *Jersey* and *Qingdao*. *Cardiff* was somewhere astern but out of sight. We now had *New York*, *Durban* and *Western Australia* ahead of us and we were closing on them as they drifted their way toward the finish line. Seemingly out of nowhere a boat cut across us under kite and with much shouting and offering of advice we “alerted them to our presence”. It seems that they were so intent on setting up for a jibe that no-one had seen us looming on their starboard bow. We were able to avoid them but we were a little closer than I would normally like to be at night at 8 knots under spinnaker on a 68-foot yacht. The good news was that we had now confirmed that *Jersey* was in fact behind us.

We managed to hold of those astern for 4th place although there just wasn't quite enough breeze left to allow us to catch *WA*, *Durbs* and *NY* who finished ahead of us. Despite finishing out of the placings it was some of our best sailing in the closing stages of the race and to move from 8th to 4th in the last 18 hours was a very satisfying feeling. On board *Singas* we were on a real high as crossed the line and motored into Port Antonio for a finish party that lasted well into the next morning.

Richard Falk with  
the widow of Errol  
Flynn



## SASC NEWS

Jamaica was an amazing place. We spent about five days on boat maintenance and relaxing. The local area was a very poverty-stricken place but the people were incredibly friendly and the pace of life very slow. We sampled much of the local produce (Appleton Rum, Conch shell fish, local beer and jerked pork) and generally “chilled out”. We spent a lovely evening as guests of a local eccentric millionaire at his castle for cocktails. He had a huge hotel on the waterfront about 20 minutes out of town and beside it had constructed a castle in which he lived for about one month of the year. Another evening was spent as guests of Glasgow City Council at a no-expense-spared party in a mansion overlooking a bay on the north coast of the island. The view was spectacular and the food and booze just kept coming. We also had an evening hosted by the widow of Errol Flynn. Errol, along with Jimmy Buffet, holds something of legend status in Jamaica — it seems that Australia isn’t the only place to be proud of her “famous sons”.

Eventually it was time to depart and continue north on the next leg of our odyssey. As always on race start day — no wind! Unbelievable — or completely believable given the pattern that was beginning to emerge. Having studied the weather fairly closely and on a tight schedule again it was decided that we would carry out a demonstration start and a five mile race before motoring northwards into some established breeze. As is always the way we managed to cross the start line in 3rd place and ended up winning the “demonstration race”. Unfortunately the points did not count for the overall tally and we had to be satisfied with the knowledge that we were still on form.

We started motoring north and continued on for some two days. The sea was flat as a pancake with barely a ripple on it. As we were hoping to be able to commence a race in the near future all 10 boats were in close company and the usual banter was to be heard over the VHF with betting taking place on the world cup football (soccer to any non-Poms), a nautical variation of pub quiz and all sorts of swapping of witticisms. There was no great surprise, as we motored between Haiti (newly declared high risk piracy area) and Cuba (generally interesting hot spot), when we decided to stop mid-ocean and drift the 10 boats whilst the best part of 130 people had a swim and an impromptu game of water polo. Without a breath of wind there really didn’t seem to be much other option. As the odd American helicopter gunship from Guantanamo Bay buzzed us we watched out for sharks and generally blew off some steam.

With the merry making over we motored north again and the next day started our race to New York. With an established and building breeze from the east north east we set off with *Singas* initially about mid-fleet once again. I had been watching the weather closely and the east coast of the USA was very clearly being affected by unsettled weather with extreme weather warnings, thunderstorms and all sorts of other nasties moving from the Gulf of Mexico along the east coast and all the way up into Canada. We were all well aware of the fact that we were now in the shoulder of the hurricane season and were keeping a close eye on developments further to the east.

I was absolutely convinced that the best approach was to stay to the east of the rhumb line and to only close the coast once we were north of Cape Hatteras. We held to our plan and all seemed to be going nicely. The rest of the fleet popped kites soon after the start and carried them shy, all sailing just below the rhumb line and being satisfied to be head a little closer to the US coastline. During that night a significant number of squalls came through with





several quite-major broaches and more than a couple of blown kites. With the rest of the fleet experiencing fluctuations in the wind from dead calm to 40 knots of squall all in the space of several minutes we took advantage of the steadier winds on the western edge of the high pressure system. By day two were clearly in the lead and making miles at every position report. Two boats came out to the east to follow our line and in fact then went further east. In the end it helped them but it proved to be too little too late.

After about four days of constantly being in the lead and continuing to increase our margin we were faced with the dilemma of whether to begin to close the coast and cover the rest of the fleet or alternately to hold our offshore line and close the coast only as we neared New York. The main reason for concern was the Gulf Stream. With it having the potential to give the rest of the fleet up to three knots assistance we knew that, with our current course, we were too far to the east to benefit from it. My pre-race homework showed that it was not as active as it could be so we elected to stick with the steadier breeze and remain offshore.

As we closed the coast for the last 30 miles of the race we had not had any position updates for almost 12 hours. During that night, being closer to the coast for the first time in this passage, we began to experience the severe squalls that the rest of the fleet had endured throughout the

Water polo  
between Haiti and  
Cuba

**SASC NEWS** race. Several times we only just managed to get our kite down in the dark before being hit with 50 knots of wind. For once the gods seemed to be smiling on us. We crossed the line at the Ambrose Light at around 0600 and were confident, but not certain, that we had won. A quick call on the satellite phone confirmed that we were the first boat in.

We went wild. That was, I must say, one of the sweetest moments of our 37,000 miles. Again we had managed to hold off the rest of the fleet and both tactics and crew work had been flawless. We were delighted. There was a lot of excitement and more than a few pats on the back exchanged as we motored the 25 miles or so up the lower waters of the Hudson, under the Verrazano Narrows bridge, past the Statue of Liberty and into our berth at North Cove Marina on Manhattan Island. I had visited New York many times before but never by boat. It is without doubt one of the most spectacular harbours in the world in which to arrive.

Our arrival on the jetty was a quiet affair. New York doesn't stop for anyone or anything that is not an integral part of New York. Therefore, with our customary spraying of champagne for the cameras, a few cold beers and some pizza we settled down to clear in through customs and immigration. The three heavily-armed "Homeland Security" agents who came aboard were great — chatting away and posing for photos they were shaking their heads over the fact we were sailing around the world in this "shoebox" as they called it.

For me our arrival in New York had other special reasons for excitement. My kids and wife now live in upstate New York and so I was biting my fingernails in anticipation of seeing them. About two hours after arriving they greeted me on the dock and could not wait to jump aboard. Hannah asked me where all the other boats were and when I told her that they were still racing and that we were the first ones in I thought she was going to faint. She was so excited I think it took her a few days to get over it. The kids stayed with me for most of my time in New York and we had a lovely time. They accompanied me to the prize giving and came up with me to collect our winning pennant. We had a day in Central Park and a trip to the movies. Whilst to most this may seem pretty mundane stuff, not having seen them for more than four months made it pretty special for me.

The kids were especially impressed by the fact that we were put in a very nice hotel courtesy of our sponsors as a result of winning another leg of the race. Saying goodbye to them the day before we restarted for our race across the Atlantic to Jersey was difficult but made a little easier by the fact that I knew I would be seeing them just about six weeks later when the race finished.

We were in New York for 4 July which in itself was quite special. New York is a wonderful place to visit. To sail into the harbour was a real treat and for those crew members who had never been to New York the experience of that city on 4 July was something quite memorable.

However, as with all things, our time in New York came to an end and it was time for us to set off on our last major ocean crossing to Jersey. Catch up on the closing stages of our Round the World Race in the next edition of *SASC News*.

*Richard Falk*

*Skipper – Uniquely Singapore*



Rangers gathered at the wharf on Sunday 6 May for their annual championships which had been postponed from 18 March to make way for the SHB 75 Regatta (above). Eight boats took part with *Mathana*, a larger similar yacht, accompanying the fleet

Pre-start manoeuvres (below)

All photos by John Jeremy





*Cherub, Etrenne, Vagrant, Vanity and Ranger* shortly after the start (above)

*Cherub* breaks away on port tack (below)







*Vagrant and Maluka crossing tacks (above)*

*Maluka leading Cherub and Mathana west of Fort Denison (below)*



## A TRIBUTE TO MARK TWAIN

by  
Dal Wilson

Over the many years of the Sydney Amateur Sailing Club's existence many a fine vessel has graced its register.

Some of the more famous ones have included the Merrington's *Eventide*, Walter Rayment's *Snowdrop* and, of course, Bill Gale's *Ranger*. Times change and so do yachts but in many ways it is always sad to see some go. One of the greatest boats ever to grace the SASC register was *Mark Twain* owned and skippered by V.H. O'Neill.

*Mark Twain* was designed by Sparkman & Stevens, 39 foot long with a fiberglass hull and a timber deck. One of our well-known members Lindsay Buckmaster had a great deal to do with her fit out and construction and did he make sure she was a tough, strong boat.

She was the first boat to compete in 25 Hobart races and she finished 24 times. She also took part in about 20 Lord Howe Island races winning PHS once and coming second to 97 the year after 97 won the Hobart race.

I was fortunate enough to sail with Hugh O'Neill for about 12 years on *Mark Twain* and some of the trips were absolutely legendary. Hughie is a great skipper, a skillful seaman and he loves the blue water — “the further out the better” and wonderful company. In the storm battered 1998 Hobart Hugh made all the right calls and the mighty *Mark Twain* got us all there unscathed. *Mark Twain* was one of the best sea boats ever built, strong, tough and, if sailed properly, a real flyer in the night. I'm sure all those people who had the pleasure of sailing on her will miss her and hope the new owner keeps looking after her.

To her old Skipper Hugh O'Neill — thanks for some wonderful times!

Photo John Jeremy



*Mark Twain*  
(A113) under  
spinnaker during  
a winter race on  
Sydney Harbour

At the recent Sailing Committee meeting the one issue raised by all divisions was that we would have more entries for our Saturday pointscore if we had more crew available. To help alleviate this problem Sydney Amateurs will be running a Start Sailing course for potential crew over the weekend of 14 and 15 July. This will be an intensive two day course covering the elements of sailing on cruising yachts and will assist those who may be thinking of sailing as a Saturday sport.

If you would like to help or if you have anyone you would like to nominate for the course please give Megan a call on 9953 1433.

## NEW HISTORIC 18s

On Saturday 28 April a dedication ceremony and lunch was held at the Sydney Flying Squadron to welcome two new Historic 18-footers. The boats are *Australia IV*, the original was built and designed by Billy Fisher and Sons in 1943, and *Yendys*, created by Charles Hayes for Norman Blackman, an Anzac, in 1925. Billy skippered *Australia IV* and my brother Brian was forward hand. Both boats were a great success.

Billy's grandson Bill built the new *Australia IV* and Ian Perdriau (with Col Bailey) built *Yendys*. Both skiffs are magnificent and a credit to all involved. Booklets describing the history with photos are available from the SASC Office at \$10.00 for the two.

*Southerly*

## CLUB CHARGES FOR 2007/2008

The Board has approved the following scale of Club charges for the 2007/2008 year. The new charges will apply from 1 June 2007. The figures include GST.

### BOATSHED CHARGES

Moorings per metre per week	\$5.50
Dinghy storage per week	\$9.30
Locker hire per week	\$5.10

### LABOUR CHARGES

Members, per hour	\$58.50
Non-Members, per hour	\$74.50

### SLIPPING CHARGES

*(Using Club Labour)*

Members — per metre, first day	\$16.30
— per metre, subsequent days	\$7.10
Non-Members — per metre, first day	\$24.80
— per metre, subsequent days	\$11.90

*(Not Using Club Labour)*

Members — per metre, first day	\$18.00
— per metre, subsequent days	\$7.60

### SLIPPING AT WEEKENDS

Members — per metre	\$23.30
Non-Members — per metre	\$29.80

### WATERBLAST

Not using Club labour (members only)	
First Hour	\$25.90
Subsequent Hours	\$9.90

### SUNDRY EQUIPMENT

Hire, per hour (members only)	\$6.90
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### SUB CONTRACT LABOUR:

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$6.80 per metre per day will be levied.

# NEW LIFE FOR COCKATOO



Work is gathering pace on Cockatoo Island as the Sydney Harbour Federation Trust prepares the island for a new role in the life of Sydney. Buildings are being restored, like the 1911 Mould Loft (above). It is probably the last remaining full-size mould loft in Australia and, although the building will be reused, the loft floor with the lines of many Cockatoo-built ships will be preserved and interpreted for visitors

A new marina, recently completed, in Timber Bay (below)

All photos by John Jeremy







An enthusiastic team of volunteers is busy restoring the 1860 Machine Shop crane which will be returned to its original location when complete (above)

Work is well underway on board walks and facilities in the old Northern Shipyard where a camping ground is being established — it will be one of the few places where campers can pitch tents close to the city (below). The island is now open to visitors with a ferry service from Circular Quay



## NEW MEMBERS

We welcome the following new members:

Philip Jorgensen  
Jonathan Joyce  
Gregory Puttick  
Shaun Trumbull

Congratulations to Honorary Secretary Peter Chapman, who has become a Life Member of the SASC. Peter has been a member for 35 years, having joined the Club in 1972.

## AN APPEAL FROM SOUTHERLY

The little gaffer in this photograph, A109 (below), I cannot yet identify. The photo was given to me by Rod Mitchell, son of famous boat builder the late Alex Mitchell. I believe Alex was on board. The only boat with A109 in our annual reports is *Cobber* (Mr E. F. Barber) listed for many years from 1971/72. If anyone can identify the boat, I doubt it is *Cobber*, please let the Editor know.

*Southerly*

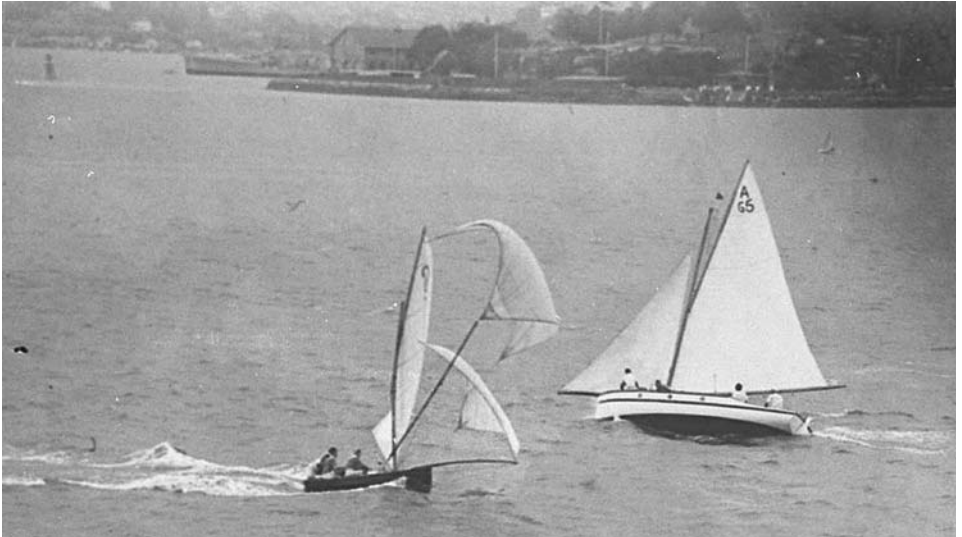
[*The photograph was probably taken in the 1930s. The Rose Bay Wintergarden cinema was built in the late 1920s and was painted in wartime camouflage colours for some years after 1945. — Ed.*]



## NEWSLETTER DEADLINE

The next SASC News will be the August 2007 edition. Contributions from members, which are always welcome, should reach the editor by Friday 22 July 2007. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



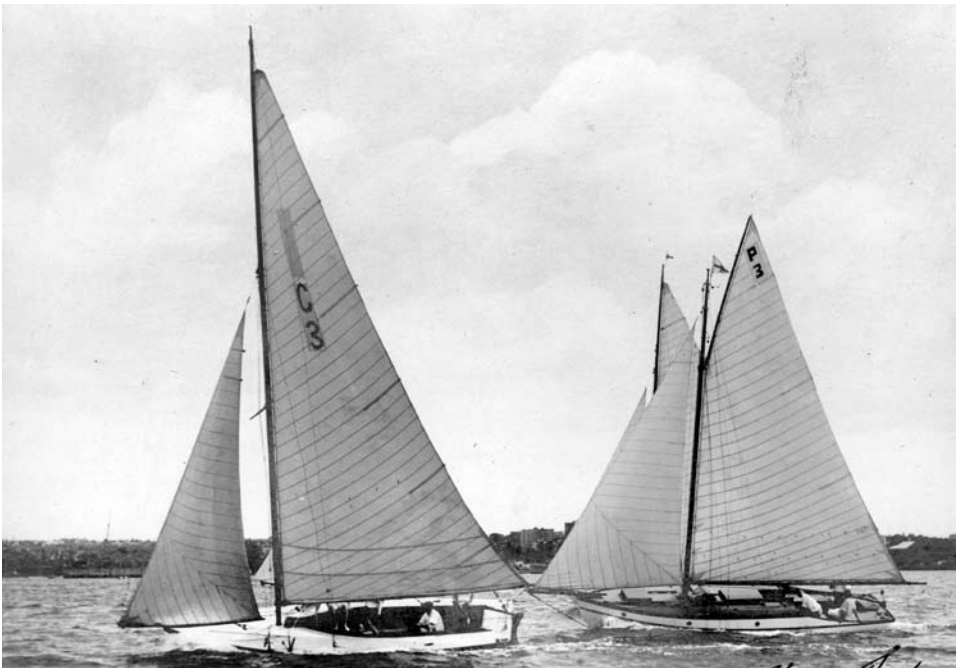


SLNSW 04995h

Mark Pearse came across this photo (above) in the excellent NSW State Library photo collection (accessible at [www.sl.nsw.gov.au/picman](http://www.sl.nsw.gov.au/picman)). It was taken during the Anniversary Regatta about 1934 by Sam Hood. The identity of the yacht with sail number A65 is the puzzle. Southerly has suggested that we seek the help of members — he does not know which boat it is. It seems similar to *Riawena* (P3) seen in the photo below with *Koala* (C3) which was taken about 1930. There is no prize for

SASC Archives

identifying A65 apart from the satisfaction of solving the puzzle





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