



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2009

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Maggie Stewart

Cover:

Mister Christian
and *Ranger* during
the combined-
clubs' winter race
on 13 June

(Photo John Jeremy)

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The SASC News is published six times per year.

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COMING EVENTS

August 2009

SATURDAY 22 AND 29 AUGUST 2009

Safety Audits and fire extinguisher service at the Club

SATURDAY 5 SEPTEMBER 2009

Opening Regatta

SATURDAY 12 SEPTEMBER 2009

Lion Island Race

SATURDAY 19 SEPTEMBER 2009

First point score race for the 2009–2010 season

SATURDAY 26 SEPTEMBER 2009

Point score race for Super 30 Division, Division 2 and Classic Division

SATURDAY 3 OCTOBER 2009

Idle Hour Race

SATURDAY 10 OCTOBER 2009

Point score races for Super 30 and Division 2 main and short series, Division 1, Classic Division and Cavalier 28 Division

SUNDAY 11 OCTOBER 2009

Point score race for Division 6 and Gaffers Division

FRIDAY 16 OCTOBER 2009

First Friday twilight race

**NEED
THE TEN-
DER?**

**Call Mike, Al-
lan or Denis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2009–2010 SEASON

Safety audits will be required for
Category 7 Certification

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

Saturday 22 and 29 August 2009



On Wednesday 5 August at the SASC there was an air of expectation, excitement and nervous anticipation as there always is around this time of the year when we hold the Annual General Meeting. The clubhouse chairs had been arranged in inquisitorial rows facing a large table located on the south wall.

On the tables had been placed paper, pens, jugs of water, tumblers and other accoutrement of high office. The Flag Officers and the Hon Secretary made ready to face the membership at 2000, nervously fingering their SASC ties, straightening their already straight yachting blazers and checking that their gold, silver or bronze prize pins were still attached to their lapels.

The clubhouse filled as members filed in, slowly, very slowly. With 15 minutes to go about 20 members had arrived. People glanced up nervously each time the front door closed indicating another had arrived. The one question on everyone's lips; would we make it, would we achieve that Holy Grail, was it possible in the remaining time available for us to reach that peak of achievement so fervently sought by every Hon Secretary, every Flag Officer and every Director at an AGM — a quorum?

Yes Ladies and Gentlemen, a quorum, without which we can all pack up and go home and come back and do it all again next week. Our Articles define a quorum for an SASC AGM as requiring 10% of the Club's paid up membership in attendance at the meeting. Warm bodies on the floor of the house! We got there, the final statistic being 50 people. With 27 members and 13 Flag Officers/Directors we squeaked home, so a big thank you to those that came to meeting and to enjoy the Happy Hour that followed the meeting and just maybe a reason that kept members minds focussed on the main event.

After that everything was a doddle, new members present were introduced to everyone, Department Heads, gave brief summaries of their deeds during the year and the Club Treasurer waxed lyrical about the general good health of the Club's finances. Thank you all for your contributions.

On a more educational note, our Immediate Past Commodore Robert Evans has managed to obtain permission from NSW Maritime to run a course at the SASC for members to obtain a General Boating Licence. If you are like me — getting a Boating Licence is something I have been meaning to do for several years — this is an opportunity not to be missed.

In NSW the law requires that anyone in charge of a vessel capable of more than 10 knots must have a Boating Licence. These licences have become more difficult to get recently and there is no doubt that they will become more difficult in the future.

The course will have three stages and will be run for a minimum of 20 people.

Stage 1 A class seminar at the Club laying out the basics of the course, the elements of boating safety and rules of the road, buoyage, docking, anchoring etc

Stage 2 Practical Class. This will be on water practical teaching. Member vessels or perhaps a Club vessel may be used. This will be confirmed once the level of interest is determined. It may take three outings over say two weekends.

Stage 3 The class will sit a test of 40 (multiple choice?) questions run by a Boating Service Officer from NSW Maritime.

If you are interested in participating in this course please phone Megan August 2009 at the office to register and we will confirm the details once we know the numbers. At this stage we believe the cost will be modest. Don't miss this opportunity. See you all at the Opening Regatta, you haven't much time to get ready and by the way, the new piles will be finished and the mooring cleats installed.



SASC 2009–2010 SAILING SEASON

Compulsory Skippers Briefing

Wednesday 26 August 2009

As notified in the last *SASC News*, this year all skippers, or at least one member of their crew, will be required to attend a briefing at the SASC which will cover the conduct of SASC events, safety issues, Harbour regulations and incident reporting requirements.

Attendance at a briefing will be mandatory

Yachts will not be accepted as entrants in SASC series without evidence that the skipper or at least one of the crew has attended a briefing. Evidence of attendance at a similar pre-season briefing conducted by another Harbour club will, however, be accepted.

The SASC has decided to require this compulsory briefing in order to fulfil all of its responsibilities under the Aquatic Licence issued by NSW Maritime.

The first briefing will be held on Wednesday 26 August at 8pm at the SASC Clubhouse. Should a further briefing be necessary it will be scheduled for shortly thereafter.

For more information please contact Club Captain Peter McCorquodale on 0414 344 914.

SISTER ACT

Round the Island on a Contessa 32

by
Tom Moulton

As a 13 year old I went to the 1971 London Boat Show. That year the ‘Boat of the Show’ award went to the brand-new Contessa 32. She was a very pretty ‘cruiser racer’ and I fell for her there and then. Around 850 boats were eventually built and she won her ‘cred’ during the notorious 1979 Fastnet Race. It was the little boats that were hit the worst and *Assent*, a Contessa 32, was the only boat (of around 60) in Division D to actually finish. In the inquiry that followed the tragedy she was singled out for her robust construction and exceptionally high degree of positive stability.

Amazingly the Contessa 32 is still in production today, albeit in a very limited way, so three years ago I was finally in a position to order a shiny new, bright red, yacht from the original builder Jeremy Rogers. *Lunacy* took five months to build and two months to ship. She arrived at The Amateurs just in time for Christmas 2006.

Eighteen months ago I received a visitation from a Pom called Robin Holland. As only a Class Captain can, he turned up, demanded an inspection and a sail. A great little weekend trip to Pittwater was had by myself, Robin and his daughter Jess.

Knowing I’d be over in England this June, I called in my marker with Robin and demanded a berth in the Round the Island Race on *Lunacy’s* slightly less-new, less-shiny sister-ship, the 35 year-old *Corafin*.

The Round the Island Race is the biggest in the world. The Island in question is the Isle of Wight — it’s roughly diamond shaped and the straight line course is just under sixty miles. This year there were 1,775 starters and among them would be around thirty Contessa 32s.

The crew of *Corafin* was to be Robin, myself and regulars Jack, Holly and Robin’s daughter Jess. Jess would be the skipper and Dad the tactician.

“I warn you, I don’t do pretty,” Robin warned me as we walked down the marina arm, “*Corafin* is a racing boat!”

The skipper’s brief was very clear, “The aim is to have fun and get round in one piece. We’ll be avoiding trouble and we won’t be cutting any corners.”

As I crawled into *Corafin’s* quarter berth the night before the race I immediately realised what not “doing pretty” meant. I know Robin won’t mind me saying this, but I doubt there’s been a tin of varnish down below since Britain last hosted The America’s Cup.

Six am on Saturday morning didn’t look promising. It looked, um, how should I put this, “English”. We chugged out into The Hamble River and into the rain. My first impression was just how many boats were



Photos courtesy Tom Moulton

The Contessa 32
Wizard in the
West Solent

on the water at this ungodly hour. By the time we got to the starting area I thought there surely wasn't a single boat left in its marina berth in the country!

I particularly enjoyed the hilariously posh voice over the radio from the starter's box. It was beautifully crisp and clear, but I did keep thinking it was about to announce that "...we have received no such communication from Herr Hitler and consequently we were now at war with Germany."

There were about twenty starts over a three-hour period. In a light breeze our very-experienced tactician got into an excellent position. As we headed off down the West Solent we had relatively clear air and once the breeze picked up a bit we were moving along very nicely. It was encouraging to see Jeremy Rogers, the builder of the Contessa 32 and the only person to have won this race three times, behind us. None of the crew really believed (correctly, as it turned out) that he'd stay there for too long though.

The Solent is famous for its tides and this race is all about picking where the current is, or isn't. It was a real thrill to see the instruments telling us that our six-and-a-half knots through the water translated into ten knots over the ground. The last time I sailed these waters was the shakedown cruise on my own *Lunacy* before she was shipped to Sydney.



Still plenty of boats around after ten hours of racing

At the first “corner” we gave The Needles a nice safe rounding and popped the kite. Only then did I realise what a double-edged sword the tide was. Suddenly our seven knots now meant four over the ground. The five-odd hour spinnaker run in 18 knots and full sunshine was the highlight of the race.

The five-hour kite run around the bottom of the island

“What’s that island off Bembridge Ledge?” I asked the tactician as we approached the final corner of the course, “It doesn’t appear to be on the chart.”



It wasn't an island at all of course, but about half a billion quids worth of fibreglass and aluminium not going anywhere fast. Rounding the mark was extremely hairy but somehow we managed to get in really close to the buoy and overtook about a hundred boats in the process.

We then made a radical and ultimately-flawed decision. We thought the benefit of clear air and more pressure in a dying breeze out-weighed the issue of more tide on the nose and so we elected to stay in the deeper water of the East Solent. In retrospect it might have worked for a while but eventually we realised that we, as we say in Australia, 'should have stayed on the beach'.

Still, after nearly eleven hours, we finished a very creditable fifth in division and less than two minutes separated us from a third place. We fulfilled the skipper's brief in full. We had a lot of fun and we didn't hit anything. Later, Jeremy Rogers told me that if you don't bump the keel at least half a dozen times, you don't have a chance of winning.

The weekend was a real thrill for me. It was great sailing on such a familiar boat in unfamiliar waters. It was terrific seeing so many of *Lunacy's* sisters and meeting the skippers and crew.

After the race I extended an invitation to the class association members — if they ever find themselves in Sydney, I'll be more than happy to take them for a lap of the Harbour. So if you see any Poms hanging round on the SASC pontoon looking a bit lost, point them in *Lunacy's* direction.

Corafin on the way home





Photos John Jeremy

An otherwise grey day was brightened by the yachts alongside for the annual prizegiving. Yeromais, Lolita and Hoana were moored at the pontoon



Plenty of prizes and smiles for the Tomaszewskis of *Indulgence* at the prizegiving on 27 June (above)

Kelly Cup winner Greg Sproule with the trophy everyone would like to win (below)





Photos John Jeremy

The lunch for Past Commodores, Honorary Life Members and Life Members held at the Club on 30 June was well attended ensuring the exchange of many 'tall tales and true from the legendary past'



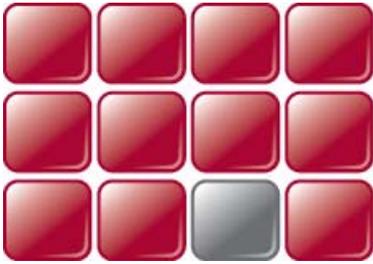
'That's how we did it in my day young man!' Brian Woods and Bill Merrington (above) at the lunch on 30 June

Nick Cassim illustrating the size of something or other to an attentive audience (below)





A proposal for the use of the Mosman Boatshed, after an idea by Andre van Stom



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Photos John Jeremy

The start of Division 1 in the combined SASC/RSYS/RANSA winter race on Saturday 13 June.
Many yachts took part in the race on a beautiful Sydney winter's day

COMBINED CLUBS WINTER RACE

August 2009



Shambles in the midst of the fleet for the start of Division 2 (above)

Sayonara looking magnificent, as usual (below)





Spirit of Mystery entering Sydney Heads

Photo NSW Maritime

The 37-foot lugger *Spirit of Mystery* sailed 11,800 nautical miles from Cornwall to Australia earlier this year and sailed into Sydney on Sunday 5 July. The historic craft was built and skippered by British adventurer Pete Goss to follow in the wake of the original *Mystery*, an open Mounts Bay lugger built in Newlyn and sailed to Australia by seven Cornishmen wanting to try their luck in the Australian gold rush. They completed the journey in 1854 and *Mystery* became the smallest migrant vessel to make it from England to Australia.

Spirit of Mystery is as true to the original *Mystery* as possible and although there are concessions to safety, there are no modern electrical or navigational systems, with navigation by the sun and stars.

Skipper Pete Goss is an ocean adventurer who won international respect during the 1996 Vendée Globe non-stop, single-handed round-the-world race, when he rescued fellow competitor Raphael Dinelli whose boat began sinking in the Southern Ocean.

Goss' crew for *Spirit of Mystery*'s five-month voyage from England to Melbourne comprised his 14-year-old son Eliot, brother Andy and brother-in-law Mark Maidment. The passage was not without incident, with Mark Maidment suffering a broken leg when a large wave threw *Spirit of Mystery* onto her side in rough seas south of Portland on the west coast of Victoria during the final approach to Melbourne.

Since successfully completing the passage to Australia, *Spirit of Mystery* has been skippered by Andy Goss from Melbourne to Sydney via Bass Strait, the north coast of Tasmania and the NSW south coast. He navigated *Spirit* through Sydney Heads on Sunday 5 July and has since been based at the Rozelle Bay Superyacht Marina, preparing the boat to be a special marina exhibit at the Sydney International Boat Show.

Spirit visited the SASC on the weekend of 25–26 July and gave members the opportunity to have a close look at the rugged lugger. It is hoped that she will return for a longer stay .

Photo John Jeremy



Spirit of Mystery
at the SASC
pontoon



The simple deckplan of *Spirit of Mystery* (above)

Spirit of Mystery's lived-in cabin (below)

Photos John Jeremy



The 2009 Annual General Meeting was held at the Clubhouse on Wednesday 5 August and was well attended with 50 members present.

After he opened the meeting Commodore John Crawford welcomed the new members who were there and presented them with a copy of *The Amateurs — The Second Century Begins*. They included some owners of gaff-rigged or classic yachts which probably explained why Bill Gale was purring.

In his report to the meeting, the Commodore paid tribute to the staff and volunteers who keep the Club working so well and who keep the spirit of the Amateurs alive. He particularly commended the work of the members who recently repaired the piles under the boatshed in difficult conditions and invited everyone to join the working bee planned for the following weekend at the Mosman Boatshed.

The Vice and Rear Commodores reported on the activities in the Boatshed and Clubhouse and Captain Peter McCorquodale reported on another successful year's racing. Peter outlined some of the challenges which faced the Club in conducting racing on Sydney Harbour and reminded members that attendance by skippers or at least one regular member of their crew at a pre-season briefing, planned for 26 August, was compulsory this year. The Treasurer presented the financial report for the year ended 31 May 2009 which was accepted by the members.

There was no ballot for directors this year as there were no nominations in excess of the number of positions on the Board to be filled. Re-elected unopposed for the coming year were Commodore John Crawford, Vice Commodore Bill Hogan, Rear Commodore Liam Timms, Captain Peter McCorquodale, Honorary Treasurer Tony Clarkson and Honorary Secretary Peter Chapman. Robert Evans continues on the Board as Immediate Past Commodore.

The directors elected unopposed were Val de Burca, Bruce Dover, Guy Irwin, John Jeremy, Philip Kinsella, Herschel Smith, Garth Stewart and John Sturrock.

FLAG OFFICERS' DINNER

**The annual Flag Officers' Dinner will be held at
the Clubhouse on Friday 25 September**

This is always an outstanding evening and an opportunity to welcome

Flag Officers from other Sydney Clubs to the SASC

Numbers will be limited so book early — telephone Megan on 9953 1433

Cost \$60 per head (incl. GST)

FOR SALE

WINDWARD

A101 (ex-E1)

The historic 40-foot gaff-cutter *Windward* was designed by J. W. Pickering of Sydney and was launched in 1923 by J. Hayes & Sons at Careening Cove. She has been extensively restored by Simon Sadubin to the original plans and specifications and the original sail plan has been restored. The finest materials have been used for her new interior and new timber has been used for the mast, gaff, boom and bowsprit with new bronze fittings. The inboard Mercedes diesel has been overhauled and new electrics installed.

The owner is now working in the country and will be travelling overseas for the next few years. He cannot commit himself to the yacht as he would like and would like to see her used and raced regularly. Expressions of interest in partnerships or exchanges will be considered.

The yacht is currently on a SASC mooring and comes with a seven-foot wooden clinker dinghy, boxes of bronze fittings, Tufnol blocks and photos, plans and documentation.

For details contact John Firth-Smith

Telephone/Fax: (02) 6337 8262

PO Box 1028

Mudgee, NSW 2850

FOR SALE

EVENTIDE

A38

Built in 1946 for Mr A. M. Merrington, *Eventide* sailed with the SASC for over sixty years — a winner of many point scores.

At 35 feet long overall, *Eventide* has a masthead Bermudan rig and was designed by George Griffin based on the lines of the J-boat *Ranger*.

Price: \$30,000

Telephone Bill Merrington on (02) 6421 3231

WHARF REPAIRS

August 2009



Photo John Jeremy



Placing a new free-standing pile off the SASC Wharf (above). Good progress was made in July on the repairs to the wharf and piles. The work should help hold everything together for a good few years to come

Trimming one of the new piles (left)

Photo John Crawford

SOUTHERLY REFLECTS ON THE BATTLE OF THE DENMARK STRAIT

It was sad to read of the loss of four young Australian yachties in HMS *Hood* when she blew up in May 1941 (*SASC News* June 2009). They were in the flower of their manhood and were robbed of the joys of a full life. Some three thousand men lost their lives in the Rheinübung operation, a glimpse of the colossal tragedy of the Second World War.

Capital ships, both battleships and battle cruisers, had massive guns from 11 to 18.1 inch bore and were the greatest war engines of the twentieth century. Ships like those will never sail on a mission again. The first battlecruisers were launched in 1911. They had a capital ship armament, were lighter and faster and generally bigger than battleships. They were decisive at the Falklands but three blew up at Jutland and thereafter the design concept was dropped.

Hood was laid down before Jutland and when completed she was the largest and fastest warship afloat. She did, of course, have light armour and the type's fatal lack of deck protection. In 1941 she was very weary with age and war service with Force H in the Mediterranean. *Prince of Wales* was brand new but not worked up. She left in such haste with *Hood* that she took some dockyard workers with her and there were still some problems with her main turrets.

Bismark could carry her guns at 29 knots at full war load. *Hood* could no longer match that performance. Captain Lindemann had spent months working up his ship in the Baltic Sea; Captain Top had not had time to hone *Tirpitz* to quite the same level. Top was by far and away the best commander in the Kriegsmarine. These near sister ships had a beam of nearly 120 feet which gave them great advantages as a steady gun platform. *Bismark's* consort, the cruiser *Prinz Eugen*, was 50% over the Washington Treaty weight limit, was thoroughly efficient and quite new. She was a fearsome opponent. It seems that *Prinz Eugen* hit *Hood* with the first successful salvo of the battle.

Clearly Admiral Holland in *Hood* was greatly at risk in engaging the superior enemy under Lütjens. Some of Lord Nelson's principles still applied in 1941 — for example, take a big risk if there is a reasonable chance of victory and, if the result is of extreme importance, break action if there is no chance of winning. At enormous cost the Royal Navy was the winner as damage to *Bismark* stymied the Atlantic break-out. It is enigmatic to consider that Lütjens/Lindemann did not fully fuel *Bismark* in Norway — the fuel was available.

The Swordfish aircraft which crippled *Bismark* left and returned to *Ark Royal* in atrocious weather and mountainous seas; they were very archaic and as such were able to complete the mission. No other aircraft of the time could have succeeded — their target's armament was not calibrated to deal with the low speed of laden swordfish so that a hit was made regardless of the massive firepower of *Bismark*.

One of *Bismark's* design faults was that her propeller shafts were angled towards each other as they went aft. She may have been able to break out of her circular course if they had been parallel. With the promise of a First Class Iron Cross brave men attempted to dive and fix a charge to blow off the jammed rudder but the sea was too rough.

The Führer was incandescent with rage and for the rest of the war interfered with ship operations to the degree that they achieved very little in direct sorties.

Captain Top had begged Grand Admiral Raeder to be allowed to join Rheinübung in *Tirpitz*. Raeder was very conservative and refused as he did not consider *Tirpitz* to be battle ready. Top took the risk of making a further approach to Hitler, who had no interest in or understanding of naval matters, and was again turned down.

If *Bismark* and *Prinz Eugen* had not been intercepted by Admiral Holland the convoy escorts would have been totally unable to protect their charges. If *Tirpitz* had been present the result would have been catastrophic — they would have closed the Atlantic shipping to Britain. Because of the superior speed and massive firepower of Lütyens' ships it would have been very difficult for the RN to deal with them.

Captain Leach of *Prince of Wales* survived the hit on his bridge. His son Henry was a Sub Lieutenant in *Duke of York* at the Battle of North Cape in 1943. In later years he became Admiral of the Fleet Sir Henry Leach RN.

Southerly

PS: Passing through the Denmark Strait *Prinz Eugen* struck an underwater ice shelf and if I remember correctly, slightly damaged a propeller. Captain Brinkmann had the world's best underwater detection system in his ship — it makes me feel better about the times I have run aground in *Ranger*.

S

VHF RADIO COURSE AT SASC

The Coastal Cruising Club of Australia is conducting a VHF radio operator's course for their members and invites SASC members to participate. The course will be conducted at the SASC clubhouse on Thursday 3 and 24 September at 7.30 pm by Peter Wilson.

The cost will be \$70 which includes the fees for the marking of the test and the one-off licence which is payable to the Australian Maritime College in Tasmania.

All members who do not hold the required licence are urged to attend this tutorial. The Australian Communications and Media Authority (ACMA) website is clear — to operate a VHF transceiver, contrary to the popular opinion, the minimum radio-operator qualification required is the Marine Radio Operator's VHF Certificate of Proficiency (MROVCP) but you do not need a station licence unless you also have HF radio.

To operate a MF/HF transceiver the minimum radio operator qualification required is the Marine Radio Operator's Certificate of Proficiency (MROCP). You also need a separate station licence that is issued by the ACMA.

The printed study material will be issued about two weeks before the first lecture. Applications with full payment and a passport type photograph must be in by 20 August 2009. These should be posted to

Commodore George Hibberd, 30 Elm Avenue, Belrose NSW 2085 or sent by email to gehibberd@optusnet.com.au.

NEW MEMBERS

We welcome the following new members:

Roger Barlett
Bob Ellis
Stephen Face
John Green

HELP NEEDED BY SOUTHERLY

Recently I read in a yachting magazine that citizens of the island of Bermuda refer to themselves as Bermudians. Therefore it was contended that the term Bermudan rig is incorrect and should be Bermudian rig. Can anyone clear up this point for me?

Southerly

[My spell-checker and the Macquarie Dictionary insist it is Bermudan rig — Ed.]

SASC SHOP

(AKA The Office)

The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2009–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$21.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next SASC News will be the October 2009 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 September 2009. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy Collection

The brand-new Daring-class destroyer *Vampire*, gleaming in the morning sun, sailing from Cockatoo Island for hand-over to the RAN at sea on 22 June 1959. She was commissioned the following day.

The ship in the background is the recently-launched frigate *Parramatta*

The fiftieth anniversary of the commissioning of HMAS *Vampire* was celebrated at the Australian National Maritime Museum, where the ship is a popular exhibit, on the weekend of 20–21 June. On the Saturday the celebrations concluded with a ceremonial sunset on the Museum forecourt

Photo courtesy Jim Dennis





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