



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2005

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Cover:

Tamaris and Celeste
sailing in light
conditions during the
Picnic Race held on the
October long weekend
(John Jeremy photo)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

COMING EVENTS

OCTOBER 05

SATURDAY 15 OCTOBER 2005

Fourth point score race for Super 30 Division main series, Division 2, Classic Divisions and OK Dinghies. Fourth race for Cavalier 28 Division main series and second race for Cavalier 28 Division short series. Second point score race for Division 1 and Division 2 and Super 30 short series.

SATURDAY 22 OCTOBER 2005

Fifth point score race for Super 30 Division, Cavalier 28 Division, Division 2, Classic Divisions and OK Dinghies.

SATURDAY 29 OCTOBER 2005

Sixth point score race for Super 30 Division, Division 2, Classic Divisions and OK Dinghies.

FRIDAY 4 NOVEMBER 2005

First Twilight Race

SATURDAY 5 NOVEMBER 2005

Seventh point score race for Super 30 Division, Cavalier 28 Division main series, Division 2, Classic Divisions and OK Dinghies. Third race for Division 1, and Super 30, Division 2 and Cavalier 28 short series.

SUNDAY 6 NOVEMBER 2005

Second race for Division 6, Gaffers Division and Heavy Division. Captain Slocum Trophy race for Gaffers.

SATURDAY 12 NOVEMBER 2005

Idle Hour Race (all divisions — non-pointscore)

SATURDAY 19 NOVEMBER 2005

Eighth point score race for Super 30 Division, Division 2, Classic Divisions and OK Dinghies.

SATURDAY 26 NOVEMBER 2005

Ninth point score race for Super 30 Division, Cavalier 28 Division main series, Division 2, Classic Divisions and OK Dinghies. Fourth race for Division 1, and Super 30, Division 2 and Cavalier 28 short series.

SUNDAY 27 NOVEMBER 2005

Third race for Division 6, Gaffers Division and Heavy Division.

**WHERE'S
THE TEN-
DER!**

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

Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

The racing season has started and promises to be the best year for Sydney Amateurs since the mid 70s. On Opening Day we had 30 boats offshore in the Lion Island Race and 28 yachts on the Harbour in our Opening Day Regatta and since then our Saturday fleet has grown to over 80 entries, the star being our newest division, the Super 30s. Who said racing on Sydney harbour was dying? It is all about getting the formula right and to get it right we need the involvement of all the members, so if there is something you want to see let us know.

With the bigger fleet, Saturday afternoon back at the Club after the race is the place to be. You can now get a half-decent feed and the trot moorings are there for any non-Mosman Bay boat that wants to tie up for a quiet little drink and a bite to eat. For those who haven't entered yet, it is not too late, as there are plenty of drops for the season — or just come occasionally as a casual entry.

The other thing that has started is the school's program at the Mosman Boatshed. It seems like every day of the week there is a flotilla of dinghies sailing out of Mosman Bay. On the long weekend the school's program was host to a sailing camp for the Australian International Cadets. It is great to see the next generation so enthusiastic about sailing with the Sydney Amateurs.

A gentle start in the October long weekend Picnic Race

Rob Evans

John Jeremy photo



The recent Daydream Shield competition was conducted by the MHYC and as you all know the Shield is now in their keeping (for the time being). The start was close to the Old Man's Hat with the course to a mark near Middle Head — up and down twice to finish under spinnaker.

by
Southerly

In the first of three races John Crawford sailed *Vanity* with Peter Sorensen sailing *Ranger* for the MHYC. John won the start and went right — Peter went left and beat *Vanity* to the mark.

Left was the way to go on the day, I personally would not have had any idea which way to go before the race. John ran Peter down to leeward thereafter drawing away to win comfortably. The SW wind was fresh with quite a bit of slop, ideal for *Vanity* as she has a significant margin over *Ranger* in these conditions.

Three minutes after the two gaffers a pair of J24s started, both yachts being very well handled. J24s are dedicated racers — very fast downwind and good in slop. *Vanity* is fatter, heavier, fitted out below and has a diesel auxiliary. Neither of the J24s was able to catch *Vanity*, finishing a little closer than three minutes behind. *Vanity* never ceases to amaze me.

Vanity and
Ranger at the
lower mark

John Jeremy photo





The Amateurs and Sirius heading to windward (above)

Crew concentration in Vanity (below)

John Jeremy photos





J24s *SMS* (MHYC) and *Chaotic* (SASC) during a race for the Daydream Shield

Vanity and *The Amateurs* rounding the top mark

John Jeremy photos





John Jeremy photo

Retrieving the spinnaker in *Stickybeak*



FRIDAY TWILIGHTS

Friday Twilights will start again on Friday 4 November 2005

If you plan to come sailing on Friday nights and to stay for dinner afterwards, please ring Patrick or Maggie as soon as possible and definitely no later than Thursday when Patrick polishes the Club's crystal ball and orders the food.

No table bookings can be accepted after 1200 on Thursday

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 2005 CADET WORLD CHAMPIONSHIPS

OCTOBER 05

by
Martin Pryor

So here we were. Half a world away from Mosman Bay, barely recovered from being bombed in London and just eager to get to the yacht club to prepare for the 2005 International Cadet World Championships. Except there was no club! Believe it or not, the Spanish idea of hospitality was to park the boats in the town square — without security — and to operate their administration out of an underground car park still under construction and replete with dust, grime and minimal lighting. With a week to go to the titles they had one phone line, one computer and one person who spoke English!

Sanxenxo is a delightful maritime town in Galicia, north-west Spain which remains staunchly independent and a haven for Spanish tourism. The locals are welcoming and friendly but few concessions are made to 'foreigners' — especially at siesta time, when even the ATMs shut down. The Real Club Nautico Sanxenxo has been chosen as the starting venue for the 2005 Volvo Ocean Race and the club is most definitely a yacht club. They seemed to have little idea how to deal with dinghy classes, let alone youth and children. No provision was made for shade during the interminable delays to racing, water or refreshments were only available through commercial outlets in the town and there were no adequate changing or toilet facilities. Team Australia ended up operating out of the backs of their cars in the underground car park. The new multi-

Luxurious,
splendid,
UNFINISHED,
Real Club Nautico
Sanxenxo





The Sanxenxo town square boat park

million dollar RCNS club house was still under construction and located 200m away from where the boats were located. Nonetheless, the race committee, when it finally arrived, based its operations in the only completed area of the new club, well away from the action and insisted in communicating only via notices they posted on their doorway. Somehow the competitors and team officials were expected to know that any changes or decisions had been made.

Despite these major shortcomings, registration and measuring commenced in the bowels of the car park and although the dictatorial and pedantic measurer managed to upset every team with some bizarre and inconsistent “home-town” rulings; one of which required the whole UK team to cut 2 mm off the round in the foot of their brand new jibs — jibs made from the same template that has produced the last six world champion sails. Even stock 2.5 mm shroud wires were rejected as the measurer’s micrometer showed them as being 2.4 mm diameter. Fortunately, of all the Australian team boats, only SASC’s NSW representatives Lachlan Pryor and Jamie Mackenzie got through without any problems, allowing them to rest and avoid all the angst such matters induce.

Whilst all this was going on the team was also training hard on the water under the watchful eye of Olympic coach “Bunny” Warren. The very light conditions and cold water taxed the patience and endurance of the sailors but the performance improvements were clearly evident. Seven boats made up the Australian team with three extra crews competing in the ‘B’ (Promotional) fleet. This led to a great team ethic and



with the Australian contingent virtually having taken over the local Albatross Café, the daily briefings and de-briefings became outstanding team-building sessions. (Fortunately, the Spanish proprietors welcomed us with open arms and at the end sad farewells were expressed all round). In terms of lessons, techniques and strategies learnt, the week's build up will prove immensely valuable in imparting skills to the newcomers in the NSW fleet.

Lachlan Pryor,
Jamie Mackenzie,
Grace Stokes and
Rory Pryor

When the racing did eventually get underway, the weather proved as fickle as the race organisers. For eight of the nine days of racing the wind barely reached 8 knots. The situation was not helped by poor management with frequent inexplicable postponements, incompetent course construction and extraordinary and contentious umpiring. When disqualifications which markedly affected top-end results were called by jurors who openly couldn't agree amongst themselves it was no wonder that teams lost confidence in the officials.

The Australian team, used to stronger winds (how often do we hear that!) sailed well with generally top-end fleet results but a couple of top ten finishes and one notable heat win by Jock Sinclair from Geelong. Lachlan and Jamie, being one of the heavier crews, suffered early but improved rapidly through the regatta and were often able to fight back on the downwind legs from poor first beats. Sailing in such a big and hot fleet was just the experience we had hoped it to be, sharpening up the boys' skills and focus and stimulating their determination. It paid off with a very creditable 14th place in race 7. In the Promotional fleet,

Rory Pryor and his crew Grace Stokes from Adelaide managed to reach 10th place in one race before tiring and falling back in the fleet. The Promotional fleet was almost as classy as the Worlds fleet, with the UK team filling the top 13 places in a couple of races and taking out the top nine overall. Lucy Shepherd from Tasmania sailed really well to record six top-10 finishes.

Australia's turn finally came on the last day of racing. Overcast skies meant nothing as at last the wind filled in. The morning race saw all the Aussies pick the wrong side of the course with only two getting back into contention. Stung into action in "our conditions" the team went into the last race with steel in their eyes — and my word, did they deliver! Todd Hughes and Jackie Stokes from Adelaide led from the gun to record a brilliant win. Aussies then sailed home in 3rd, 5th, 9th, 13th (Lachlan and Jamie), 23rd and 43rd (sick crew) places. Todd and his family are well known to, and hugely popular with, the NSW Cadet sailors having sailed with us a couple times and selling us our first two International Cadets. His two older brothers conducted coaching clinics for the NSW team prior to the 2005 nationals and his Dad and Mum have been stalwarts of the class for years. Everyone was thrilled for them all.

In the end the title was won convincingly by James Rusden and Erin Clark from the UK. Out of a fleet of 68 boats Adam Evans/Anton Sasson (Vic) finished 7th, Todd Hughes/Jackie Stokes (SA) 9th, Jock Sinclair/Will Kelly (Vic) 18th, Sally Peacock/Doug Shepherd (Tas) 27th, Madi

Lachlan and
Jamie downwind
in light conditions



Mclure/Chloe Chesterman (Tas) 38th, Lachlan Pryor/Jamie Mackenzie (NSW) 41st, and Kate Aulich/Joel Aulich (Vic) 44th. Rory Pryor (NSW) and Grace Stokes (SA) eventually finished 57th out of 72 boats — a great result for a first time skipper. These team results are the best ever achieved by an Australian Cadet team and represent a great effort by the NSW boys in their first international level regatta. And they are only 14 and have a few years to go yet in the class.

Looking back on the experience it is all too easy to dwell on the negatives — the appalling race management, the lack of interest in youth sailors and the duty of care issues therein and the difficulty of dealing with an organising body completely distracted by having an unfinished club and operating on a building site. However, the positives for our young sailors and the International Cadet Class of NSW in particular are immense.

Firstly, we now have three members with experience at the highest level in the class — and judging by their determination to make the team again in 2006 that can only help raise the standard throughout our fleet. Many of the subtleties of technique for making Cadets go faster can now be shared with others. More importantly though, three young NSW sailors have made lifelong friends, experienced different cultures, values and experiences and grown in their understanding that the world is a big place and whilst Australia is a great place — arguably the best — it is not the only place. They now know that even older boats sailed by less privileged sailors can go very fast and beat them — even win races. I think they now also appreciate that it is the people in the boat and the class internationally which both make the boat perform well and make the class such a wonderful community for young sailors. The delight and relish with which they exchanged and bartered team gear at the end of the regatta and the pride with which they wear it is possibly more important in the long term than winning a race. If nothing else, the emails that have flown back and forth across the globe in the weeks since attest to the success of exposing young people to each other's cultures through the mechanism of dinghy racing.

It is so rewarding to know that our NSW Cadet class representatives performed with distinction as sailors, ambassadors for our country, our club, our class of boat, our school and vitally, themselves. It also makes me very proud as a member of SASC to know that it would not have been possible without the foresight and generosity of the club, its members and officers.

So, next time you're out racing and you feel that the volunteer race management team have "lost the plot", relax and reflect — you could be in Spain!



GAFF RIG FOREVER?

It was pleasing to note that all nine entries in Classic Division 1 turned out on 24 September, when the starter sent them off into a nice whole-sail breeze with few if any soft spots.

Only the shortest yacht *Redpa*, nearly 100 years old, is gaff rigged — the others sporting ‘leg o’ mutton’ mainsails. Eighty- to one-hundred years ago the US designer Charles Mower often used the same geometric profile as *Redpa* — small jib and massive main. For many years I have thought that this rig would be sensational on Sydney Harbour.

Vagrant (Sean

Langman) beating

into a fresh

westerly on

Saturday 17

September

Redpa won the race and was beaten on elapsed time by only one yacht, the margin being fifty-one seconds. Is this proof positive that gaff rig is inefficient?

Southerly

Liam Timms photo





Bill Gale donated two kegs of beer to the Club to celebrate the start of his 60th sailing season with the SASC, which he sampled whilst welcoming John Kinsella (above) before setting out for a sail with his outstanding crew (below)

Liam Timms photos





John Jeremy photo

Martin Pryor and his team at the Mosman Boatshed preparing dinghies for a busy season

AWARD FOR PETER CAMPBELL

At the recent 2005 Australian Yachting Awards presentation the Media Award for 2005 was presented to Peter Campbell.

Peter is a widely recognised yachting journalist and has been raising the profile of the sport since 1948 when he began covering the Sydney Hobart for *The Mercury*. He has reported on approximately 50 Sydney Hobart races since then. In addition, through print, radio and television, he has covered the America's Cup, Admiral's Cup, Kenwood Cup, Sardinia Cup, Volvo Ocean Race and five Olympic Games, dating back to the 1970s. Peter was the Sydney Hobart Media Director from 1995 was the editor of the CYCA's respected *Offshore* yachting magazine for 26 years. He is also a former editor of *Modern Boating* magazine and has written several books about yachting. He is a member of the Australia Day Regatta Race Management Committee and as helped many yacht clubs, including the SASC, with publicity for their events.

Peter is a keen sailor, and sails his yacht *Hornblower* in Division 2 at the SASC.



At 14.30 on Sunday 25 September, Sir Francis Chichester's famous yacht *Gipsy Moth IV* will slip her lines and set sail on a global voyage that will send young adults on the adventure of a lifetime.

Gipsy Moth IV was sailed around the world by Sir Francis Chichester in 1966-67. He returned from his record-breaking voyage a hero and was greeted by 250,000 cheering supporters on Plymouth Hoe on the 28 May 1967. A few days later Chichester sailed *Gipsy Moth IV* to Greenwich, where he was knighted on the dockside by the Queen.

Gipsy Moth IV was placed in a dry dock at Greenwich, where she could be viewed by the general public. The vessel resided in her concrete tomb for nearly 40 years, deteriorating due to exposure to the elements and London's pollution, until The Maritime Trust and Paul Gelder of Yachting Monthly approached the United Kingdom Sailing Academy (UKSA) with a proposal to rescue the maritime treasure.

In November last year, David Green, CEO of the UK Sailing Academy, paid '£1 and a Gin & Tonic' for the vessel and embarked upon a fundraising mission to restore the yacht to its former glory and sail her around the world on a lap of honour, to celebrate the 40th Anniversary of Chichester's circumnavigation.

After gaining the support of over 90 project partners and help from the general public, *Gipsy Moth IV* has been fully restored, retaining many of the original 1960s instruments and fittings. In addition to Chichester's original instruments, *Gipsy Moth IV* has been kitted out with cleverly-concealed state of the art technology which will enable the yacht's adventures to be viewed by thousands over the internet at www.gipsymoth.org. BT's backing of the project has been instrumental in bringing the vessel into the 21st century. The company worked with OC Technology, who provide the technical communication systems for record-breaker and UKSA Ambassador Dame Ellen MacArthur, to provide a complete communications solution including an on-board wireless network for the yacht. In association with the UKSA, BT will be facilitating oceanography, weather and climate change data along the route, which will form part of an education programme for the young participants.

The first leg of the yacht's global tour from Plymouth to Gibraltar will be crewed by three young people led by UKSA skipper Richard Baggett. Peter Heggie represents young people from Plymouth, a city with strong links to Chichester's achievements; he is looking forward to sharing his experiences with his schoolmates when he returns to Plymouth.

Joining Peter is Elaine Caldwell from the Isle of Skye. Elaine is 23 years old and is representing Columba 1400, a charity based on the Scottish island. During her teenage years Elaine lived in a homeless hostel in Glasgow and was introduced to the opportunities the charity provides by staff at the hostel. She is now using the skills gained at Columba 1400 to help other young people.

Representing the Isle of Wight is Matthew Pakes. Matthew has been inspired by Sir Francis Chichester's achievements, in particular his aviation adventures, and is currently saving up enough money to be able to take his private pilot licence. Matthew is in awe of The Bay of Biscay, but looking forward to overcoming any challenges that come his way during the voyage.

Global Voyage Co-ordinator Dewi Thomas, and Project Founder and Yachting Monthly Editor Paul Gelder complete the crew for the first leg of the global voyage.

Gipsy Moth IV will circle the world, providing more than 90 young adults with the opportunity of a lifetime. The yacht will return to Plymouth on the 28th May 2007 to mark the 40th anniversary of Chichester's record breaking voyage.

SCARAB FOR SALE

In 1923 Carl Halvorsen built *Scarab*, 28 feet loa, to the order of our member Dr Shepherd and to the design of Archie barber. She competed successfully in SASC events — my brother Brian remembers this clearly.

Scarab is gaff rigged, has a bowsprit and has a raised deck with three portholes. Accommodation is spacious and a skylight just aft of the mast gives ample light below. Carl Halvorsen remembers working on her after school and on Saturday mornings. He says she is the fifth boat built by the firm and is possibly the oldest boat they produced still existing.

Our member Charles Fitzhardinge had her restored to virtually as-new condition by our member Simon Sadubin. Carl Halvorsen was the guest of honour at the relaunching at Darling Harbour and in his address said how delighted he was with the superb restoration done by Simon.

Owing to increasingly heavy business commitments Charles is unable to use *Scarab* and she is reluctantly for sale. Both he and I would be delighted if she was to return to SASC classic racing. Charles can be reached at Woolwich Marina, 2c Margaret Street, Woolwich 2110.

Southerly

FROM THE OFFICE

(Or Secretarial Scratchings)

Did you know that people who join as Junior (under 18) or Intermediate (18-23) members DO NOT have to pay the entrance fee?

DON'T WAIT 'TIL YOU GET OLD — JOIN NOW!!

The current membership fees for the Club are:

Joining Fee	\$475
Subscriptions:	
Ordinary	\$405
Absentee/Country	\$195
Associate	\$150
Intermediate	\$50
Junior	\$37

Peter Chapman

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SYDNEY HERITAGE FLEET CELEBRATES 40 YEARS

This year the Sydney Maritime Museum Ltd, perhaps better known as the Sydney Heritage Fleet, celebrates its 40th birthday. To mark this occasion they will be holding an Open Day for members of the public at the Heritage Shipyard, James Craig Road, Rozelle Bay on Sunday 27 November 2005, starting at 1000. There will be jazz bands, market stalls sausage sizzles and the like and visitors will be encouraged to walk around the site to view some of the unique vessels in the Fleet and to see some of the activities undertaken by the SHF volunteers.

There will be tours of three of the Fleet's 100-year-old, beautifully-restored vessels — the steam tug *Waratah*, the steam launch *Lady Hopetoun* and the gentleman's schooner *Boomerang*. Visitors will be able to see other vessels under restoration such as the steam-powered buoy tender *John Oxley* and the Sydney ferry *Kanangra*. Visitors will be allowed into the workshop where they will see some of the old skills still being maintained by Fleet volunteers

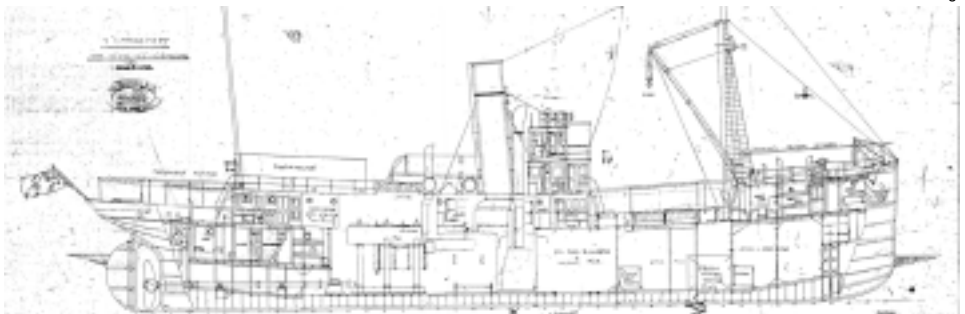
Visitors will also be able to buy maritime books. There will be car-boot sales where visitors can browse and pick up a bargain, or bring your own boot-full and make a few dollars. If you have old wares that you would like to sell, please contact Sybil at the Sydney Heritage Fleet on 9298 3868 to make a site booking.

Maritime skills such as rigging and knot making, small boat and marine engine restoration will all be on display. Parking will be available close by. As this will be a fun day, celebrating a unique event, members of the public are invited to come along and enjoy the day. Entry will be free.

The Fleet is looking for donations of books, vinyl records, cakes, maritime bric-a-brac, maritime artefacts etc. which can be sold on the day to raise funds for the Fleet. If you have and such items which you would like to give to the Fleet for sale please contact Hugh Lander or Sybil Edwards on 9298 3888.

An original drawing of *John Oxley* currently being restored by SHF volunteers

SHF Drawing



An Adams 10 yacht sailing with the MHYC had an experience recently that has lessons for all of us. Melissa Yeomans takes up the story.

by
*Melissa
Yeomans*

On Saturday 24 September *Animus* decided to pull out of the race to do some crew training after a little trouble with the spinnaker hoist. During this training the kite wrapped around the forestay but up the top. As soon as we had wrapped the kite and realised it was going to be a problem we grabbed the motor and lowered the mainsail. This led to us being blown down into Manly as the kite was still filling slightly in the reasonable breeze. The outboard was not strong enough for us to compete with the spinnaker filling. During this time we made a phone call to let the club know what was happening.

We attempted to pick up a mooring in North Harbour, but the two crew were unable to hold onto it long enough to put it onto a cleat. I was steering the boat with Marlene working the outboard to help me angle the boat head to wind to try and stop the boat from being pushed further into Manly. At this point we were fairly close to the rocks and in the process of sending a crew member Jason up the mast to either free the kite or cut it loose. At this time we also pulled the anchor up on deck just in case. This is when yacht from the SASC (believed to be *Harlequin*) lowered their sails and was able to tow us away from the rocks. To this yacht we are eternally grateful. After a while we were able to swap towlines to be towed by John Hurley who assisted us by loudhailer, as it was hard to hear the crewmember that was up the mast in the breeze. After spending a decent length of time up the mast our crewmember was able to cut the bulk of the spinnaker free and come back down.

Thankfully the only injury was a minor cut to the hand of one of the crew. Luckily another member of the crew, Shona, is a nurse and was able to check this on our way back to the yacht club. When we were back at the club the majority of my crew were exhausted from their efforts and were grateful for the help of two of the crew of *Sirius*. With one of them going up the mast and the other helping to pull him up we were able to retrieve the remainder of the spinnaker.

I am yet to find out whether we can repair the spinnaker and the only other loss was a headsail sheet. I have not had the courage to look at it. This has taught me that there needs to be more emphasis on seamanship within sailing in general. I have spoken to some of the crew today and we all agree we did our best with the situation given. Everyone onboard knew the fundamentals of sailing and had sailed on many different types of boats.

I have also learnt the value of having someone else onboard who can assist me in running the boat and crew coaching.

by
John Crawford

The season has got away to a flying start with good numbers in all divisions and the Super 30 fleet growing by the week.

Shortly, Twilights will be upon us. Twilight racing has in recent years become the Clubs' most hectic weekly event, with greater numbers of boats and people squeezed into a smaller time slot than any other of the Club's sailing activities.

In these days of 'want it and want it now', and a 'just in time' approach to Twilight starting times, Twilight racing places considerable pressure on the Club's resources. The tender service in particular struggles for about 30 minutes at the beginning and the end of each race as the demand peaks before the start and after the finish.

Before the start there are those people who arrive late and expect instant gratification and transportation to their vessels. This is not always possible in spite of everyone's best intentions, but rest assured we do our best to get you aboard on time.

There is a solution to this dilemma, which requires the active participation of all skippers. Rather than expecting each crew member to be delivered to each yacht by tender (sometimes involving several trips to the same yacht), it would be very helpful if each skipper could arrange to collect their crews from the end of the pontoon in a touch and go manoeuvre that can be timed to avoid the tender and could dramatically cut the number of trips required to get everyone to their boats.

A number of yachts already do this and while I realise that it is not always possible if more skippers could speak with their crews and ask that they wait on the pontoon to be collected it would be much appreciated and is a much more efficient use of available resources, plus being more environmentally friendly.

After the race, the same should apply. It's often an advantage to drop your crew off first before making your way to your mooring, because they can go and get the food cooking, while someone else (the PBO*) puts the boat to bed. This enables the tender to collect fewer people from more boats, improving the efficiency of the service, thereby saving several tender trips each Friday.

So remember, on twilight evenings this season try to arrange to collect your crew from the pontoon and in doing so you will helping the Club to improve the service for ourselves and our guests.

[* Poor Bloody Owner]



John Jeremy photo

Seen recently at Garden Island — a complete contrast in ship designs, the luxury motor yacht *Boadicea* moored ahead of the replica *Endeavour* in the floating dock. *Endeavour* recently undocked after a refit and will soon return to her home at the Australian National Maritime Museum

A REMINDER FOR ALL RACING SKIPPERS

All skippers of yachts racing with the SASC are reminded that Rule 25 in the General Sailing Instructions for all SASC events requires “Yachts intending to race will report to the Race Official aboard the Committee Vessel and shall receive acknowledgement. Failure to observe this requirement can result in a yacht failing to be finished.”

It is suggested that yachts reporting in this way do so by sailing past the starboard end of the line to starboard of the committee vessel *Captain Amora*. Yachts reporting must not interfere with yachts actually starting.

Rule 24 of the General Sailing Instructions states “Yachts not actually engaged in starting MUST KEEP CLEAR of the starting line and other yachts starting. Yachts not adhering to this instruction may, at the discretion of the starter, be disqualified.”

DO WE HAVE YOUR EMAIL ADDRESS?

Much communication with members is now done by email. Not only does it save the Club considerable postage costs, communication is more frequent and informative. Race results are now sent by email to most competitors.

If you have not given us your email address why not do so now? Simply email office@sasc.com.au.



In the August SASC News we reported on the win by Brett Hobbs and his team mate in the Build a Boat competition at the recent Sydney Boat Show. The entries had to be built in less than two hours. We are now able to show photographs of their fine craft under construction and underway in Cockle Bay





Richard Lamrock photo

The Super 30 Division has got off to a good start, with sixteen entries in the main series and twenty two in teh short series. Two of the competitors are shown here — *Summersalt* (Richard Lavers, above) and *Martini* (David Stitz, below)

John Jeremy photo



We welcome the following new members:

Christopher Deane
 Brett Hobbs
 Mark Pearse
 Joao Perestrello
 Christopher Williamson

WHAT HAPPENS WHEN A BOAT'S KEEL TOUCHES THE SLIPWAY CRADLE

At the October Board meeting there was discussion about slipway cradles, and the moment when the keel of the boat touches the cradle was described as 'kissing the cradle'. Whilst this may sound romantic, it is not nautically correct, and your Editor was moved to suggest that the correct term be used. The expressions on the faces around the table clearly revealed a collective view 'What on earth is he on about now?'

I know I can sometimes be a little pedantic but I thought that everyone knew that a ship 'sues' (or 'sews') when the keel touches the blocks during docking or slipping.

The *Sailor's Word-book* by Admiral W. H. Smith (first published 1867, my edition 1996) says:

SEW, or Sue. Pronounced *sue*. (*See Sewed*)

SEWED. A ship resting upon the ground, where the water has fallen, so as to afford no hope of floating until lightened, or the tide floats her, is said to be sewed, by as much as the difference between the surface of the water, and the ship's floating mark. If not left quite dry, she sews to such a point; if the water leaves her a couple of feet, she is sewed two feet.

So there.

John Jeremy



NEWSLETTER DEADLINE

The next SASC News will be the December 2005 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 November 2005. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



John Jeremy photo

With Gaffer's Day 2006 rapidly approaching (it will be held on 29 April next year), we thought that a reminder of the last Gaffer's Day in 2003 would be appropriate. The SASC always looks it's finest on these memorable occasions.



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