



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2014

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Alice Murphy

Cover:

Close racing in
the Ranger Sprint
Series on 7 June
(Photo John Jeremy)

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The SASC News is published six times per year.

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COMING EVENTS

August 2014

SATURDAY 16 AND 23 AUGUST 2014

Safety Audits at the Club 0830 to 1430

TUESDAY 19 AUGUST 2014

First Compulsory Skippers Briefing at 1930

WEDNESDAY 20 AUGUST 2014

Second Compulsory Skippers Briefing at 1930

SATURDAY 6 SEPTEMBER 2014

Lion Island race

SATURDAY 13 SEPTEMBER 2014

Opening Regatta and first pointscore race for the 2014–15 season, all Divisions

SATURDAY 20 SEPTEMBER 2014

Pointscore race for Super 30 Cup, Cruiser/racer long series and Classic Divisions

SATURDAY 27 SEPTEMBER 2014

Pointscore race, all Divisions

SUNDAY 28 SEPTEMBER 2014

Pointscore race for Sunday Gaffers and Division 6

SATURDAY 4 OCTOBER 2014

Idle Hour Race

FRIDAY 10 OCTOBER 2014

First Friday Twilight race

SATURDAY 11 OCTOBER 2014

Pointscore race for Super 30 Cup, Classic Divisions, Cruiser/racer Division long and short series and Cavalier 28 Division

**NEED THE
TENDER?**

**Call Mike,
Allan,
Dennis or
Mitch on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

**On race days
you can con-
tact the fast
tender on
0418 678 819**

SAFETY REQUIREMENTS 2014–2015 SEASON

Safety Audits are required for
Category 7 certification

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

Saturday 16 and 23 August 2014 0830 to 1430



The AGM was a packed house and wonderful get together over a shared story and a drink to reminisce about the past year and celebrate another great year at The Amateurs.

The first item of the evening was to acknowledge the great contribution of Trevor Cosh which has been present everywhere at the Club. Trevor's dedication and work has seen many major projects delivered around the Club, the Green Shed reconstructed and becoming its own microcosm and financially contributing to the bottom line, the tender crane rebuild increasing the lifting capacity from 500 kg to 1000 kg, the new slipway rails, the new remote control winches. These are just the 'major' items — there are countless others where Trevor can be found just getting on with it. Trevor encapsulates the Amateurs Spirit and to recognise this, the Club membership unanimously voted in support of granting Trevor an Honorary Life Membership. This was followed with an enthusiastic three cheers from the membership for Trevor.

The Flag Officers, Treasurer and Club Captain all reported on their respective departments all making mention of the significant volunteer assistance around the Club which underpins our ongoing success. To the many volunteers we are very grateful and fortunate for your active participation in The Amateurs.

As detailed in the Annual Report the Club is trading positively and after significant capital investment we maintain prudent reserves. The improvements during the year should deliver ongoing operational savings.

The membership publicly acknowledged the diligent efforts of the Club's Executive, Megan, Judy and Alice for the professional manner in which they administer the day-to-day running of the Club. Thanks were also extended to Rod for his efforts in the boatshed, Mike, Alan, Dennis and Mitch for the tender service and Peter for the pristine upkeep of the Clubhouse.

Thank you to Rob Evans for the generous donation of the framed SASC racing pennant from his grandfather's yacht, *Sainora*, sailed at the SASC in the 1930s. The SASC reach-back in history is significant and this is a great reminder of the custodian role we play in ensuring future generations enjoy the little piece of paradise here on Mosman Bay.

We are well placed to have another superb season of Spring and Summer racing on Sydney Harbour. The safety audits and briefings occur during August, we appreciate your assistance in having matters completed in advance.

The starters will be out on the harbour for over 60 days this season providing us the best racing the world has on offer, this is a significant undertaking, please extend your thanks as you sail by and enjoy the sailing they provide us.

Enjoy the season!

Liam Timms

IMPORTANT NOTICE 2014–2015 SAILING SEASON

As has been the practice for several years, all skippers, or at least one member of their crew, will be required to attend a briefing at the SASC prior to the start of the new season. The briefing 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.

There will be two briefing sessions to provide skippers alternative opportunities to attend, on **Tuesday 19 August and Wednesday 20 August 2014**. These dates will also be well advertised at the Club and to as many members as possible by email.



FLAG OFFICERS DINNER

**The annual Flag Officers' Dinner will be held
at the Club on Friday
19 September 2014 at 1900 for 1930**

This is a special opportunity for us to entertain Flag Officers from other Sydney clubs in our unique clubhouse on Mosman Bay

The cost will be \$65 per head (including GST) and bookings are essential — call Megan or Judy at the Club before Wednesday 10 September



All photos John Jeremy

The start of the second race in the Ranger Sprint Series conducted on 7 June

THE RANGER CLASS SPRINT SERIES

August 2014

In the motor world, if you are a little unhinged or just part of the faithful, you would be riding a Harley, BSA or Norton; driving a Morgan, restoring an MG TC or TF, Austin Healey or XK, no matter what your everyday transport might be.

There is a boating equivalent for the particularly unhinged. It revolves around maintaining and sailing an historic wooden 18ft, or couta boat or even worse building or restoring a Ranger and then spending your spare time learning to race it.

Cliff Gale, of course, did not know this when he designed *Ranger* and had her built in 1933. He wanted a cruising boat with working-boat roots and a lug rig which he could handle himself plus some space below to accommodate Mrs Gale who had long suffered on his previous very spartan vessels. Little did he know that he was creating a Sydney Harbour legend; a deity to the particularly unhinged and an oddity to others.

They have the lot. Not only are they built of wood, but they have a gaff/gunter rig, runners and a bowsprit, sub-adult headroom, some accommodation, space for a loo (not very private) and a decent cockpit crammed into their 24 foot length. Their spiritual home is Mosman Bay, home of the SASC and the altar at which they practise is Sydney Harbour.

The faithful gathered at the altar on Saturday 7 June 2014 for a very serious event — “The Ranger Class Sprint Series”.

With a biased start line, the start of the first race was further complicated by stray plastic yachts and the odd aircraft



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It was a crisp blue-sky Sydney winter's day, with a breeze mainly from the south at about 8 knots at 10.30 am, building to 18–20 knots at 11.15 and 16–18 knots at midday with absolutely flat water. The harbour was devoid of boats owing to a long weekend coupled with an inclement weather forecast the previous evening. This kept the big power boats in their marina berths. Inclement forecasts do wonders for the serenity of Sydney Harbour and should be encouraged.

The participants in the ritual were *Ranger*, *Cherub*, *Vagrant* and *Vanity*; vessels of varying ages all the way back to 1933 (*Ranger*) and 2001 (*Vanity*), but absolutely similar in design concept with some differences most of which are not discernible to the eye whether in profile or below the waterline. *Cherub*, of course, is a convert from bermudan to gaff and has been accepted back into the fold.

The ritual itself consisted of a three-race sprint series. It was a novel event for this kind of boat overseen by Billy Gale the anointed high priest of gaff-rigged boats on Sydney Harbour. What's more, the ritual was amazing.

There were even classic spectator craft in attendance out on the fringes in the form of the 19th century cutter *Kelpie* (the Maple-Brown family), the recently restored 8 metre *Defiance* (Nicole Shrimpton), *Arinda* designed by Len Randall in W.A. (Leanne Gould) and the Walter Reeks designed, Sydney Heritage Fleet steam launch, *Lady Hopetoun*. *Captain Amora*, of course, was the starters' boat with a diligent and competent crew.

A close finish for *Cherub* and *Vanity* in the first race



The instructions were simple. Three short windward and return races (i.e. two legs only) with a scratch start, starboard rounding and no covering whether upwind or down. Each boat was required to carry a mandatory crew of five plus spinnakers. The concept was to try to determine the relative speed differences between the four boats rather than the helm and crew.

The instructions made it sound like a sedate picnic-style outing in classic boats — a sort of passive comparative test. That notion of course could not have been further from the reality.

The spectacle was nothing short of full-scale racing. It was as if some ancient chariots had been put onto an oval track with aggressive drivers and spirited horses and the instruction “go for it”. The actual results are set out in the panel below and those present will attest that the racing was even closer than the times suggest.

Sail No	Name	Place	Start Time	Finish Time	Elapsed Time
112	<i>Vagrant</i>	1	11:05	11:25:59	20:59
A4	<i>Cherub</i>	2	11:05	11:26:25	21:25
A2	<i>Vanity</i>	3	11:05	11:26:27	21:27
A1	<i>Ranger</i>	4	11:05	11:26:46	21:46

RACE 2

Sail No	Name	Place	Start Time	Finish Time	Elapsed Time
A2	<i>Vanity</i>	1	12:00	12:23:55	0:23:55
A4	<i>Cherub</i>	2	12:00	12:24:13	0:24:13
112	<i>Vagrant</i>	3	12:00	12:24:14	0:24:14
A1	<i>Ranger</i>	4	12:00	12:24:18	0:24:18

RACE 3

Sail No	Name	Place	Start Time	Finish Time	Elapsed Time
112	<i>Vagrant</i>	1	12:40	13:04:11	0:24:11
A2	<i>Vanity</i>	2	12:40	13:04:33	0:24:33
A1	<i>Ranger</i>	3	12:40	13:05:23	0:25:23
A4	<i>Cherub</i>	4	12:40	13:05:24	0:25:24

A review of the email traffic that evening and the following day gives several versions of what actually took place with some factual content and of course considerable other matter that may be difficult to authenticate. However, the exchange that went on for several days was, or is, indicative of the fervour of the faithful.

Starts were critical, particularly in race 1 with a line heavily biased towards the pin end and a port-hand start in about 18 knots. In the same race, three boats converged on the first mark at the end of a one leg beat, within five to seven seconds of each other with the fourth boat very close behind.

The pictures which accompany this article really tell the remainder of the racing story without many further words being required. Enough



A spectacle of Rangers — the start of the third race



to say that the racing was aggressive and close and as good as any one design racing in any class of boat, whether classic or modern.

The gathering back at the SASC was as euphoric as the racing with the Maple-Browns busy with the sausage sizzle, the Commodore handing out the hardware with *Vagrant* being triumphant — and Billy Gale, ably assisted by Sean Langman, attending to the eulogies.

It was a day to remember.

As for the boats and their relative speed, it is probably correct to say that there is little difference between *Vagrant*, *Vanity*, *Cherub* and *Ranger* and in a proper full length race, as between the four of them, the probabilities are that helm and crew and choice of tactics will play a bigger role in determining the better boat on the day. The little difference in speed that did stand out was probably the result of differences in the MacDiarmid Sails on each of the boats that varied in age, amount of use, cloth type and roach shapes.

One last matter that does require words is the method by which the Commodore declared the winner. As this was a sprint series, I would have thought that the winner would have been the boat that spent the least time racing over the series. That result can be calculated by adding up the total of the elapsed times for each of the boats (column six in the table). This calculation gives a different result. Indeed the statistics generated by this particular result sheet can take up a lot of winter leisure time for the statistical-minded devotee.

It doesn't come much closer than this — the finish of the third race

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Participants

Ranger: Marni Raprager, Merrill Barker, Ross Shaw, Greg Sproule, Ian Hansen.

Vanity: John Diacopoulos (in the absence of John Crawford), Liam Timms, Lise Mellor, David Drabble, Philip Kinsella.

Cherub: Peter Scott, Mark Pearse, Marika Pearse, Philip Jones, Ben Slee.

Vagrant: Sean Langman, Peter Langman, Kathy Langman, Belinda Tayler, Peter Inchbold.

Starters Boat

Captain Amora: Charles Maclurcan, John Jeremy, Tony Clarkson and Frank Walsh.

In Attendance

Kelpie: The Maple-Browns en masse, (Merrin, Dugald and five junior Maple-Browns)

Defiance: Nicole Shrimpton and Gordon Hind

Arinda: Leanne Gould, Bill Gale, Peter Young, Sue Coulson, Anita Willey and Jackie Hope-Alan.

Bordeaux: (plastic but welcome): Peter Zehnder, Alice Murphy, Denny Keogh, Megan Keogh, Judy Wogowitsch, Mary Kinsella, Sally Rice, Sarah Scott and Sally Shaw.

Lady Hopetoun: Sydney Heritage Fleet; Crew unknown.

It doesn't come much better than that, no matter the forum.

Thank you Amateurs.

John A. Diacopoulos



Happy spectators in *Bordeaux*



All photos John Jeremy

Searching for the wind before the start of the Winter Series race on 31 May

The fleet rounding N3 in the light wind which arrived just in time





Antara ghosting along nicely



Vitamin Sea and Fagel Grip making progress in the gentle breeze on 31 May

WILL YOU ENTER THE GARROW* SERIES?

This article is written to see whether SASC boat owners would be interested in entering a race (or cruise) series that might have some rather different rules next summer. So far, the Club Race Committee has considered the idea and believes it is worth further investigation. People who are interested are asked to consider the proposed rules, to answer some questions and outline any changes they would make to improve the idea. Alice Murphy has agreed to collate the comments, (racing@sasc.com.au).

There are several reasons for proposing the series. About half the yachts on the SASC register never race in a club race. There are a variety of causes for this, but some might compete if offered a suitable event. So let's consider why people might not race in the series now offered. Some can't race competitively in a series with frequent events which allows only a few races to be dropped from their point score because of other commitments. Others dislike the close quarters sailing needed to get a good start, particularly when combined with the conduct of some yachts that push the rules and rarely get penalised.

So I proposed a group of rather different events, to be held at four to six week intervals over the summer. The handicaps would be adjusted in the normal fashion, but there might not be a point score, only the standard SASC three, two and one glass rewards for the first three place getters on handicaps. By not having a point score, a yacht is not penalised by a poor start to her season or if the crew cannot make a race. However if there is a general wish for a point score, I suggest that it be based on the average performances of the entrants that compete in over half of the races. By making it the average, there is no big penalty for missing an extra race.

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Rather than a set time to start, indicated by a signal, it is suggested that the signal might indicate that yachts can start whenever they choose within the next ten minutes. Their race time would be from the time they crossed the start line to their finishing time. This is to reduce the melee of the start and allow those who are not good in close quarters sailing to still get a good start.

It seems desirable to race with the least interference to and from other yachts and with the least extra work for the starters. I suggest starting after the gaffers on Sundays might be a good time to consider which would also reduce any worry about the crowded conditions on the harbour as on Saturday afternoons, which affects some people.

It was suggested that the event be considered as a timed, organised cruise rather than a race, with yachts sailing with an ensign and under Collreg Rules, as found in the NSW Roads and Maritime book, but it is now believed that YA rules should be used in an organised event. A cruise element might be introduced by setting an out-and-back course rather than a multi-mark course if this is the common wish. For insurance reasons, it is essential that owners are members of the YA, they carry third-party insurance and that their yacht meets at least the Cat 7 safety rules. Possibly a declaration to that effect would be satisfactory.

Will it work? I don't know if others would be interested, but my discussions lead me to believe it might attract some starters and the format will appeal to members who lack free time or don't like the normal starting brouhaha. A member of the race committee asked if extras might be hoisted — another member replied that he thought the answer should be yes, provided the extra was a barbecue hotplate on the pushpit! That reply indicates the sort of attitude and entrant I want to foster.

I will not take any offence if it is shown that the idea is not worth pursuing, it is offered to see if it might work. Readers who think they might enter are asked to indicate their answers to the following questions:

1. Would you be happy sailing on the Gaffer's courses or do you want to go somewhere, e.g. to Manly and back?
2. Do you want a point score for the series or would you prefer several individual events?
3. Do you like the idea of a ten minute starting period to reduce starting line pressures?
4. Do you have any other ideas for the event that you want to offer for consideration?

Answers and comments to racing@sasc.com.au please.

John Pennefather

* The first name suggested was the *Sunchaser* Series, it was chosen to remember Peter and Kate Garrow who owned *Sunchaser*, but this might antagonise the seller of *Sunchaser* yachts, so the alternative of the Garrow Series is used. Although Peter was Commodore, he and Kate worked as a team, so the Garrow Series, rather than the Peter Garrow Series is suggested. Newer members may not know that they introduced many new events to the SASC scene, including the twilight series.



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Photos John Jeremy

Fidelis alongside the pontoon for her book launch

More than 70 crew, family, friends, members and classic yacht enthusiasts gathered at the SASC clubhouse in early June for the launch of *Semper Fidelis*, a new book to mark the 50th birthday of Nigel Stoke's *Fidelis*.

The elegant 61-footer, dubbed "the ocean greyhound" during its early days of racing in New Zealand, lay alongside the Amateurs pontoon as an impressive backdrop to the celebrations.

The function was hosted by David Salter, who also interviewed the author, Sandra Gorter, and long-standing crew member Tom Moulton. When asked to describe the special character of the yacht, Tom offered just one word: "wet".

Sean Langman spoke about the extensive refit of *Fidelis* undertaken by the Noakes yard in Newcastle, and of the long campaign to convince Stoke to commission a new carbon spar and change the yacht to a fractional rig.

Although in Sydney she predominantly races in twilight and special classics events, *Fidelis* has had an impressive offshore career under Stoke's stewardship.

In his speech to launch the book Nigel briefly outlined the many long-distance passages the big sloop has completed, including the annual return trip to Lord Howe Island for the now-traditional yachtie's BBQ at Ned's Beach in November.

Around 50 copies of the *Semper Fidelis* book were purchased at the function and it is now available from Boat Books at Crow's Nest.

David Salter interviewing Sandra Gorter at the launch of *Semper Fidelis*



ALOFT WITH LEANNE GOULD

Leanne Gould has been sailing with Bill Gale on *Ranger* for about 24 years, but only recently joined the club and bought the classic yacht *Arinda* (A173). Built in 1960 by Billy Fisher this Randell designed timber sloop is 26.5 feet long and 8 foot wide.

Leanne will get used to the boat this season so she is confident to race the following year. Back in the day, Leanne worked as professional crew on luxury yachts in the Med and Caribbean, before husband Adrian and kids Kate and James came along. In recent years, Leanne has had an unfortunate interest in 18 foot sailing contraptions – racing regularly on historic 18 footers and F18 catamarans.

1. **I began sailing** aged 17 at school.

2. **My first memory of sailing** was as a young child sitting on the beach next to the sailing family wishing that my parents had a boat. In vain I hoped somebody would let me have a go. Later in life, I volunteered to teach kids to sail and I still enjoy taking out sailing novices.

Leanne Gould



3. **I first sailed with the Amateurs** on *Ranger* in March 1990. Bill Gale and I had terrific fun insulting each other all day. Twenty-four years later nothing has changed.

4. **I joined the club** because after so many years hanging around the place it seemed prudent to actually become a member.

5. **I enjoy sailing** skiffs, cats, dinghies, yachts; basically anything that floats.

6. **My favourite season** is now. Too much sailing is never nearly enough.

7. **My most memorable time sailing** has been skippering the F18 for the last seven years in the travellers' series. Sailing regattas all over Australia with a bunch of friends embracing

the off-the-beach vagabond catamaran lifestyle.

August 2014

8. **The most challenging moment on the water** was a five day cruise through the Myall Lakes with my two children James and Kate aged 2 and 5 in an 11 foot Heron, carrying all our food and camping gear! James was toilet trained a week before the trip because I couldn't fit the nappies on-board.

9. **I never go sailing without** a smile.

10. **I stay race-ready** by pretending that I am younger. Never underestimate the power of self-delusion.

11. **My dream boat** At the moment I have two dream boats. The F18 gives me an adrenalin hit and my new yacht *Arinda* is pretty as a picture and is a perfect muck around boat.

12. **When I'm not sailing** I'm grumpy.

13. **If I were a boat, I would be** *Arinda*. Strongly built, practical, fun and classic (ie old)

14. **I look forward to** sailing with my daughter Kate.



Leanne Gould's *Arinda* in Mosman Bay



All photos John Jeremy

The SASC prizegiving started with a bang in perfect weather on 28 June, courtesy SASC Gunner Philip Kinsella (above)

The Kelly Cup, proudly displayed by Nick Cassim (below), was won by *Lolita*





Peter Scott, Mark Pearse and Rob Evans — winners of the Centenary Plate (above)

Bill Gale, naturally, had some wisdom to impart (below)





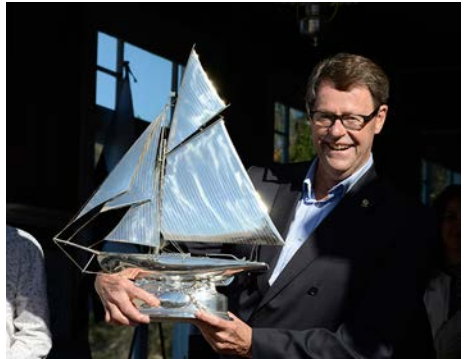
Captain Chris Sligar presented his trophies to his father John

More photos...





And more photos...





Still more photos....





And more...





The crew of Lolita, winners of the Kelly Cup



That's it — plenty of happy winners



Lunch in the clubhouse

SASC AGM 1873

A question was raised at this AGM, which was also reported in The Sydney Morning Herald:

“Can a gentlemen who has ordered a boat to be built, and of which the keel has been laid and ribs affixed thereto, be said to be the owner of a bona fide boat?”

The question caused great argument and some heat at the Annual Meeting on 2 October 1873 due to there then being a rule of the SASC “that any member of the Club to be eligible for the post of commodore, vice commodore or sailing committee, must be a boat owner.”

The matter was reported by a letter writer to The Herald as follows:

“Sir, might I avail myself of your courtesy to put a question before the notice of boating men, which if satisfactorily decided would put an end to a long and seemingly endless discussion. After a long discussion, it was carried by a majority that a “boat, the keel of which was laid, was to be considered a bona fide boat” This Sir, is briefly the casus belli, and if you will allow the same to be settled through your columns you will be oblige.”

The letter was signed by “Barnacle” who no doubt was a founding member. Was he a forerunner to our own Southerly ?

Tony Saunders

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The Annual General Meeting of the Sydney Amateur Sailing Club was held on Wednesday 6 August with 58 members and friends present.

The Commodore, Liam Timms, opened the proceedings by proposing, on behalf of the Board, that Trevor Cosh be recognised for his outstanding contribution to the Club by his election as an Honorary Life Member. As the Commodore outlines in Signals, Trevor has been instrumental in organising and implementing the recent improvements to the Club's infrastructure. The proposal was enthusiastically approved by everyone present.

The Commodore then welcomed the new members who were present and presented them with a copy of *The Amateurs — The Second Century Begins*. He then gave his report as Commodore, thanking all the Flag Officers, Directors and staff who had helped to make the past twelve months so successful.

As nominations for position on the Board for the coming year did not exceed the number of positions to be filled, no election was necessary. Liam Timms continues as Commodore, with Bruce Dover as Vice Commodore, Sean Kelly as Rear Commodore, Chris Sligar as Captain, Peter Scott as Hon. Secretary and Greg Sproule as Hon. Treasurer. The directors are Trevor Cosh, John Crawford, John Jeremy, Chris Manion, Marni Raprager, David Salter, Herschel Smith and John Sturrock.

The Vice Commodore presented his report on Boatshed activities and Sean Kelly gave a very entertaining, if somewhat unintelligible, report on the Clubhouse activities for the past year. Captain Chris Sligar reported on another successful

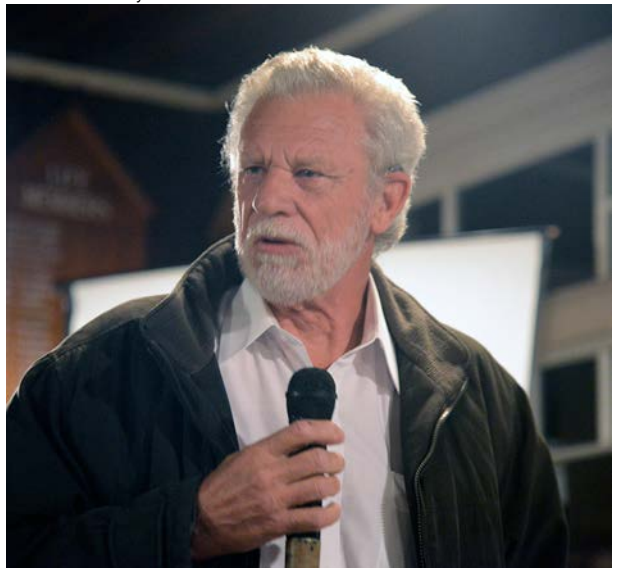
Photo John Jeremy

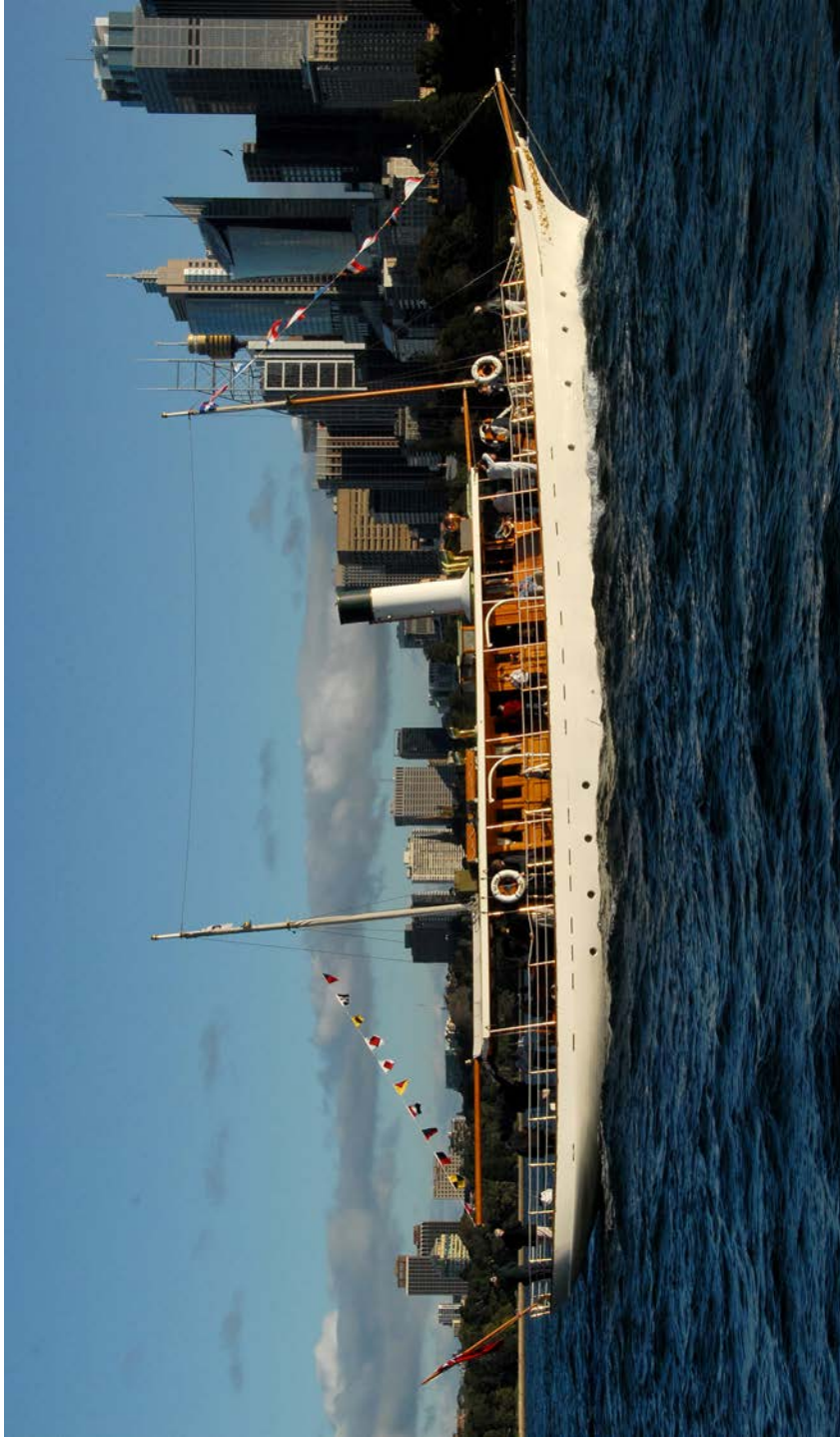
year of racing and acknowledged the excellent support he had received from Alice Murphy who had taken over the management of racing in the office from Maggie Stewart.

After a short period of general discussion, the Commodore closed the meeting at 8.45 pm.

After a refreshment break, representatives from the Australian National Maritime Museum gave an entertaining presentation entitled *Life as an 18th Century Seafarer on HMB Endeavour*.

Trevor Cosh
thanking members
after his
election as Honorary
Life member





Photos John Jeremy

Ena during her last cruise on Sydney Harbour (for now) on Sunday 31 May 2014 (above) and her immaculate upperworks (opposite)

ENA MOVES TO MELBOURNE

August 2014

The beautiful steam yacht *Ena* has recently been relocated to Melbourne. Designed by Walter Reeks and built by Watty Ford in Berrys Bay for Thomas Dibbs, *Ena* was launched in late 1900 and began steaming on Sydney Harbour in 1901. *Ena* has a displacement of 70 t and is 35.4 m long overall with a beam of 5.05 m.

A classic Edwardian steam yacht, *Ena* was used for day trips on Sydney Harbour until World War I. She was requisitioned by the Royal Australian Navy on 13 January 1917 to become a patrol boat in Torres Strait and was renamed HMAS *Sleuth*. She later became a tender to the training ship HMAS *Tingira* in Sydney and was sold by the government in 1920. Several owners followed until she went to Tasmania to work as a trading vessel in 1933. In 1940 a new owner converted her for fishing and scallop dredging. Renamed *Aurore* she continued as a fishing vessel until she was sunk in the D'Entrecasteau Channel on 4 March 1981 after hitting a rock. She was salvaged four months later.

In 1982 *Ena* was rescued by a syndicate of Sydney businessmen and brought home. She was subsequently rebuilt and magnificently restored under the direction of shipwright Nick Masterman.

The restoration was completed in 1986 at a cost of over \$2 million and she was restored to near her original condition but also to meet modern survey requirements for passenger charter work in enclosed waters.

Ena circumnavigated Australia in 1986–87 for the America's Cup in Fremantle and on return was used as a charter vessel until 1989, when one of her owner's companies went broke. Sold by the receiver, *Ena* was only occasionally used on the harbour until she was recently bought by Warwick Turner of Melbourne. She is now safely in the southern capital offering exclusive cruises on Port Phillip Bay and the Yarra River. Hopefully we may see her in Sydney again some time.



SASC SET TO CHALLENGE FOR CUP

There have been dramatic developments involving our club as the 35th America's Cup approaches. David Salter reports.

No sooner had the Team Australia/Hamilton Island Yacht Club group surrendered its position as Challenger of Record for the 2017 America's Cup than the SASC stepped into the breach.

Announcing the decision to a packed media conference in an upstairs room at the Buena Vista Hotel, SASC Commodore Liam O'Dover-Kelly outlined the reasoning behind the club's dramatic entry into the world's oldest sporting competition.

"We've got the venue, we've got the resources and we've got the sailing and technological skills", he said. "This is the start of a new era for the America's Cup, and a return to its Corinthian principles."

Under the terms of the original Deed of Gift, the Challenger of Record negotiates with the Defender to agree conditions for the regatta. We can reveal that there has already been significant progress in initial meetings between the Sydney Amateurs and the Golden Gate Yacht Club.

SASC America's Cup Regatta Director, Ms Alice Sligar, was able to confirm to the *SASC News* that, at the suggestion of the Amateurs, the 35th America's Cup will be sailed in Manly Juniors. "Some strange people from California called Ellison and Coutts objected, but we think the MJ is the obvious boat for the job", she said.

It's understood that the SASC has already commissioned a state-of-the-art Manly Junior challenger to be fabricated in 3/16 stainless from the noted local firm of Cosh de Burca & Associates.

Under the terms of the new Protocol, the racing will be on a simple windward/leeward course in Mosman Bay with laid marks off the Amateurs clubhouse and the Green Shed.

Commodore O'Dover-Kelly believes there isn't a more exciting venue in the world for arena yacht racing. "Our bay forms a natural amphitheatre", he said. "Spectators will be able to line the banks on both sides and be almost in touching distance of the boats as they pass. It will make that last fiasco in San Francisco look tame."

The time limit for each race will be 25 minutes so as not to interrupt the normal ferry services to Circular Quay.

In the event that there are more than two challenging syndicates in 2017 the selection series, normally sponsored by luxury travel goods firm Louis Vuitton, is to be re-branded as The Globite Cup.

The *SASC News* will bring you all the developments as they come to hand.





Photo John Jeremy

Spotted recently cruising on the Parramatta River — Mike and Val de Burca in *Emma*

SASC YACHT REGISTER

The Sydney Amateur Yacht Register is published each year in the Annual Report and the Sailing Programme and it also appears on the SASC web site.

Occasionally members comment that the Register lists yachts which are no longer owned by members, or there are yachts owned by members which are not listed.

Members are reminded that the listing of their yacht on the Yacht Register is not automatic. To have their boat listed members must fill out an application form giving details of the yacht and her ownership. Similarly, an application must be made to the Club for the right to use a sail number prefixed by 'A'. The application forms are available on the Club's web site.

When a yacht is sold, it is the responsibility of the member to inform the Club so that the records can be kept up to date. Similarly A-prefix sail numbers must be removed when a yacht is sold, unless it is sold to another Club member who must, in any case, complete the two application forms.



RAN photograph

HMAS Success (centre) refuelling USS Sampson (left) and USS Lake Champlain (right) during the Sea Phase of the recent Exercise RIMPAC 2014 in the Pacific near Hawaii



Aircraft Carrier Alliance photo

The Royal Navy's new aircraft carrier *HMS Queen Elizabeth* afloat and out of her building dock at Rosyth for the first time on 17 July. She is the largest warship ever built for the Royal Navy

The RAN's last three LCHs, HMA Ships *Brunei*, *Labuan* and *Tarakan* depart from Cairns Harbour in formation for the last time on 21 July. The ships are shortly to be decommissioned after some 42 years of service

RAN photograph



NEW MEMBERS

We welcome the following new members:

Malcolm Boyd
Frederic Hemming

SASC NEWS IN COLOUR

Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

SASC SHOP

(AKA *The Office*)

The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$30.00
Burgee – Large – 60 cm x 90 cm	\$50.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2013–2016)	\$40.00
Laminated Course Map	\$5.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top (2XL only)	\$49.00
<i>The Australia Day Regatta</i> (book)	\$70.00



NEWSLETTER DEADLINE

The next *SASC News* will be the October 2014 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 September 2014. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Australian National Maritime Museum, Sam Hood Collection

An unidentified SASC yacht under power on Sydney Harbour in the early 1920s

Sydney Yachting Centre has joined forces with Yacht Sales Australia... (Official Brokers to the SASC)

Yacht Sales Australia is the coming together of three successful boat brokerages – Sydney Yachting Centre and Australiawide Boat Sales (Scarborough QLD and NSW) into one dynamic entity - *Yacht Sales Australia*. This exciting development brings together over 30 years boat broking experience, offering buyers access to high quality new and used yachts and power boats. **We're the only Brokers to run a listing and sales register classic yachts!** Our team are all dyed in the wool long term boaties, with passions ranging from racing, cruising and refurbishing boats of all descriptions. We're only too happy to use this knowledge to guide and assist owners and buyers alike when listing or looking for your new or used boat.

The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

List your boat with us for quick results. Every sale earns income for your Club.

For a complimentary valuation on your boat or to list, call 9969 2144 or email: sales@yachtsalesaustralia.com

...we're still at Middle Harbour Yacht Club



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...we've got the East Coast Covered!

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www.yachtsalesaustralia.com*