



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2001

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Bill Tyler (AUS 692) in a prominent position at the start of Race 3 in the OK Dinghy 2001 World Championships.

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COMING EVENTS

OCTOBER 01

SUNDAY 14 OCTOBER 2001

First point score race for Gaffers and non-spinnaker Divisions.

SATURDAY 20 OCTOBER 2001

First race in the Logan Cup series. Second point score race for Cavalier 28s, Division 1 and Division 2 short series. Third point score race for Cavalier 28 Division and fourth point score race for Division 2 and Classic Division. OK Dinghies race 6.

SATURDAY 27 OCTOBER 2001

Fourth point score race for the Cavalier 28 Division, and fifth point score race for Classic Division and No 2 Division. Seventh race for OK Dinghies.

FRIDAY 1 NOVEMBER 2001

First twilight race.

SATURDAY 3 NOVEMBER 2001

Fifth point score race for Cavalier 28 Division, and third race in the Cavalier 28 short series. Third race in Division 2 short series. Third point score race for Division 1. Sixth point score race for Classic Division and Division 2 main series. Eighth race for OK Dinghies.

SUNDAY 4 NOVEMBER 2001

Captain Slocum Trophy race for Gaffers and second point score race for non-spinnaker Division.

SATURDAY 10 NOVEMBER 2001

Sixth point score race for Cavalier 28 Division and seventh point score race for Classic Division and Division 2. Ninth race for OK Dinghies.

SATURDAY 17 NOVEMBER 2001

Seventh point score race for Cavalier 28 Division, and fourth race in the Cavalier 28 short series. Second race in the Logan Cup series, eighth point score race for Classic Division and Division 2. Fourth point score race for Division 1 and Division 2 short series.

SATURDAY 24 NOVEMBER 2001

Eighth point score race for Cavalier 28 Division. Ninth point score race for Classic Division and Division 2.

SUNDAY 25 NOVEMBER 2001

Third point score race for Gaffers and non-spinnaker Division. OK Dinghies State Championships at Yarra Bay.

TENDER!

**Call Robbie
on
0418 678 690**

Friday 1700-2100
(during Twilights)
Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

In the last *Signals* I mentioned that a new pontoon was about to be ordered. The process of refining the design to best suit our requirements has taken longer than anticipated and I now expect that the structure will be formally ordered in October. In the meantime the existing pontoon has required further maintenance to assist it to serve a little longer. Bob Lawler and son Michael with help from Andrew Miller have carried out this task once again and many thanks to them.

We recently lodged a Development Application with Mosman Council for improvements to the Mosman Boatshed. These include a new change room incorporating a toilet and shower and a small kitchen area and garbage room. Bob Lawler has extended the planning to include a workbench and sail storage. Kim Thwaites and I carried out a survey in wet and cold conditions to establish the height to which we are required to pump sewage. With the help of Peter Donnelly (*Flying Circus*) I believe that pipe sizes have been established and we await a quote for the whole of the work from the parties concerned. Whilst this was in progress the building has been rewired in anticipation of the new layout. This has relieved the SASC of the responsibility of running premises with an unacceptable risk attached. During the rewiring active white ants were discovered and these have been ordered off the premises. SCEGGS appears to be progressing with its end of the building and with a little luck and initial inconvenience the building will assume its new role.

We have been very lucky in having Russ Chapman take over the duty of Saturday Starter. He seems to have a group of familiar faces around him and I thank them all for their continuing contribution.

It is a great pleasure to see members back at the Club after the Race events. You are always welcome with your crew so why not come and tie up for an hour or so and join the fun.

Bob Lawler is attending the workshop shortly for some maintenance to his lower limbs. I am sure that everyone will join with me to wish him a speedy recovery.

Finally, I believe that it is proper for me to refer to the world events of the past weeks. Firstly may I offer my sympathies to any member who had friends or family affected by the destruction in the New York and Washington. Secondly, I cannot help but reflect our luck in avoiding a similar turn of events during the Olympics last year. Lastly having just listened to the American President address his people and aware of the gravity with which the USA is viewing the situation I am overwhelmed by a love of the extraordinarily wonderful life we enjoy here in Sydney.

Charles Maclurcan



The Sailing Dictionary defines yacht racing as ‘a popular nautical contact sport’. This was nearly the case on the opening day regatta at the SASC as the wind was recorded gusting to 38 knots causing a few boats to round-up resulting in some very close racing. The strong winds however, did not deter a fleet of 22 boats starting in the regatta, 8 each in division A and B, and 6 OK Dinghies. Well done to all!

by
Guy Irwin

Spectre, *Passépartout* and then *Hotspur* were the first three boats to cross the line in Division A. *Hotspur* was first on handicap, followed by *Passépartout*, and then in third place a newcomer to SASC racing, Harry Bridgen in his Northshore 33 called *Windblown*. Harry is a member of the CYCA and heard that our Division 2 would be a suitable race series for his boat to race Saturdays on Sydney Harbour. Good result for your first race Harry, welcome to the Amateurs.

Hotspur's skipper, Bill Hogan, had a grin from ear to ear after the race. Bill said it's been a long time since they have taken out a handicap result — normally they win the scratch only. The secret to his success was when they hit 13 knots under spinnaker. Bill said the boat nearly got air-borne and were they sailing on the edge. It must be noted that Bill and his crew have been seen practicing spinnaker work prior to the race. **Not Good Bill** — are you trying to put the rest of us to shame?

Somebody not grinning though, was Garth Stewart in *Pinchgut*. In fact Garth was very quiet, and red faced when quizzed why — when leading the fleet — he decided to go around Shark Island the wrong way. Garth really couldn't answer that. He realised his mistake when he noticed the rest of the fleet was going round the normal way. Never mind Garth we all have our moments — I'm sure one of our races goes around Shark Island to port, just can't think which one!

Another Division A sailor complaining about moments, or too many of them, was *Torquil's* skipper Peter McCorquodale. Peter could not believe that it took two of his crew 10 minutes to change a headsail. Peter said he could do it by himself in less than three. Hard to find good paid help isn't Peter?

Division B saw Bill Gale in *Ranger* revel in the conditions to take out both line and handicap honors. Bill took a very close line past Bradleys Head and up the shore to the Chowder Bay mark, rounding it first and was not headed after that point. Closely tagging him all the way, and just behind him at the finish was *Bar-Celona* with skipper Marco Tapia. *Bar-Celona* was also third on handicap, and after completing a successful RANSA series in first place looks to be a big improver this season. We will have to keep an eye on your handicap Marco!



Third on handicap was *Hornblower*, owned and skippered by Peter Campbell. Peter is also a newcomer to Division 2 this season. Many of SASC Members will have heard about, or know about Peter from the many articles he has written in sailing publications about yachting [including the SASC News — Ed.]. A warm welcome to you and your crew, I am sure Division 2 will give you competitive and close racing over the coming season.

The OK Dinghies did not have all their fleet on the harbour as two of the boats are still in transit from World Titles in Bastad, Sweden. Peter Blunt and Bill Tyler represented the SASC at the titles and performed with distinction. Peter said he would be providing us with a full report in due course.

The OK Dinghies are a lot closer to the water than the rest of us big boat sailors. In fact I heard that Harry Bate on *Wet & Dry* (appropriately named on the day) had several very close encounters with the water. Still we keel-boat sailors have to have admire those OK sailors out in winds like that. Results for the day were: Scratch – *Occasional Kudos*, Bob Chapman; *Inspiration*, Marc Sier; *Panache*, David Coleman. Handicap Honours went to *Penguin Goes Whoosh*, Peter Wallace; *Panache*, David Coleman; *The Phantom*, Michael Walker.

Even though the wind was wild and wooly I didn't hear of too much damage being done to boat or limb. I did notice however that Tony Davis had a large amount of skin removed from his head. Tony was the bowman on *Celeste*. Tony, it's good to see a bowman using his head for a change.

Finally I am sure all who raced the day will join me in welcoming our new starter Russ Chapman and his team. It was also the first time we have had the new starting horn in operation.

YACHTING ASSOCIATION MEMBERSHIP

At 19 September 2001 240 members of the Sydney Amateur Sailing Club had been recorded in the SASC Office as members of the Yachting Association of NSW. Thirty three members are not active sailors. The remaining over 130 members who did not indicate any preference at the time of paying their membership subscription have now been invoiced for YA membership.

Non-members of the YA of NSW are not covered by the YA sailing insurance policy, and if racing this season may not be complying with Rule 46 of the Racing Rules of Sailing.

**If in doubt about your YA of NSW membership status, please contact
Faye Buckley at the Club on 9953 1433.**



Commodore Charles Maclurcan presenting Immediate Past Commodore Tony Clarkson his Past Commodore's burgee at the Annual General Meeting on 25 July (above)

A presentation for Vic Dibben at the AGM on his retirement at SASC Honorary Starter (below)





Russ Chapman receiving a framed burgee at the AGM in recognition of his nomination as Club Member of the Year (above)

No AGM would be complete without a contribution by Bill Gale (below)



The Australian Defence Force undertakes a wide range of tasks for the nation, many of which receive little publicity. This is the story of one of those varied jobs as told by Lieutenant Commander Trevor Gibson RAN. It is reproduced from the Journal of the Australian Naval Institute, with permission. The author joined the RAN as a junior recruit in 1971 and became an officer in 1986. He has commanded HMAS Fremantle and is currently the FFG Capability Requirements Manager.

by
Trevor Gibson

On a pleasant Sunday morning on 8 April this year I was in my office clearing out some files when I received a call from CAPT Vin Thomson (Chief Staff Officer (Operations) (CSO (O)) in Maritime Headquarters (MHQ). He posed a simple question to me — *How would I like to go to South Africa for a few weeks?*

Needless to say alarms bells started to ring but I asked him to continue. He briefed me that, on 29 March 2001, a Togo-registered fishing vessel, the *South Tomi*, was detected in the Heard Island and MacDonal Island (HIMI) area by the Australian Fisheries Management Authority (AFMA) chartered Australian fisheries patrol vessel *Southern Supporter*. It was suspected (by AFMA) that the *South Tomi* was illegally fishing in Australian waters for Patagonian Toothfish. The *South Tomi* had initially followed the instructions of AFMA officers and started to head towards Fremantle for 'further investigations'. However, as soon as she was outside the Australian Exclusive Economic Zone (EEZ) (200 n miles), the *South Tomi* made a hard left turn and headed out into the Indian Ocean. Unfortunately the *Southern Supporter* was unable to effect a boarding due to the weather conditions and so began what was termed a 'gentlemanly chase' at 10 knots across the Indian Ocean.

AFMA, in consultation with a number of other Government agencies (including the ADF) started to work on contingencies to allow the *South Tomi* to be intercepted and returned to Australia. Once it was determined that the *South Tomi* would pass just south of South Africa, a joint operation between the Australian and South African governments was

The Patagonian
Toothfish





South Tomi (left) and Southern Supporter.

authorised. Volunteers were being requested from within the ADF to form the boarding and steaming parties. CSO (O) stated that I would be leading the operation as the Commander Joint Task Force (CJTF) and would be away for two to three weeks.

Not wishing to provide an answer without doing some research, and without receiving approval from COMSURFGRP (CDRE Les Pataky) and COMAUSHOMERON 1 (Mrs Gibson), I informed CSO (O) that I would get back to him as soon as possible with an answer. I started my research by logging on to the AFMA website and found out that:

- Heard Island and McDonald Island are external territories of Australia located in the Southern Indian Ocean about 4,000 km SouthWest of Perth. This area is closed to fishing with only two boats authorised to fish for Patagonian Toothfish. Waters surrounding HIMI (out to 200 nm) are part of the Australian Fishing Zone (AFZ) which is managed by AFMA.
- The Patagonian Toothfish (*Dissostichus eleginoides*) is widely distributed throughout large areas of the sub-Antarctic oceans. It is a demersal (found at or near the sea bottom) species found at depths up to 2,500 metres and is one of the two largest species of fish occurring in the Antarctic, reaching up to 2.2 metres in length and up to 100 kg in weight. They are fished in the EEZ of several countries although illegal fishing has decimated stocks in several of these areas (where protection has not been sufficient). Although it is an ugly fish its properties are quite unique. The skin is black and the flesh is white with no pin bones. When filleted, it is a solid piece of white flesh. One valuable characteristic is that the flesh contains a high level of Omega 3 fatty acids that are released when

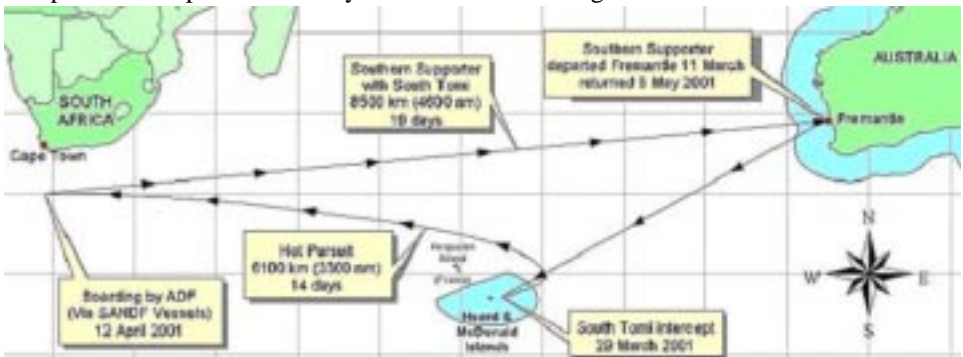
cooked. Omega 3 fatty acids have become recognised for their health benefits, particularly in combating asthma.

With my research completed, and having gained the approval of COMAUSHOMERON 1 (and my other boss), I informed CSO (O) that I was available for deployment. However, I also determined that I would probably be away for up to four weeks given the distances involved and the fact that the *South Tomi* had a maximum speed of only 14 knots. I therefore found myself (the next morning) in the office of CSO (O) receiving a more up to date brief of events. He stated that personnel were being seconded from the SCFEG, FIMA WATERHEN, FIMA SYDNEY, HMAS *Sydney*, HMAS *Tobruk*, HMAS *Watson* and other ADF bases to form the boarding and steaming parties.

The briefing was finished by 0730 and, with my Executive Officer (XO) in tow (LEUT Luke Mathick), headed out to the airport. By 1100 we were on a QANTAS 747 bound for Johannesburg as the advance party. We arrived late on Monday afternoon (don't forget the time differences) and met up with Mr Martin Walker from the Australian High Commission (HICOM). Following a dinner with the HICOM himself (Mr David Hallett), and a further update, we bedded ourselves down at about 0100 on Tuesday morning.

We were at the Australian HICOM offices early the same morning so as to prepare for a high level conference between Australian and South African Government and military personnel. This meeting resolved a number of logistic and operational matters. The South African Government provided an extensive array of resources including a ship to transport personnel to the intercept point (the hydrographic vessel SAS *Protea*), an escort vessel (the missile patrol boat SAS *Galeshewe*), helicopter support, two fast inflatable boats and two SANDF Clearance Divers as boat drivers. A number of options were discussed with a final plan being agree on by all. With most of the operational planning now being completed the remaining logistic issues were addressed. The HICOM staff provided excellent support and allowed us to concentrate on operational aspects while they looked after all the logistics.

The wide sweep of southern ocean covered in the pursuit and apprehension of *South Tomi*.



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The remainder of the TF arrived in the afternoon of Tuesday (again with a little more than 24 hours notice to deploy) along with CMDR Daryl Bates, RAN, (CO HMAS *Sydney*) who was to assume the role of CJTF for the boarding phase of the operation. After a quick head count the TF was bundled into a bus and transported to a military airport where we travelled to Capetown by C130. On arrival at Capetown it was into another bus for a journey to Simonstown where we went onboard the SAS *Outaqaniqua* at about 0200 Wednesday morning for some rest (some call it sleep). Everyone was up again by 0600 and transferred to the SAS *Protea* who sailed at 1200 (Wednesday). Following some rehearsals the TF settled down for some well-deserved rest given that the plan was to intercept the *South Tomi* at lunchtime the next day (Thursday).

By mid morning Thursday we had detected the *South Tomi* on radar and sighted her only a half an hour later. Just after 1100 we informed the *Southern Supporter* to initiate a challenge for her to stop. This was important, as the *Southern Supporter* (with AFMA officers embarked) had been conducting what is called a ‘hot pursuit’ since leaving the HIMI area. A hot pursuit, iaw Article 111 of UNCLOS, may be undertaken when a competent authority (AFMA) of a coastal State (Australia) has good reason to believe that the ship had violated the laws and regulations of that State (illegal fishing of Patagonian Toothfish). The hot pursuit was continuous throughout the voyage, as the *Southern Supporter* had remained within approximately 5nm of the *South Tomi* the entire way across the Indian Ocean.

The response from the *South Tomi* was that they did not want to stop and was claiming the Right of Innocent Passage. However, the AFMA officers continued to state that ADF Fisheries officers were going to stop and board the vessel. At this stage the SAS *Galeshewe* was performing a ‘marking manoeuvre’ which is conducted by all RAN units when investigating illegal fishing vessels. Put simply, the SAS *Galeshewe* positioned herself within 200 yards of the *South Tomi*’s starboard quarter. Given that the *South Tomi* was indicating that she would not stop the CJTF ordered our boats (with the armed boarding party) to be launched. Shortly after this the boats proceeded alongside the *South Tomi* and personnel boarded her using jumping ladders. Within a very short period of time the bridge and engineering spaces were secured and all the crew manifested and mustered. Overall, a very professional boarding occurred with little or no opposition (thankfully).

We quickly established where we would sleep which allowed the *South Tomi* crew to re-



RAN accommodation in the fish processing spaces in *South Tomi*.

main in their own sleeping quarters with access to their galley, eating area and an upperdeck area for recreation. Following the transfer of our luggage the *South Tomi* established a racetrack some 30nm off the South African coast in the vicinity of Capetown. In the meantime the *Southern Supporter* returned to Simons-town to refuel and pick up the stores we had ordered. As it was going to be a couple of days before the *Southern Supporter* returned I took the opportunity to 'round the Cape of Good Hope' (which is something not many RAN mariners can say they have accomplished).

I assumed CJTF duties following a short resupply phase and then both the *South Tomi* and *Southern Supporter* began their 24-day, 4500 n mile return journey to Fremantle. There were, of course, some problems on the ship and along the way including:

- The weather. For the first week and a half we encountered sea state seven (plus) with very cold and windy conditions (at times only allowing speeds of less than one knot). Despite the arduous conditions, I remain convinced that it was the efforts of the team that allowed us to return home safely to Australia. The seaman kept us going in the right direction (and afloat) while the technical ratings ensured that all the machinery (both mechanical and electrical) was operating at peak efficiency.
- Sleeping conditions. The only space available for the ADF team was either on a conveyor belt or in the bait preparation area. Not all the members had sleeping bags, blankets or pillows, as these did not arrive until the *Southern Supporter* returned from their refuelling stop. As such, most members ended up sleeping on pieces of cardboard used as mattresses for the first five days. Additionally, the sleeping spaces did not have air conditioning, only natural ventilation. Therefore, if we keep hatches and doors open for ventilation both sleeping spaces become water logged with several centimetres of water in both (due to the weather conditions). If we closed the hatches and doors then both spaces filled with diesel fumes (a real catch 22 situation).
- Stench of the vessel. There was an ever-present stench of fish, decaying meat, vomit, cooking, body excrements, body odour and more fish. Many of these odours could not be removed despite continuous and ongoing attempts by the TF with many litres of disinfectant. At times the stench was so concentrated and putrid it caused some members to vomit.

The heads in *South Tomi*.



- Condition of the vessel. The *South Tomi* was considered to be in an extremely low condition of safety compared to ANY Australian vessel (including Australian fishing vessels). The galley was nowhere near as hygienic as it could have been, the safety and fire-fighting equipment onboard was virtually non-existent and the heads were like those found in Asia, i.e. NO pedestal. It was certainly a very interesting evolution trying to go to the heads in sea state 7.

Notwithstanding all of these obstacles the *South Tomi* arrived in Fremantle on 5 May safely and all ADF personnel returned to their respective units. This apprehension has been classified as the longest ‘hot pursuit’ in Australian history and displayed the Australian Governments resolve to protect the Australian fishing industry, and their resources, from illegal activity by foreign fishing vessels. It is of note that the *South Tomi*, at its time of apprehension, was carrying a haul of some 113 tonnes of Patagonian Toothfish worth approximately \$1.5 million. The boat itself was bonded for several million dollars and is classified as a ‘Toothfish Killer’, ie it is a purpose built (illegal) fishing boat with a very large holding area and enough fuel to remain at sea (continuously) for up to six months. Noting that a large percentage of Patagonian Toothfish is fished illegally this is the sort of boat that should not be allowed to return to the seas.

Finally, I would like to state that the professional performance of the ADF personnel onboard the *South Tomi* was second to none and is a true indication of the pride and competence of the personnel in question. They maintained their focus throughout a very complex, tiresome and extended operation. They were called upon to leave home at very short notice, travel halfway around the world, travel by sea nearly 5,000nm back to Australia (over 24 days) as well as having to put up with living conditions that are not expected anywhere else in the ADF. Their personal sacrifice with regard to these living conditions should not be overlooked and they have the authors total respect, admiration and loyalty. They certainly made my role as the CJTF a very easy task.

FEELING LOST?

CAN'T FIND THE NEXT MARK?

Or perhaps you just don't want to get the Sailing Programme wet.

You need a plastic laminated copy of the Mark Chart — only \$5.00 (including GST)

Contact Maggie Stewart at the Club — 9953 6597 Monday or Friday

The Adams Ten fundraising dinner on 24 August was a great success. Sixty-three members and guests enjoyed a sumptuous three-course meal, prepared by Fiona Fitzgerald, and served by members of the Adams Ten committee.

by
Rick Fitzgerald

James Bevis, sailmaker and kitchen hand extraordinaire (and a sight to behold in his father's dinner suit) was heard to comment 'There's not much scraping to do — the plates are all coming back empty!'

Congratulations to Ian and Wendy Anstee for winning the major raffle prize, a week for two at sunny Port Stephens (kindly donated by Fred and Beverley Bevis), and I am sure that the Resnikov's are enjoying the Thermal Bikini Briefs, with 'attachments', that were donated by Sturrocks Shipchandlers at Rushcutters Bay.

Members and guests started to arrive at around 6.45 pm with service starting at around 7.45 pm. It was an exceptional evening and most people seemed to be in a mood to enjoy themselves. The Commodore graciously said a few words, remarking that it was his first 'official' function and praising the organisation, atmosphere and the delicious meal (and that was before the homemade mocha and kalua icecream). Coffee and complimentary port were served around 9.30 and the last guests were pushed out the door around 11 pm. There were quite a few dark glasses around the Club on Saturday morning.

Early indications suggest an excellent surplus of around \$2,000 from the evening. This would have been impossible without the help and assistance of many people. First, thanks must go to my wife Fiona (a little bit pregnant at the moment) who, when told she had volunteered to 'do a quick dinner for fifty' (apart from a few comments about me learning the trade pretty quickly) pitched in with good grace and spent weeks planning the event. Fiona's cousin, a very experienced chef, came to the rescue and took a lot of the pressure off.

Thanks to Kate Pennefather who organised the flowers and made a wonderful waitress; Faye Buckley who knows how to get things done; those who donated the prizes mentioned above and MacDairmid Sails for donating a gear bag; Avenue Wines for some great wines at good prices (on a sale or return basis); the cast and crew of The Amateurs who did all the other stuff; Melinda Langley the group baby-sitter; and, finally, Bob Langley the Committee Chairman. Bob took on the organising role with single-minded dedication and a professionalism that ensured that the night was one to remember.



SYDNEY TO GOLD COAST SUCCESS

For the first time in the 16-year history of the race, the start of the CYCA's Sydney to Gold Coast Race was postponed because of adverse weather conditions. Rescheduled from 1300 28 July to 1000 29 July, the race was postponed twice more, finally getting underway on Monday 30 July. Not surprisingly, seven yachts had to retire before the start because of time constraints including the SASC entry *Azzurro*.

Sean Langman's *Grundig Xena* missed out on the race record by 15 minutes, taking line honours with an elapsed time of 1 day 3 hours 50 minutes and 21 seconds

SASC boats were well represented in the results. *Farr Horizons* (Ivan Resnekov) took first place on handicap in PHS Division 2, with *Bright Morning Star* (Randal Wilson) second.

Bright Morning Star (on the holding mooring) and *Azzurro* wait for a change in the weather in Mosmans Bay on 28 July 2001.



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INTERNATIONAL OK DINGHY 2001 WORLD CHAMPIONSHIP

by
Bill Tyler

SASC members Peter Blunt and Bill Tyler recently returned from Sweden where they competed in the 39th World Championship for the International OK Dinghy class. The contest was held early in August at Båstad, a picturesque town on Sweden's west coast. Båstad is situated on the Bjäre Peninsula in Skåne about 100 km north of Malmö and is probably best known for its internationally famous tennis courts where the Swedish Open tournament is held every year. A small boat harbour that provides a safe launching area for the sailing course on the open waters of the Kattegat is situated close to the village centre. The event was organised by the Swedish OK Association and was hosted by the Båstad Sailing Club.

Germany's Karsten Hitz successfully defended the title he won in Leba, Poland in 2000. With three wins in the mainly heavy conditions of the first few days of the event, together with other places of fourth and second after five heats, Karsten was able to relax a little on the last day. He then closed out the regatta with another second and a drop of a fifth for a final score of 14 points. Karsten's second World Championship proved to be a decisive victory. He is a very worthy champion.

Runner-up, Bart Bomans from Belgium finished the series with 23.4 points. Sweden's Thomas Hansson-Mild finished in third position.

Veteran Champion, Jorgen Lindhardtzen from Denmark, finished fourth overall. Jorgen is a former World OK Champion and a Danish Finn Olympian. He competed in his first OK World Championship in Denmark in 1964 when he was 20. Now aged 57 and still as strong as a Mallee bull, Jorgen continues to be extremely competitive in every event he sails.

Nick Craig and Hedley Fletcher both from Great Britain, finished in fifth and sixth positions with Nick scoring 55.7 and Hedley 61.7. Olle Albrektsson, Sweden, seventh on a countback from Paul Rhodes, New Zealand, eighth, Greg Wilcox, New Zealand, ninth and Oliver Gronholz, Germany, rounded out the top ten places overall.

New Zealand junior, Andrew Phillips, finished forty-seventh at his first OK Worlds and won the Junior Championship. Andrew is only 16 and he will be eligible to defend his title in Napier, New Zealand at the 2002 World Championship.

Australia was represented by eight competitors who commenced their campaign in mid May when their boats were loaded into a container in Melbourne. The team was able to ship a 40 ft container to Sweden and return with the help of the AYP's Shipping Assistance Scheme pro-



vided by P&O Nedlloyd and Schenker International. This assistance provided by the AYP's sponsors is very much appreciated by members of Australian OK teams who continue to be very active in International OK events. The boats are expected back in Melbourne by the end of September and Peter and Bill should be on the harbour again in early October.

Since the introduction of the OK Dinghy to Australia and the establishment of the Association in 1962 members have been given the opportunity to contest many events throughout the World. Most campaigns are mainly self funded but the Association does have its own development programme to assist juniors to compete in International events. Peter Gale won Australia's first OK World Championship in France in 1981. His success was followed by Glenn Collings in Denmark, 1984; Mark Fisher in New Zealand, 1986; Roger Blasse in Australia, 1998 and Peter Milne in Germany, 1999. The Association was able to assist current Australian Junior Champion, James McAllister from Wangi S.C. in NSW to travel to Poland in 2000 and he was successful in winning the World Junior Championship at his first Worlds. James was not able to go to Sweden due to HSC commitments at school but he will compete in New Zealand in 2002.

Following the successes of recent years, the results for the Australian team this year were a little less notable. However, Victorian State Champion, Mark Jackson just missed a top ten finish with eleventh overall and current Australian Champion, Rob Davis from Victoria finished eighteenth overall. Both Mark and Rob had two very good races each for top ten heat results in a very competitive event. Peter Burton, the third team member from NSW did well for thirty-fifth overall at his first OK Worlds and the rest of the team had fleeting moments of glory as they did their best to uphold the traditions of the Australian OK fleet. Their placings were Bill Tyler, fifty-fourth, Peter Yates, Victoria fifty-seventh, Paul Richards, Victoria sixty-second, Damian Smith, ex-Mosman ASC now WA sixty-third and Peter Blunt, seventy-first.

Full details of the OK Worlds including complete race results and a series of pictures can be accessed through the International Association's website, www.okdia.org.

All of the Australians who attended the World OK Championships in Sweden had an enjoyable trip and welcomed the opportunity to compete in this event. Our boats and rigs were just as fast as those used by the other competitors, the difference in performance, as usual, was due to the person driving the boat. Nothing too new here but results confirm that fitness, time spent on the water and the necessary ability and mental application to compete at this level are the major reasons for success.

The OK Association would welcome enquiries from any one interested in the class. We would particularly like to speak to promising junior sailors who may be looking for a new challenge as they grow out of their present class of boat. The OK Dinghy is an enthusiast's sailing boat. It is not all that easy to get into a new OK as you can't just go along to a dealer and pay your money to purchase a complete new unit. It is however a class that encourages newcomers to learn about our great little boat and develop knowledge of our Associations activities. Second hand boats and gear are available and details can be obtained from the Association's website, www.okdinghy.com. Club enquiries can be directed to Peter Blunt on (02) 9909 3627 or Association enquiries can be directed to Bill Tyler on (02) 9871 1994.



Action in the International OK Dinghy 2001 World Championships (above)

Few boats are as good for exploring the far reaches of Sydney Harbour as a traditional putt-putt launch. This is John Jeremy's *Tarrina* at anchor off Store Beach in 1965 (below). Sold in 1972, her whereabouts (or even existence) are unknown, but hopefully there will be many similar boats at the SASC on 18 November.



Do Something Out-of-the-Ordinary on Sunday 18 November!

Take

a step back

in time!

And join the Sydney Amateurs, at their first Putt-Putt Picnic!

What is a Putt-Putt you ask?

A Putt-Putt historically is a launch, 14 to 22 feet in length with a low horsepower engine (often single cylinder) capable of a top speed around 5 to 6 knots. Generally they were built in timber of clinker design, and were very popular for fishing and picnics, particularly during the 1920's to 1940's when many were built.

So this is your chance to step back in time when a collection of Putt-Putts will gather from 10 am on Sunday 18 November at the Sydney Amateur Sailing Club.

Get out your costumes of that era and join in the fun.

The Picnic will begin with a parade at 11.30 am in Mosman Bay followed by a light barbeque lunch and refreshments.

If sailing on the edge is something you've always wanted to do, then, this is the day for you. Experienced crew will take you crewing on *Top Weight*, an 18-foot historical skiff. Or you may prefer to simply enjoy a ride on the one of the many Putt-Putts.

**Putt-Putt owners wishing to join in the fun should contact
Maggie Stewart (9953 6597 Monday or Friday)**

NEW SLIPWAY CRADLE



A new slipway cradle has been built for No 1 slipway under the close supervision of Bob Lawler. It was built on the wharf (above).

Bob Lawler surveys the demolition of the old cradle (below) before the new cradle is placed on the slipway (right)





THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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We welcome the following new members:

Michael Chapman
Martin Pryor
Geoffrey Summergreene

Congratulations also to Neville Chidgey on his elevation to Life Membership. Neville joined the SASC in 1966.

THE HUNT FOR THE LOST TABERNACLE

Andrew Hunt, who lives in Dubbo, owns a 12 ft Vagabond Sailing Dinghy. Keen to sail it on a large local dam, he is frustrated by a missing tabernacle (or mast step). His searches so far have been unsuccessful, and would be very grateful if anyone could help him find one or even the drawings so he can get one made. There must be members of the SASC who can solve this problem for him — he can be contacted at ajmmhunt@ozemail.com.au or via the Editor.

NEWSLETTER DEADLINE

The next SASC News will be the December 2001 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 14 November 2001. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

Rear Commodore Dal Wilson with Frank George in *Pajo* during a Safety Equipment Audit at the Club.



STUCK IN HONOLULU

by
*Michal
 Tomaszewski*

It seems like weeks since I left Sydney to join my long time friend pilot Mike Barrett and his wife Irene aboard their Hunter 38 yacht *Twiga* in Vancouver. After almost three weeks cruising the incredible waterways of Gulf Islands, the Straits of Georgia and Malaspina and all the way north to Desolation Sound in Canada's British Columbia.

I was homeward bound on 10 September aboard Air Canada Flight 3133 and arrived in Hawaii at about one in the morning for an over-night stopover. On arrival at our hotel, Mike and I sat down to have a drink and reflect on how the whole of our escapade turned out so well! At seven the next morning I was woken up by Irene's telephone call from Vancouver; 'wake up boys, there's been a disaster in New York.' At first I thought it was a ploy on her part to get us up but she called 'turn on the TV' and that was that. All US airports closed indefinitely and aircraft diverted to nearest ports and grounded. After four days the airports were opened on a restricted basis and Mike was ordered to fly back to Vancouver.

After some hours in huge queues to go through security that Friday I actually got on the plane only to be ejected, just before they locked the plane's door! My bag was on the way to Sydney, but I was left feeling very elated and free! I had nothing except what I had on (shoes and socks, trousers and a shirt) my wallet, passport and Sooze, Ric, Deron and Robin; friends in Honolulu!

All air traffic was in disarray and boarding passes were worth their weight in gold! It was another four days until I managed to get one and resumed my flight home to Sydney and away from Waikiki Beach and its armed patrols.

A final thought — next time I am stuck on an intercontinental flight, I hope it's in a beautiful place like Hawaii. It wasn't too bad!

More about *Twiga's* cruise soon.

Happy times in
Twiga.





No long story in this edition, just a fine photograph of David Carment's *Athene* during a race about 1930.



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