



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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August 2006

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**Cover:**

Commodore Rob Evans presenting the Kelly Cup to Greg Sproule (*Tamaris*) at the prizegiving at the Club on 24 June (John Jeremy photo)

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# COMING EVENTS

AUGUST 06

## 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 Super 30s (main and short series), Cavalier 28s, Divisions 1 and 2 (main and short series), Classic Divisions and OK Dinghies

## SATURDAY 23 SEPTEMBER 2006

Second point score race for Super 30s (main series), Division 2, Classic Divisions and OK Dinghies

## SATURDAY 30 SEPTEMBER 2006

Idle Hour Race

## SATURDAY 7 OCTOBER 2006

Third point score race for Super 30s (main series), Division 2 (main Series), Classic Divisions and OK Dinghies. Second point score race for Cavalier 28s, Division 1, and in short series for Division 2 and Super 30s

## SUNDAY 8 OCTOBER 2006

First point score race for Gaffers Division and Division 6

## SATURDAY 14 OCTOBER 2006

Fourth point score race for Super 30s (main series), Division 2 (main series), Classic Divisions and OK Dinghies

## SATURDAY 22 OCTOBER 2006

Fifth point score race for Super 30s (main series), Division 2 (main Series), Classic Divisions and OK Dinghies. Third point score race for Cavalier 28s, Division 1, and in short series for Division 2 and Super 30s

**DON'T RELY ON YOUR MEMORY — READ  
THE SAILING INSTRUCTIONS**

There have been many changes to courses and marks this year — don't find out the hard way!

**LOOK-  
ING FOR  
THE TEN-  
DER?**

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

Sat: 0900-1800  
Sun: 0900-1700



## SIGNALS FROM THE COMMODORE

Another Annual General Meeting has passed and this time we had some Board members retiring. It is therefore the opportunity for me to thank, on behalf of all the members of Sydney Amateurs, the four retirees: Tony Saunders, who has filled nearly all Board positions with great credit; Richard Lamrock, our treasurer for the past two years and one of the promoters of the Super 30 Division; Dal Wilson, a Board member for a decade, three of which he served as Rear Commodore and Peter McCorquodale, our Rear Commodore for the last two years and the instigator of many of the changes you have seen around the Club. Thank you all for your service.

The four new Board members who replace them are Tony Clarkson, who has taken over the position of treasurer, Garth Stewart, Liam Timms and Peter Horn. I am sure you are all as grateful as I am that there are members willing to take on the onerous task of Board membership to keep your Club just the way you want it.

And talking of keeping your Club just the way you want it — one of the most important things in the way the Club is run is fairness. At the last two general meetings the fairness of the contributions various members make has been raised with the issue specifically being the amount that those who have a club mooring have to pay relative to those who have a private mooring.

I am one of the lucky ones, I won the mooring lottery and my hole in the water in Mosmans Bay costs me about one third of what it costs for my neighbour on club mooring with a similar sized boat. We could cut the cost of the moorings but if we did we would have to put the fees up for all the members but that wouldn't be fair either. We could do what they do at the Squadron and charge for the tender service for people on private moorings but some members were very vocal at the AGM and made their objection to that idea very clear, so in the interest of fairness I am going to suggest that all those members with a private mooring, who feel they would like to make an additional contribution, do as I am going to do and ask the office to charge their account \$50 per quarter, \$200 per year being roughly each boat's share of the cost of running the tender service in Mosmans Bay.

We are now less than a month from the opening of the season, so get your yacht ready and don't be late for another summer of racing on the best harbour in the world.

*Rob Evans*



# ANNUAL GENERAL MEETING 2006

AUGUST 06

The Annual General Meeting of the SASC held at the clubhouse on the evening of 2 August was attended by 67 members in person and many more by proxy.

The Commodore and other Club officers reported on the activities of the Club in the past year and the meeting adopted the Annual Report and Accounts for the year ended 31 May 2006.

The Rear Commodore, Peter McCorquodale, and the Treasurer, Richard Lamrock, did not stand for re-election this year. Directors Tony Saunders and Randal Wilson also retired. The Commodore thanked all the retiring directors for their considerable contribution to the Club over the years.

For the coming year Commodore Robert Evans, Vice Commodore John Crawford, Rear Commodore Bill Hogan, Honorary Treasurer Tony Clarkson, Honorary Secretary Peter Chapman and Chairman of Racing Guy Irwin were elected unopposed. Charles Maclurcan continues on the Board as Immediate Past Commodore.

Twelve nominations were received for the eight positions as directors. Elected at the meeting were Val deBurca, John Jeremy, Philip Kinsella, Peter Horn, Herschel Smith, Garth Stewart, John Sturrock and Liam Timms.

Vice Commodore John Crawford, Commodore Rob Evans and Hon. Secretary Peter Chapman at the Annual General Meeting on 2 August

Photo John Jeremy





Photo John Jeremy

The Annual General Meeting at the Club on 2 August was well attended with 67 members present

## **FLAG OFFICERS' DINNER 2006**

The Flag Officers' Dinner this year will be held at the Clubhouse on Friday 15 September

This is always an outstanding evening and an opportunity to welcome Flag Officers from other Sydney Clubs to the SASC

*Numbers are limited — book early — telephone Megan or Patrick at the Club on 9953 1433*

Cost \$60.00 per head (incl. GST)

## **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**

# CLIPPER ROUND-THE-WORLD RACE

AUGUST 06

We left off in Fremantle when last I wrote. After a nice long stopover in WA of almost two weeks inclusive of Christmas the whole fleet was itching to get going. We had hauled all the boats out of the water for a thorough check over and to carry out the inevitable repair work that was required after the Southern Ocean leg.

by  
*Richard Falk*

Someone had the bright idea that it would be a great crowd puller to start our race to Singapore on New Year's Day so it was a pretty subdued New Year's Eve for us all.

We manoeuvred around off the entrance to Freo Harbour awaiting our 1300 start. We needn't have been worried about the light winds in the morning, by 1300 the Freo Doctor was blowing 25 knots and we were off to a roaring start. Ten 68-foot yachts charging downwind INTO Freo Harbour to round a wing mark and then a bottom mark before beating back up the narrow channel and into clear water. Miraculously there were no bingles between boats but there was certainly a collective sigh of relief from all 10 skippers as we cleared the breakwater. We then ran for about 11 miles up the beach front to the north before turning and beating another 8 miles upwind to our final turning point. From there it was on to Selat Sunda at the southern end of Indonesia.

Curious fishermen in Sunda Strait

We left Freo Harbour in 10th place with my little crew struggling with

All photos courtesy Richard Falk



the heavy sails in the close quarters tacking in blustery conditions. However, once in clear water we were in our element and rapidly reeled in the fleet. By the time we got to the final turning mark we were in 8<sup>th</sup> place. Soon after *Cardiff* turned around and made for Fremantle Harbour. In the morning upon leaving the dock at Fishermans wharf they had hit the infamous Connor Rock. Unbeknownst to them they had split their rudder. Once under kite in the strong conditions they developed some nasty vibrations and with a couple of thousand miles ahead their only smart option was to return to port and investigate.

Early that evening the skipper, Conor Fogerty, dived on the rudder only to find that the whole port side of the rudder had sheared off. The boat was lifted immediately and about 30 hours later was put back in the water with a sparkly new rudder. Not bad considering it was a public holiday.

Meanwhile back on the water we were experiencing some fantastic hard running conditions with kites up in 35 knots and making great gains up the west coast of Oz. There was a lot of good video footage taken on that leg as the sailing was exhilarating (to start with).

About a day out of Fremantle I elected to head west to take advantage of a north bound current that sometimes lurks out there and also to avoid what was likely to be lighter wind closer inshore. Bad move.

Waiting for the  
wind



When we finally found the current some 50 miles further offshore than it should have been it lasted all of two hours before petering out. We found ourselves with a terrible angle and all the boats inshore carried good breeze and had a direct line to our first waypoint at Sunda Strait. Fortunately we decided to cut our losses and chase the fleet. It took about three days but we gradually started to overhaul the tail enders. *Glasgow* had had to divert to Geraldton to drop off an injured crew member and *Cardiff* were busily bringing up the rear.

The wind began to die as we moved further north and by the time we got to two thirds of the way to the northern tip of Australia it was down to a drift. Again we were very fortunate that these boats sail beautifully in light winds. In particular, on *Singapore* we seem to have a knack for out sailing most of the fleet in light spinnaker conditions. We managed to get ahead of *Qingdao* and *Jersey* before Christmas Island we were rapidly gaining on *New York*, *Victoria* and *Liverpool* in 3rd, 4th and 5th places.

The plan had been to race all the way to Singapore. We were to leave Freo, pass through the Sunda Strait between Java and Sumatra and then on through the Java Sea into the NE monsoon and north west to Singapore. Unfortunately the monsoon was a little late arriving this year so we had to be content with a shortened course finishing at the entrance to the Sunda Strait. We caught *Liverpool*, *New York* and *Victoria* as we approached the Strait but they unfortunately had just enough lead to maintain their placings ahead of us. We finished in 6th place.

Ahead of us lay a 600-mile motor to Singapore in the searing heat of the tropics, passing through the Indonesian Islands and always on the lookout for pirates or opportunistic fishermen. The scenery was quite spectacular especially the area around Krakatoa.

It was about 50 miles into our epic motor that we developed engine problems. As Singapore was our sponsoring city it was essential that, of all the fleet, our boat was the one that got there on time. There began a three-day marathon of towing, fault finding and ultimately straining 1,300 litres of diesel by hand.

The problems turned out to be threefold. Firstly there had been engine work done in Fremantle and the mechanic had refitted the hoses for the fuel line leaving a small air leak in the line. Secondly we had managed to pick up a contaminant in our fuel and finally we also had

Filtering fuel



saltwater in our fuel tanks from our breathers. We ended up transferring by can and bottle the entire contents of all four tanks through a rudimentary filter (two pairs of socks over a juice container) by hand. It was hot, smelly and uncomfortable work in high humidity and 38-degree heat. However, we managed it and we arrived in Singapore to a reception fit for a king.

There were lion dancers, politicians, the public and of course lots of Tiger beer. Our sponsors put on a great welcome for us and it was easily the best arrival and stopover to date. Unfortunately we only had one day off in the 12-day stopover. We had corporate sailing-day responsibilities every day we were there with one exception and in addition we had functions most nights. It was fun but by the time we left I was looking forward to the relative ease of ship board life. I was accommodated in the beautiful new Caribbean Apartments on the harbour front and managed to eat my way through an astonishing amount of fine cuisine while I was there. So all-in-all the Singapore stopover whilst tiring was a great success!

Stay tuned for the next intriguing episode — Singapore to Qingdao, with a Subic Surprise!

*Richard Falk*

*Skipper – Uniquely Singapore*

*[Our publication of Richard Falk's tales has fallen far behind the race. Those keeping track will know that Uniquely Singapore crossed the finish line in Liverpool in sixth place on 29 July 2006. Overall winner was westernaustralia, skippered by Mark Preedy, with Uniquely Singapore in fifth place overall. Most of the yachts have now returned to their base in Royal Clarence Yard in Gosport on the south coast of England for refits in preparation for the 07-08 race — Ed.]*



Lion dancers in Singapore



A large number of SASC members and friends gathered in the winter sunshine at the Club on 24 June to celebrate the past season at the annual prizegiving. Herschel Smith, John Stuckey and Tim Barnes from *Shambles* were well rewarded (above) and Jim Chambers (*Riff Raff*) collected the Magic Dragon Trophy (below)





Tom Horn (our youngest member) and his father Peter Horn collected the Bob Brown Trophy and the S.O.R. Trophy for *Mezzaluna* (above)

The Gretel Trophy was awarded to Graham Nock (*Caress*) (below)

Photos John Jeremy





Gervaise Pearce won the Paul Slocombe Trophy and a Gold Medal for a win in *Jellicle* in the Tuesday evening twilight series (above)

Lunch in the afternoon sun on the wharf at the Amateurs (below)

Photos John Jeremy





Photo John Jeremy

The OK Dinghy group celebrated the prizegiving on 24 June with lunch in a prize position on the wharf

## MALUKA

The 28-foot *Maluka* was designed by Cliff Gale and built by Billy Fisher to the order of George and Willie Clark in the early 1930s. They made voyages to Queensland, Lord Howe Island and Tasmania as well as sailing in the SASC A2 class. After some years she was sold to Sil Rohu who chased fish in her and she was decommissioned as a sailing boat.

After a few more owners she was purchased by Warwick Thompson, Sil's great nephew and recently she was sold to our member Sean Langman. As I write she is being restored at Woolwich Dock to a hard-working sailing boat by Gary Ferres assisted by Robert Gordon. All ribs aft of the forward twelve have been replaced, the raised deck extended aft and the hull will be greatly strengthened. She will be entirely covered in bi-axial GRP and Sean will design a new keel weight to be cast in lead.

Ian Smith is building new Oregon spars and she will come out in late December as a gaff cutter. Sean has entered her in the next Sydney-Hobart race much to the delight of the old 'Hobart Hands'.

In time she will be based mainly in Port Huon and Sean intends to sail her around the Tasmanian west coast and in the Southern Ocean — hence the great beefing-up during the rebuild.

We all look forward to seeing her in a few SASC races some time and I believe our Vice Commodore John Crawford will be in her crew. I also understand that two of A1's ladies have been invited to consider trying out for a crew place to Hobart.

I look forward to her recommissioning with great excitement.

*Southerly*

I would like to call on all members of the SASC to take an active interest in the proposal to upgrade our slipway. This is an entirely selfish request because for my part the slipway renovations will not happen unless the members want it to happen and I don't think members can usefully comment unless they have a grip on what is proposed. It is your slipway and your say.

With an ear to the ground I get the impression that some members may have reservations about the proposal and I for one would like to know what these reservations are.

Firstly you should all know that the Development Application proposal is available in the office for any member to review, question and/or comment on and your input is appreciated.

Secondly the development committee is preparing a review of our slipway re-development proposal which will be sent to all members for comment and which will outline all the issues and matters that have been considered in preparing the Development Application. This will be an opportune time to stick your oar in if you want to and/or to endorse the direction we are headed if that is your wish.

The prime aim of all the work done to date is to retain and secure into the future a slipway facility for the benefit of our members. It is difficult and very expensive for small slipways to become compliant with the Environment Protection Authority's water pollution control requirements. It is also difficult to obtain Council approval. This is one of the reasons they are closing down.

Both NSW Maritime and North Sydney Council recognise that the club is actively seeking approval to develop an EPA compliant slipway. The Board on behalf of the Club intends to lodge the DA and to obtain approval. Once DA approval has been received the Board will be in a position to go to the members with a firm proposal that has the support of the authorities concerned.

A final thought for your consideration is that although not everyone may support the proposed development, I believe the Board has acted prudently to obtain approval.

As we stand at the moment, the slipway could be closed down. Once approval is received we will have a choice. It might be Hobson's but it is a choice.

*John Crawford*

## **VALE BERYL DIBBEN**

It is with sadness that we record the recent passing of Beryl Dibben, wife of Past Commodore Vic Dibben. Many members will remember Beryl and recall the great support she gave Vic during his two terms as Commodore between 1979–1982 and 1985–1986. On behalf of all the members we extend our sympathy to Vic and his family.



## VALE JOHN MERRINGTON

John Cossar Merrington was born in 1917 and passed away in July this year.

John grew up with his parents and brothers at a waterfront house at Huntley's Point, leading an idyllic life sailing, fishing and playing on the beach. After a very hard apprenticeship he began working in 1944 as an optician with his father Arthur, an SASC member, at Broadway in Sydney. He stayed there until he retired in 1989.

In February 1948 John married his devoted wife Lorna and in due course a son and two daughters were born. One daughter, Jenni, and her children have become very prominent in the yachting world.

Starting his sailing in small dinghies John graduated to 16 footers, owning several. He was later elected a Life Member of the State 16-ft Skiff Association.

The family moved to a new home in Mayfield Avenue, Woolwich, in 1950. He purchased the beautiful *Warana* and sailed her in SASC events for more than 40 years. John and Lorna worked tirelessly in local affairs, the Church and schools. John was elected to the Hunters Hill Council in 1962 and was Mayor in 1966 and 1967. He was largely responsible for the establishment of the Clarke's Point reserve. When he retired from Council in 1983 he was the second longest serving alderman in Hunters Hill's history.

John was appointed a Member in the Order of the British Empire (MBE) by Her Majesty the Queen in June 1981 and in September 1983 he was further honoured with the Honorary Freedom of the Municipality of Hunters Hill.

In his later years John took great delight in his six grandchildren and the achievements of his children. He showed great courage in dealing with a big fall and his final illness. A memorial service on 27 July at All Saints Anglican Church was attended by many of our members. His passing was also recognised at the SASC Annual General Meeting and recent a Classic Yacht meeting at the Club.

In the more-than forty years that John campaigned *Warana* she was always a good competitor and was sailed in the most sporting manner with a strict observance of the rules. A37 was a short, heavy yacht compared to the faster boats in her Division which makes it very difficult to win a point score. To his friends' delight John finally won a Gold Medal after 20 years of competing but he never complained about his handicap.

John Merrington loved the SASC but because of his many civic commitments was unable to match the magnificent achievements in the Club of his brothers, Bill and the late Ernest Merrington. I consider that the way which he sailed his boat with his friends, bearing in mind she is a heavy cruiser, was also an outstanding achievement.

*Southerly*



I had the pleasure of attending the Race Officers' course held at the RSYS on 8 and 9 July with some ten other SASC starters and assistants and others from the Squadron, RPEYC and Port Hacking.

The course was for Club Level Racing but was based on regatta style events as these entail more work than racing around fixed marks.

The course covered:

- The role and responsibilities of Race Officers
- Risk Management and Legal Liabilities
- Race Documentation
- Event Management, Facilities, and Equipment
- Personnel and Preparation
- Race Management Procedures
- Various starting scenarios
- Race scenarios
- Finish scenarios
- Scoring
- Protests, Penalties and Appeals

Following the theoretical we were involved in practical work laying lines, setting gates and courses.

All participants ended up with a clear understanding of the race officer's role, how to go about their work and the importance of personal judgement in running races that all competitors will enjoy.

Some of the interesting discussions included:

- the use of the Z flag when conducting a regatta start, also the use of the I flag and the black flag
- how the Answering Pennant can be the starter's friend if something goes wrong during the start procedure
- the use of the L flag particularly I one is changing the location of the Start line after boats have assembled
- the difference between crossing the Finish line and finishing the Race.
- and, of course, the perennial issue of when is the wind too light or to heavy for racing.

I know all of our participants enjoyed and gained something from the course.

*Tony Clarkson*





*Torquil* (3220 - Peter McCorquodale) and *Kerstin* (from No. 2 Division RSYS) passing outbound yachts in the Sydney–Mooloolaba race on Saturday 29 July (above)



*Ratu VI* and *Torquil* sailing in the last race in the SASC Winter Series on 29 July (left)

Bill Gale and his crew in *Ranger* had a fine view of the start of the Sydney–Mooloolaba race (right)



On 13 July Yachting Australia (YA) and the Royal Yachting Association (RYA), signed an in-principle agreement regarding the delivery of training in Australia.

The agreement will see the two organisations cooperating to offer qualifications in Australia endorsed by the UK Maritime and Coastguard Agency at Coastal Skipper and Yachtmaster levels. This is the same qualification issued by RYA Centres around the world. It will be to the same standard and will carry the same international recognition.

These qualifications will be available through Yachting Australia Training Centres using existing instructors. A Yachting Australia/RYA qualified examiner will oversee each examination. Successful students will receive a joint Yachting Australia/RYA qualification.

The RYA has agreed to no further expansion of their training activities in Australia, in favour of working with Yachting Australia. As well as maintaining the existing Yacht and Motor Cruising Scheme, Yachting Australia will continue to manage the well-established National Training Schemes for windsurfing, dinghies, and powerboats.

Over a period of three years, Yachting Australia and the RYA will work towards mutual recognition of all student and instructor qualifications. This will facilitate the easier exchange of human resources between Australia, the UK and other markets.

A commercial agreement is expected between the RYA and Yachting Australia that will see the range of quality RYA publications available to Yachting Australia Training Centres to support training courses. It is planned that some of these publications will be jointly branded.

Negotiations with State and Federal Government agencies will in future be the responsibility of Yachting Australia. However discussions regarding the recognition of MCA endorsed commercial qualifications will be undertaken jointly. Yachting Australia may also work with the RYA in areas where they have specific expertise.

Yachting Australia recognises the very successful training schemes and resources that the RYA has developed over many years and the increasing recognition of their expertise in this area around the world. This agreement leaves the control of recreational sail and motor boat training with Yachting Australia, provides international recognition and a pathway for Australian's seeking a career in the maritime industry and allows Yachting Australia and its' stakeholders to benefit from the experience of the RYA in other markets. Importantly, the agreement opens the way for further cooperation with the RYA.

Yachting Australia and the RYA see this agreement is in the best interests of sailors and students, training centres, the industry generally and sailing and boating in Australia.

Yachting Australia would like to express its thanks to RYA CEO Rod Carr, Training Manager, James Stevens and Penny Haire for the flexible approach that they have taken in bringing the recent discussions to a successful conclusion.

*[www.yachting.org.au](http://www.yachting.org.au)*

Appendix D to the Yachting Australia (YA) Special Regulations and associated amendments to YA Special Regulations have been finalised. Appendix D relates to stability of yachts and the amended Special Regulations relate to moveable and variable ballast.

Along with all YA Special Regulations and Appendices, they will take effect from 1 July 2005.

Appendix D and related changes to the Special Regulations are based on rules set by ISAF. In light of new developments in yacht design and construction the Yachting Australia Safety Committee, under the chairmanship of Tony Mooney, has incorporated some variations to the ISAF rules. A lengthy consultation process was undertaken and included much research and advice from experts, namely:

- Greg Waters (involved with hydraulics & engineering of canting keels on *Wild Oats*, *Pyewacket*, *Movistar*)
- Jim Schmicker (Chief Naval Architect Farr Yacht Designs)
- Don Jones (designer of *Skandia Wild Thing*)
- Colin Spence (Naval Architect now working with Ken McAlpine in Western Australia, who is involved with America's Cup and Volvo 70s)

Sailors and owners were also consulted, with draft documents and feedback mechanisms available through the YA website.

Much of the content is similar to that which applied from 2001-2005, with changes designed to increase the seaworthiness of yachts and the ultimate safety of sailors. The new YA rules contain such depth and sophistication of research that they will be submitted to ISAF as the proposed international standards.

Appendix D and the associated amendments to the Special Regulations can be downloaded from the YA web site.

**SYDNEY AMATEUR SAILING CLUB**  
2006-2007 SAILING SEASONS  
LISTEN OF MOVING MEMBERS

All marks are marked to upwind unless otherwise indicated  
(P) denotes port hand marking

10	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141

## DON'T GET THE SAILING INSTRUCTIONS WET!

Have a laminated mark chart in the cockpit — available from the office at the Club for \$3.00 (incl. GST)

*Gipsy Moth IV* sailed through Sydney Heads at 2 pm on Sunday 9 July amongst a flotilla of yachts under glorious sunshine. Onboard was skipper Richard Baggett, Mate Simon Hay, Project Founder Paul Gelder of Yachting Monthly, James Blake, son of Sir Peter Blake and Elaine Caldwell, a voyage participant.

Shortly after 4 pm, after sailing under the Sydney Harbour Bridge and back out past the Opera House, *Gipsy Moth IV* berthed at the Royal Sydney Yacht Squadron where Chichester stayed during his stopover in December 1966.

The vessel was greeted by RSYS members and *Gipsy Moth IV*'s original propeller was presented to Warwick Hood in recognition of the Club members' involvement with *Gipsy Moth IV*, both in 1966 and today.

The 54ft ketch last departed Sydney in January 1967 after the only stop on Chichester's record world circumnavigation.

Chichester was a pioneering aviator, making his first solo flight to Australia in 1929 and in 1931 was the first man to fly east to west across the Tasman Sea. In 1958 he was diagnosed with cancer and given six months to live. Forgoing recommended lung surgery he was nursed back to health by his wife. In 1960 he won the first solo Transatlantic sailing race in *Gipsy Moth III* claiming that entry into the race was part of his recovery plan. Entering the race again in 1962 he beat his own record. In August 1966, aged 65, he set off from Plymouth to circumnavigate the world.

For many years *Gipsy Moth IV* lay in a dock at Greenwich near London until a campaign by the magazine Yachting Monthly to get her sailing again saved her from rotting away. Now owned by a British charity, the United Kingdom Sailing Academy (UKSA), the restored *Gipsy Moth IV* is circumnavigating the world again after leaving Plymouth UK on 25 September. Stops in 25 countries have been planned for the voyage. The crew change for each leg. Three young adults aged between 16–24 from disadvantaged backgrounds or who suffer from learning difficulties or from cancer are accompanied by a skipper, first mate and a crew leader.

*Gipsy Moth IV* ran aground for six days in May at the North West corner of the Rangiroa Atoll, part of the Tuamotu Islands in French Polynesia. She was shipped to Auckland and was repaired in the Emirates Team New Zealand base. *Gipsy Moth IV* arrived in Auckland on 24 May and after a massive effort she was relaunched on 16 June for trials.

When *Gipsy Moth IV* arrived in Australia James Blake, son of Sir Peter Blake was in the crew. James is at University training to be a Marine Biologist, so will be taking a keen interest in the oceanic experiments being conducted in association with the University of Plymouth.

On 16 July *Gipsy Moth IV* departed Sydney and headed up the coast for Mooloolaba in Queensland where UKSA Australia is based. *Gipsy Moth* is expected to return to Plymouth UK on 28 May 2007, 40 years to the day from when Chichester returned as a national hero after becoming the first person to sail one-stop solo around the globe. Chichester died in August 1972.

As a charitable project, funds are continually being sought for the voyage and the continual upkeep of the boat. More information is available at [www.gipsymoth.org](http://www.gipsymoth.org).

*With thanks to boatingOZ.com.au*



*Gipsy Moth IV passing Bradleys Head outbound in January 1967 for the second leg of Chichester's circumnavigation (above)*

*Gipsy Moth IV in her dock at Greenwich in 1978 (below)*

Photos John Jeremy





*Gipsy Moth IV* arriving at the Royal Sydney Yacht Squadron on Sunday 9 July 2006 (above)

*Gipsy Moth IV* now has a modern folding propeller made by Jack Christopherson (centre) and paid for by members of the RSYS. UKSA Project Manager David Green presented the old propeller to Warwick Hood (left) for the RSYS (below)

Photos John Jeremy





Photo John Jeremy

The Mexican Navy's sail training ship *Cuauhtemoc* visited Sydney recently during a world cruise. Built in 1982 the 1,662-ton ship has a complement of 268 including 90 midshipmen under training

**NEW MEMBERS**

We welcome the following new members:

Costa Rozakis

Peter Scott

**A MESSAGE TO ALL BBQ CHEFS**

The barbeques are cleaned each week by Frank our handyman. However, to assist Frank, and as a courtesy to other members who use the BBQs, it would be greatly appreciated if you would scrape off the hot-plates when you have finished cooking and wipe them over with some paper towel.

*Thank you for your cooperation.*

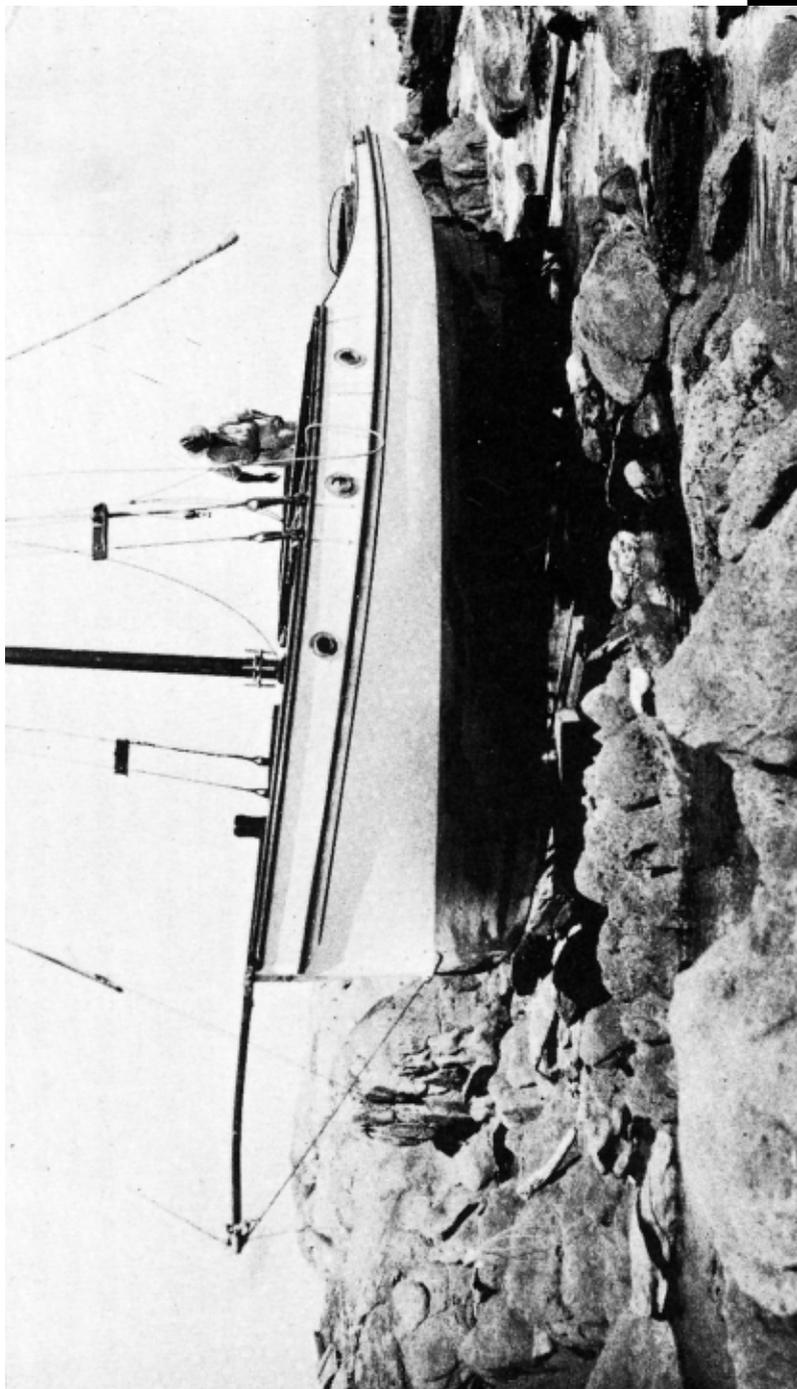
# SASC SLOP CHEST

*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 October 2006 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 September 2006. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



The refit of *Maluka* reported by Southerly on page 13 recalls an incident in her history recorded in detail in the Club's history *The Amateurs*. In December 1935 *Maluka* left Sydney for a cruise to Hobart with owners W. and G. Clark and crewman Sep Stevens on board. It was an eventful voyage, and in severe weather on 27 December *Maluka* ran aground on Cape Conran on the Victorian coast, about twelve miles from the town of Marlo. Holed on starboard side, *Maluka* was thought lost but with the help of local residents she was righted, patched and refloated, returning to her home port of Sydney under power for permanent repairs on 27 January 1936



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