



# SASC NEWS

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

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**October 2003**

ABN 30 000 409 727

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|                               |                              |
|-------------------------------|------------------------------|
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| Executive Secretary           | Faye Buckley<br>Patrick Munn |

**Cover:**

Sir Alexis Albert's  
*Norn* sailing in a  
fresh breeze near  
Fort Denison in  
the 1930s.

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**COMING EVENTS**  
**SUNDAY 12 OCTOBER 2003**

**OCTOBER 03**

First race for Division 6 (non-spinnaker) and Gaffers Division.

**SATURDAY 18 OCTOBER 2003**

Fourth race for the Cavalier 28 Division, OK Dinghies, Classic Division and Division 2. Second race for Cavalier 28 short series and Division 2 short series.

**SUNDAY 19 OCTOBER 2003**

Gaffers Day 2003

**SATURDAY 25 OCTOBER 2003**

Fifth race for OK Dinghies, Classic Division and Division 2.

**FRIDAY 31 OCTOBER 2003**

First Friday Twilight race.

**SATURDAY 1 NOVEMBER 2003**

Fifth race for Cavalier 28 Division. Sixth race for OK Dinghies, Classic Division and Division 2.

**SATURDAY 8 NOVEMBER 2003**

Sixth race for Cavalier 28 Division. Seventh race for OK Dinghies, Classic Division and Division 2. Third race in Division 2 short series.

**SUNDAY 9 NOVEMBER 2003**

Second race for Division 6 (non-spinnaker) and Gaffers Division (Captain Slocum Trophy)

**SATURDAY 15 NOVEMBER 2003**

Seventh race for Cavalier 28 Division. Eighth race for Classic Division and Division 2. Third race in Cavalier 28 short series.

**SATURDAY 22 NOVEMBER 2003**

Eighth race for OK Dinghies. Ninth race for Classic Division and Division 2. Fourth race in Division 2 short series.

**SATURDAY 29 NOVEMBER 2003**

Eighth race for Cavalier 28 Division. Tenth race for Classic Division and Division 2.

**SUNDAY 30 NOVEMBER 2003**

Third race for Division 6 (non-spinnaker) and Gaffers Division.

***NEED  
THE TEN-  
DER?***

***Call Robbie  
on  
0418 678 690***

Sat: 0900-1800  
Sun: 0900-1700



Another season begins. Every year the moment seems to arrive sooner or am I just getting older? We celebrated our Flag Officers' dinner in good time this year and although the planet Mars was about as large in the sky as it will ever be, the guests and members behaved impeccably and we enjoyed a really wonderful night. My thanks to Rear Commodore Dal Wilson, his wife Karen, her daughter and her husband and others whose

efforts ensured that the food and decorations on the night were superb. It has proven to be a good occasion for keeping in touch with the other Clubs and this particular evening being no exception.

I was pleased to note that most boats presented in a timely manner for their annual safety inspections.

Our first event for the year, the Lion Island Race, was well patronised with a good showing of older-style boats for which it is an ideal activity. Thanks to the starter's team for beginning early and to Guy Irwin who finished the race after a crash course in the operation of *Captain Amora*. I wish I had been able to stay at the Club to greet all the participants upon their return. Congratulations to all those who took part.

I remind all members of the soon-coming Gaffers' Day which is a great opportunity to come and spend some time at the Club enjoying a function for which it is eminently suitable. If you feel you can you might like to volunteer to assist on the day please contact Robert Evans. We will need all sorts of assistance to ensure that the visiting boats are moored safely and the Club premises remains spotless.

I cannot help commenting on two activities initiated recently. One is the "On Board" sail promotion program sprouting from Yachting Australia ([www.yachting.org.au](http://www.yachting.org.au)) and the other is a barbeque to be held on 3 November at a latitude and longitude that sounds very like Lord Howe Island. You might like to do your own research into both these activities.

Happy sailing.

*Charles Maclurcan*



Terry and I were sipping gin and tonic on the deck of Bora Bora yacht club one afternoon last June reminiscing about our first meeting last year at Rarotonga and subsequently meetings over many drinks at the Mermaid waterfront Bar in Vavau, Tonga.

Terry Hick is master of a beautiful 21.2 m (70 feet) Oyster cutter called *Blackwater*. She was built in England, is British registered and owned by an American heiress from Alabama. Terry and his wife Rosemary have been running the yacht for nearly the last five years and have covered 60,000 n.miles of ocean sailing in that time.

The owner and sometimes one or more friends come and join the yacht in predestined locations, rarely if ever making the longer journeys. Terry and Rosemary normally have one deckie on board but for longer passages like to have two more — and this is where I come in.

While in Raiatea doing the Mariner Boating's Tahiti Nui Cup regatta I met up with *Blackwater*. I knew they were there as we kept in touch by email. I also saw them while they were in Sydney on the way to the America's Cup in Auckland.

*Blackwater* has spent the last couple of years cruising round the Pacific and was coming back to Sydney for a refit. Even before I got to Tahiti, Terry emailed me to ask if I would crew for him from Fiji back to Sydney.

I arrived in Fiji's Nadi airport as prearranged on the 29 August and took a taxi to Port Denarau where *Blackwater* was lying on the marina. After a great reception on board we continued crew bonding at the Yacht Club restaurant for dinner and a well earned rest.

by  
*Michal  
Tomaszewski*

Some of the 'toys'  
at Port Denareu,  
Fiji



Port Denarau is on the island of the same name. It was a low-lying swamp till some years ago when developers spent some five years filling in the mangroves. It now boasts two Sheraton resorts, a beautifully landscaped 18-hole golf course and a mainly expat. housing development, ultimately to have some 5,000 houses. While I feel very sorry for the mangroves and the ecology, I must say the landscaping was very, very well done. It will require a lot of maintenance and water and it must be remembered that Nadi is on the “dry” side of the Island!

Three days later we left Port Denarau — a home to some magnificent cruising craft from all parts of the world. Amongst them a was beautiful 36 m plus Sydney registered motor yacht called *Kokomo II* whose crew of some 5 or 6 spent most daylight hours washing down and polishing the vessel. There was also a beautiful Kiwi sloop of at least 36 m called *Imagine*. Terry, master of our beautiful 21 m Oyster said: “Life’s a bitch, you come into port and there’s always another, bigger boat there...” Another motor yacht of some 18 m was beautifully named *Back Soon*.

As in most island ports you moor “stern-to” the wharf and lay to an anchor put out some 50-60m in mid-stream. *Kokomo II* who came in after us, dropped her hook right on top of ours which was OK till we tried to weigh ours on departure. There was no way our capstan could retrieve our pick. It was fortunate that *Kokomo’s* skipper was a seaman and knew that being the last to come in it was his responsibility to move his huge vessel and with the help of the Port Authority’s tender untangle the mess. It was good 3/4 hour before we could get away.

The author on watch after a good lunch





After clearing some reefs we headed for a “hole in the reef” called Navula Pass and out of the lee of Nadi into 25 kn south-easterly trade winds which were to be with us, on and off, for the next two and a half days until we reached Vanuatu. Champagne sailing; at times — a knot of set with us; poled out yankee No. 2 plus staysail and a reef in the main. Trawled nearly all the way but only caught three small Bonito which were thrown back as not good enough to eat! And, of course, autopilot all the way except when you got a bit bored and you hand steered for a while.

On entering Port Vila, Vanuatu we anchored outside near a yellow Quarantine Buoy and waited for the officials. First was the immigration officer in his tee shirt and shorts with an offsider. They arrived in a 3.6 m tinny driven by a yellow tee-shirted chap. Next was a lovely young Vanuatuan, arriving by the same little tinny. Needless to say the formalities were very simple and we moored, stern-to, only a matter of metres from the yacht club

On entering it was nice to notice two well-maintained Swansons — a double-ended 42 from Melbourne and a beautiful Swano’36, flying a Canadian flag. There were many more fine yachts here. Some racy 70 footers but generally different, more cruisy and less luxury type vessels. Again vessels flying many nationalities’ flags, noticeably a few Germans — a long way from home!

The remainder of the watch — note! No hands!



Sunset in the Coral Sea — Rosemary calling for Happy Hour

Port Vila is quite cosmopolitan in a Pacific kind of way. The population seems to be an ad hoc mixture of Polynesian, Melanesian and predominantly Micronesian peoples.

The city proudly supports a 24-hour, seven-day a week market. It never closes because the merchants come from distant villages and stay gossiping and sleeping with an occasional (for men) snort of kava until the merchandise is sold or bartered. The building is an imposing series of flying concrete roofs right on the waterfront.

We spent three days in Port Vila. It is a small town; the people seem content and there is an air of relative affluence there. Apparently the crime rate is very low. Eating out is only marginally cheaper than in an average Sydney establishment while the produce in the marketplace is much cheaper.

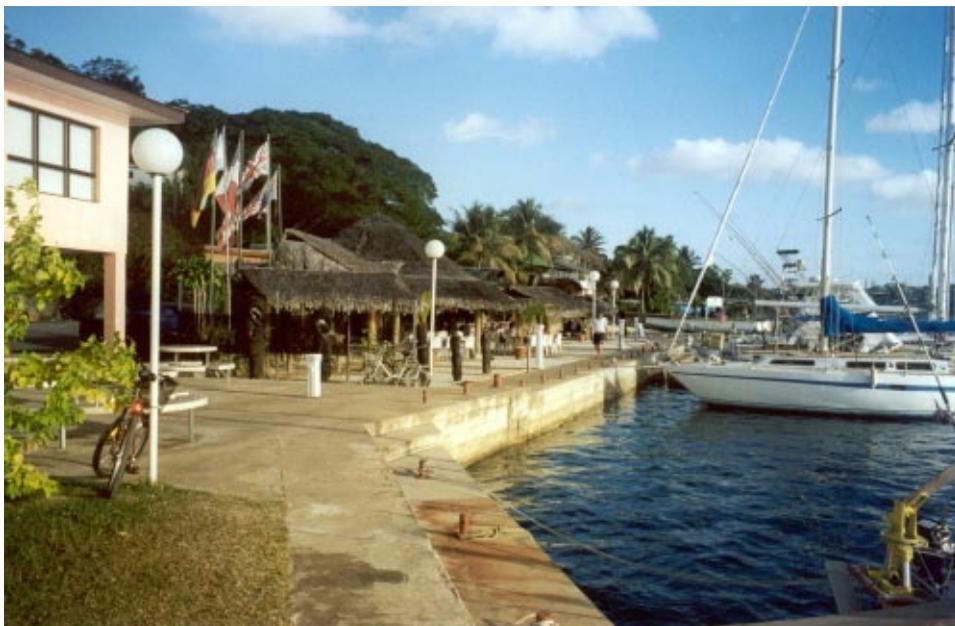
The 24-hour market in Port Vila





Of the few eating places we tried, the Waterfront Yacht Club almost opposite our mooring offered by far the best food and wine, all reasonably priced. We have not found any evidence of wild night life, unless you're into kava!

The port Vila market (above) and the yacht club in Port Vila as seen from *Blackwater's* berth (below)



We left Vanuatu and because of the SE trades were predicted to strengthen and tend southerly, Terry decided to forgo Noumea which would have meant bashing into the predicted 25-30 kn trades for some 3-4 days, and head over the top of New Caledonia. It was a longer but much kinder option — quite a long way over the top of the archipelago then a fair way WNW past some reefs before turning SSW towards home. We had some magnificent sailing, particularly at night. With a full moon ahead, following a brilliant silvery roadway to paradise!

While sailing the beautiful Pacific, seemingly free as those sea birds, our guardians made us aware that we were not altogether on our own. More than a hundred miles off New Caledonia we were buzzed by a French Navy plane asking for our identity. The same thing happened in the Coral Sea off the Australian mainland where an Aussie Customs' plane had us identify ourselves.

As anticipated by Terry, our skipper, the breeze moved briefly NE and by the time we “turned the corner” it was coming strong from the north west. We knew that it was only a matter of time before it moved to the dreaded south west. We persevered but after some hours of bashing into the short chop and 25-30 kn true breeze Terry made the executive decision to head for Coffs Harbour where we arrived little before dawn to be cleared by Customs, Immigration and Quarantine.

*Blackwater* is now awaiting a refit in Sydney before sailing to Auckland to be shipped back to the West Indies.

Mid-morning  
watch of the NW  
end of New  
Caledonia

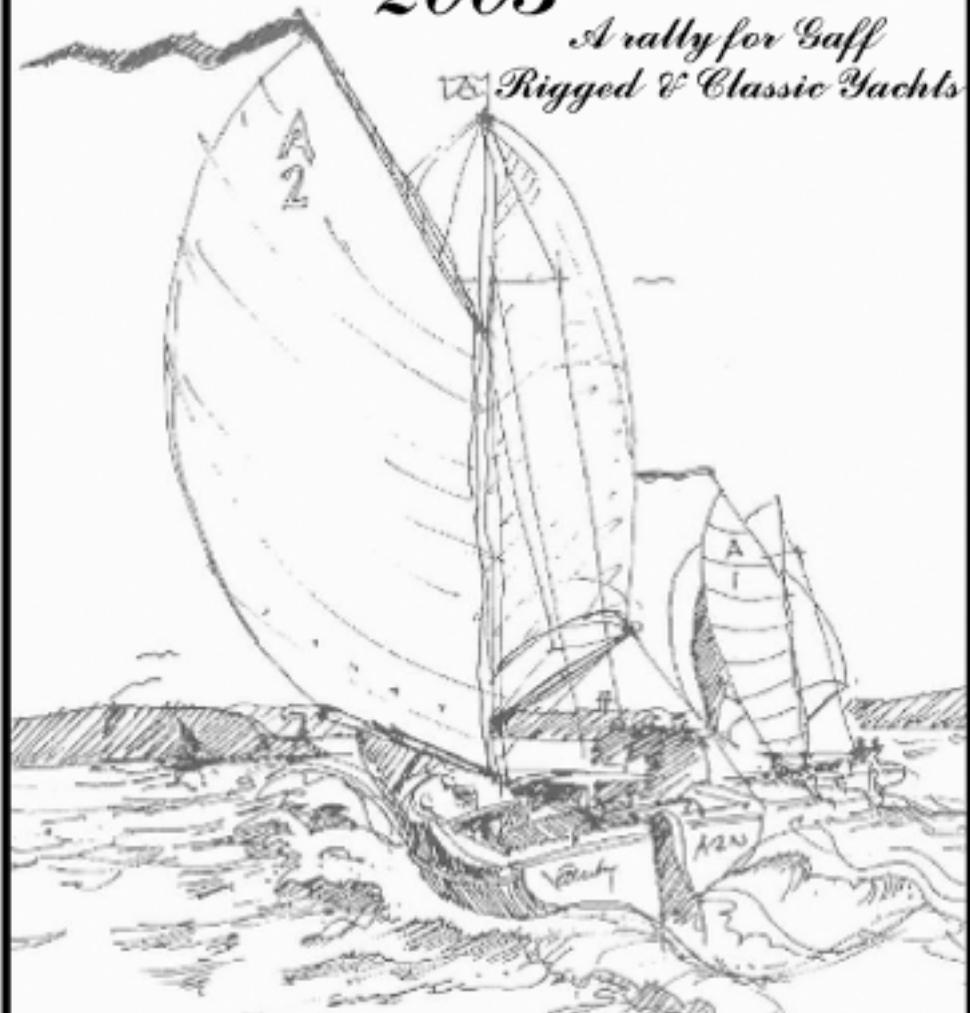


*Sydney Amateur Sailing Club Founded 1872*

# *Gaffers Day*

*2003*

*A rally for Gaff  
Rigged & Classic Yachts*



*Sydney Harbour Sunday 19th October 2003*  
*For Information Phone 02 9953 1433 Fax 02 9953 0898*

The time has come again for all Classic Yacht owners and friends to gather at Sydney Amateur Sailing Club for the 2003 Gaffers' Day Rally. This year we are hoping to have up to one hundred of Australia's best Classic, Gaff and Bermudian rigged yachts participating.

## Program of Events

0800 Breakfast on the wharf

### Breakfast Menu

*Orange Juice*

*Traditional Breakfast fry with bacon, eggs, pork chipolatas and tomatoes.*

*Croissants and Jam*

*Tea or Coffee*

*Price. \$10.00*

0900 Competing yachts to gather at SASC

1000 Inner Circle Rum tent opens

*Inner Circle Rum will be dispensing Nelson's Blood with your choice of mixers at \$2.50 a shot in the Rum Tent on the wharf*

1200 Competitors leave the Club

1200 Spectator ferry to leave Old Cremorne Wharf

### Boxed Picnic Lunch

*All picnic boxes are packed with serviette cutlery and a plate.*

*Each box contains:*

*Sliced smoked salmon or leg ham*

*Small baguette*

*Container of mixed salad greens with salad vegetables.*

*Portion of cheese with crackers.*

*Selection of fruit*

*Chocolate heart*

*Price \$15.00*

1300 Rally starts in Athol Bay

1430 First yachts return.

1430 "Jazz On The Wharf" at Sydney Amateurs

1430 Sausage sizzle for the hungry crew

1500 Ferry returns to Old Cremorne wharf

1600 Presentation of trophies

1800 Festivities wind down

Tickets for the spectator ferry will cost \$30 per head, and include a boxed lunch. Please book early as the numbers are limited. Ring Faye or Patrick at the Club on 9953 1433 or email office@sasc.com.au.

Sir Alexis Albert was born in 1904 and joined the SASC at the age of sixteen, quite possibly to sail in his father's 21 foot Restricted-class boat *Boomerang*. He remained a member until his passing in 1996, an unbroken 76 years — almost certainly a record for an Australian sailing or yacht club.

I well remember *Norn* lying in Careening Cove and Lex being ferried out to her in an immaculate varnished-clinker power dinghy, boarding as the main reached the masthead, and being picked up as the mooring was recovered.. *Norn* arrived from the UK in 1928 and was raced in the spectacular Royal Clubs' Division 1 until 1956. She was always expertly and sportingly handled.

After the 1956 Olympics Lex purchased the German Dragon-class *Canopus*, renamed her *Norn II* and raced her with the Sydney fleet for ten years. In 1966 he commissioned the well-known naval architect Warwick Hood to design a pretty easily handled yacht to race in Division 1. This superb yacht was built by Ron Baulkwell. The new *Norn* was raced for many years in the same manner as the original.

In the 1950s Sir Alexis received his knighthood in recognition for his huge work helping disadvantaged groups — all carried out in a low

*Norn*. Sir Alexis Albert is in the cockpit, second from the right.





*Norm* under  
spinnaker

profile manner. The Royal Sydney Yacht Squadron elected him Commodore in 1972; he had been involved with Squadron administration for many years. In 1995 the then SASC Commodore John Morris sent Lex a letter of congratulations on his 75 years of SASC membership and a very appreciative letter was received in reply.

A Sydney gentleman is about to have the first *Norm* recreated in her



original form. Apparently only the lead from the keel of the original *Norn* can be used — all other components are being recreated. Bronze castings in the desired form are on the way; spar spruce is coming from Canada and Honduras mahogany from South America. The planking will be Huon pine and I suppose it will be about three years before we are treated to the sight of this sensational yacht sailing on the Harbour. Johann Anker's original drawings have been obtained from the Norwegian Government archives so we can be confident that the new *Norn* will be authentic.

*Southerly*

*Bona* under sail on Sydney Harbour in about 1931. She was bought by Frank Albert in 1933 who renamed her *Boomerang*. Now owned by the Australian Heritage Fleet, she will be anchored at the start line on Gaffers' Day.

*Norn* seen from Charles Lloyd Jones' *Bona* in 1928





Regardless of the size of the boat, a good broach can always liven up a race (above)

The photographs of *Norm* and *Bona* were kindly supplied by Sir Alexis Albert's son (and current SASC member) Otto Albert. Otto sails a new *Norm* on Sydney Harbour, seen here chasing *Tingari* (it was usually the other way around) during a half-ton division race in 1989



As I did enjoy racing to Brisbane in *World*, I recently set out again in a one-boat ocean race to Vila, New Caledonia, in a 44,000 tonner. She had a much larger paid crew than *World*, some 1,500, many worth more than a casual glance. We had a nice cabin with a sitting room and a view window, but no welcoming champagne!

Food was very adequate; dinners were superb and the company good. Lots of activities and entertainment, beer was \$4 to \$5 a stubby, I suspect that the Line did not pay excise so it is possible that they were making a colossal profit. The best thing in Vila was a trip to a reef in a glass-bottomed boat, with an underwater V-section. The skipper rang a bell and the fish appeared to be fed — magic!

On the island of Lifu our bus-tour guide told us that there was no crime on Lifu. The reason — if offenders if caught are heavily beaten at the direction of the village headman. One week later they are sent to the tribal chief who directs more of the same. Eddie said no one breaks the law — the punishment fits the crime. I had better make no comment — the do-gooders would thrash me!

On the second-last night we were at a concert when ‘man overboard’ was announced. Three hours later the man was recovered alive, a very good piece of seamanship I thought. He promised the captain that he would take a new lease on life and I feel he will not jump off any more ships. We were three hours late in Sydney and many passengers missed planes and trains — he sure caused some trouble.

Having now tried the experience twice, I think I may go ocean racing again.

*Southerly*

## 21-FOOTER REVIVAL DINNER

*A dinner to launch a programme to revive competition between traditional 21-footers and create a Trust to raise money for their restoration is to be held at the Squadron on Wednesday 26 November 2003.*

A brief history of the 21s will be outlined as will plans for the Trust and the intended competition with a revival of the Forster and Albert Cups.

SASC members were involved in the heyday of the 21s and it is hoped that they will also play a role in their revival.

The 21-footer steering committee includes Sir James Hardy, John (Steamer) Stanley, Peter Alexander, Ivan Wheen, John Wigan, Garth Stewart, John Diacopoulos and Paul Thackray.

### **Make up a SASC table or two.**

Dress: Yachting Jacket. Dinner and Wine \$80 per head.

Bookings: Trish Williams at the Squadron, phone 9955 7171

Enquiries: Peter Alexander 9816 2487 or John Diacopoulos 9264 9509

Dear Editor,

I have kept silent until now in the hope that a more experienced and better-informed member might initiate a discussion on the role of the club yacht, *The Amateurs*.

Her presenter's wish (as stated in the Club history) was that she be cared for and used regularly. More recently (June *SASC News*) the Commodore has expressed the hope that older members of the SCEGGS sailing squad might make use of her. I also note that she is often used in Club races and competes in the Adams 10 championships. But, either she continues in these roles forever, or at some stage she will be replaced or retired.

I feel there are several points to be considered. If she is to serve a role in stepping up from the SCEGGS dinghy based program, who is to take charge and supervise/instruct? Points on qualifications and insurance need to be considered in relation to the instructor and the SASC. Or are the recruits expected to learn by crewing in races? In my opinion, allowing the learners to make mistakes, correcting them and then having them repeat a manoeuvre several times, with the crew rotating, is good learning but would not be a popular way to round the windward mark! Racing and training can take place on the same yacht, but I doubt that they can be done well at the same time.

There are some preliminary questions to be answered including the following. Do the SASC members want to see the Club involved in a training program? If they do, is a single yacht like *The Amateurs* the best way to equip such a training program? How much is the yacht costing members each year? In this I mean the true cost, as I note that her mooring fees per year are less than a quarter of mine, and my yacht is smaller, so the reported cost has been subsidised. Personally I would be happy to be subsidising a genuine teaching program, but I, and I suspect many other members would be less enthusiastic about subsidising members sailing in a yacht that is used for little training.

If the SASC wishes to have a Club training yacht program, two smaller yachts might fill the role better and be a more economical answer. Possibly Elliots of the type used in the interclub youth sailing competition would be a way to carry the SASC flag in the youth sailing arena.

I can happily accept the option of keeping *The Amateurs* or any of the alternatives I have mentioned. My aim in writing this is to initiate discussion because we currently seem to be wandering along with no clear endorsed plan.

*John Pennefather*



# THINKING OF SELLING THE BOAT? DON'T FORGET

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- Conduct test sails
- Organise boat registration, transfer and insurance (if required)
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*All sales of members' boats through the Sydney Yachting Centre benefit the Club with a commission*

SEE ADVERTISEMENT ON BACK PAGE

## FRIDAY TWILIGHTS

*Friday twilights will start again on 31 October 2003*

**If you plan to come sailing on Friday nights, please ring Faye, Patrick or Maggie as soon as possible, and preferably before Thursday when Faye polishes the Club's crystal ball and orders the food**

***No bookings can be accepted after 1200 on the Friday***

A booking sheet is also available on the notice board, and members are encouraged to use this facility when they are passing

***Volunteers are also needed to help clean up and ensure a great evening for all. Add your crew to the list on the notice board now!***



The Flag Officer's Dinner on 29 August was enjoyed by all present with the Clubhouse looking magnificent for the occasion (above)



## DINGHY STORAGE BOATSHED LOCKERS

Members wishing to store their dinghy at the Clubhouse Boatshed or the Mosman Boatshed, or are wanting to apply for locker space, should contact Peter McCorquodale on 0414 344 914 to register their interest.

***Whilst some space is available now, we are looking at other options for unused space, so register your interest now!***



Commodore Charles Maclurcan welcoming the guests (above)

Immediate Past Commodore Tony Clarkson and Treasurer Fred Bevis in serious discussion at the dinner. The subject is not known but Fred seems to be feeling the heat (below)



A partnership between Defence Maritime Services and Austal Ships of Western Australia has been selected as the preferred tenderer to build and support the Navy's replacement patrol boats.

The new 56 metre aluminium ships will operate out of Cairns and Darwin and will be armed with the Rafael 25mm Typhoon stabilised cannon and equipped with state of the art communications systems.

The new ships will be able to operate in a greater range of sea conditions and will improve Navy's capability to intercept and apprehend vessels suspected of illegal fisheries, quarantine, customs or immigration offences.

The fleet of 12 new patrol boats will also carry two smaller sea boats to allow Navy crews to conduct boarding and surveillance missions. The Navy will be able to operate the new Armidale-class ships for 3,000 days per year, plus have the capacity of an additional 600 days for short notice tasks. This compares to an average 2,700 operational days per year currently undertaken by the existing Fremantle-class boats. They will have a range of 3,000 n miles, a 25% increase on the Fremantle class.

DMS/Austal will have an obligation for through life maintenance and support for the 15-year life of the vessels. Subject to final negotiations, the total cost will be about \$550 million. DMS is a joint venture between Serco and P&O Maritime Services that provides port services wherever the Navy has bases in Australia, including refueling ships, the provision of alongside services, tugs, water taxis, lighters and general harbour services. Austal is a successful Australian builder and exporter of fast passenger ferries, luxury yachts, patrol craft, and other commercial vessels.

The first Armidale-class patrol boat is expected to enter service in the first half of 2005. The new ships will be named *Armidale*, *Bathurst*, *Bundaberg*, *Albany*, *Pirie*, *Maitland*, *Ararat*, *Launceston*, *Larrakia*, *Wollongong*, *Childers* and *Broome*.

A model of the new RAN Armidale-class patrol boat



The well-known UK sailing magazine Yachting Monthly is proposing an ambitious plan to restore Sir Francis Chichester's world-famous 53ft ketch *Gipsy Moth IV* and sail her around the world in 2005.

The yacht is currently rotting away through lack of funds in a dry dock in Greenwich, and a detailed survey commissioned by Yachting Monthly has revealed that she needs urgent work, which could cost at least £100,000. The plan would be to return her to sailing commission and celebrate the 40th anniversary of Chichester's circumnavigation by taking her round the world again.

'*Gipsy Moth IV* is a potent symbol of our sailing heritage and it would be a tragedy if she was left to rot away,' said Paul Gelder, Yachting Monthly Editor. 'The 40th anniversary of Chichester setting off from Plymouth on his historic, solo voyage coincides with Yachting Monthly's 100th anniversary in 2006. I can't think of a better way of celebrating our 100th birthday and Chichester's heroic voyage than to see *Gipsy Moth IV* out of dry dock and refitted for a second circumnavigation — via the Trade Winds route.'



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visit their website at [www.simplysailing.com.au](http://www.simplysailing.com.au)

## ***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*.

### ***STURROCK'S MARINE PRODUCTS PTY LIMITED***

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## THE CLASSIC AUSTRALIAN BARBEQUE

**A barbeque is planned to be held at Ned's Beach (159° 04' E,  
31° 31' S) at 1630 on Monday 3 November 2003**

*As a number of SASC members are expected to be near that position at that time, they are all invited to participate in this special event*

# Putt-putt-putt-putt-putt- putt.....

## The SASC Putt-Putt Picnic

*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 where built.*

Putt-Putts will gather from 10 am on Sunday 16 November at the Sydney Amateur Sailing Club, and a light barbeque lunch and refreshments will be available.

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

## SUBSCRIPTIONS — A REMINDER

If you have not yet paid your subscription for 2003/2004, you should have!

Faye or Patrick would be pleased to help facilitate the transaction.

## NEW MEMBERS

We welcome the following new members:

George Argyrous  
Joseph Blansjaar  
Ronald Forster  
Ian Kortlang  
Richard Nock  
Jonathan Rosenberg

## KEEP THE CHANGE SMALL PLEASE

We all find the opportunity to obtain cash from ATMs one of the great conveniences of modern life. Unfortunately most seem to dispense only \$50 notes, which gives the Club a problem when everyone presents one of these pieces of plastic in exchange for refreshments on a Saturday afternoon or a Friday evening. We soon run out of change! The assistance of members in meeting this challenge would be greatly appreciated — notes of smaller denomination would be gratefully received!

## SENIORS WIN WINTER WEDNESDAY SERIES

The RAN Sailing Association Second Division pointscore has been won by a team including three in their mid-seventies, each boasting over sixty years boating experience. They were supported by a “gopher” 20 years younger on the foredeck for the non-spinnaker series.

Sailing a J24 named *5 to 6* their competition was boats 25% and more bigger in a division of 20 starters. Handicaps were a factor but the little boat was generally well placed among the early finishers in the scratch start series.

Sydney Amateur Sailing Club member and skipper David van Kool attributes success to a crew willing to turn out for every race regardless of weather. One of the competitors claims that “every Wednesday start adds a month to his life”. Another factor was a determination to enjoy the sailing whilst lumbering up the learning curve in what many consider to be a younger person’s boat.



## NEWSLETTER DEADLINE

The next SASC News will be the December 2003 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 26 November 2003. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

Members may have read recent articles in *Afloat* and *Cruising Helmsman* about the restoration of the 8.34 m wooden sloop *Faerie*. The boat, which was built by J. Robinson in Balmain in 1928, was bought by Bob and Barbara Tullett in 1998.

After 20 years on Pittwater, *Faerie* was very neglected, and the restoration in a shed at Bilpin in the Blue Mountains was a major task. The boat was stripped to a bare hull, cracked frames strengthened and rotted timber replaced. The deck, cabin and interior were completely rebuilt.

*Faerie* was relaunched on Pittwater in January 2001, looking like new. In 2002 the Tulletts received the inaugural Hal Harper Award from the Wooden Boat Association of NSW for the restoration.

Members may not know that *Faerie* was on the SASC yacht register for a time, owned by Mac Shannon. She was a regular visitor to Pittwater, where these photos were taken in January 1959.





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