



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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October 2006

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**Cover:**

Spring sailing  
preparations at  
the SASC

(John Jeremy photo)

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# COMING EVENTS

OCTOBER 06

## SATURDAY 14 OCTOBER 2006

Fourth point score race for Super 30s (main series), Division 2 (main series), Classic Divisions and OK Dinghies

## SATURDAY 21 OCTOBER 2006

Fifth point score race for Super 30s (main series), Division 2 (main Series), Classic Divisions and OK Dinghies. Third point score race for Cavalier 28s, Division 1, and in short series for Division 2 and Super 30s

## SATURDAY 28 OCTOBER 2006

Sixth point score race for Division 2, Classic Divisions and OK Dinghies. First race in S80 and Super 30 Regatta.

## SUNDAY 29 OCTOBER 2006

S80 and Super 30 Regatta

## FRIDAY 3 NOVEMBER 2006

First Twilight race

## SATURDAY 4 NOVEMBER 2006

Seventh point score race for Division 2, Classic Divisions and OK Dinghies. Sixth point score race for Super 30 Division. Fourth point score race for Cavalier 28s, Division 1, Division 2 (short series) and Super 30s (short series).

## SUNDAY 5 NOVEMBER 2006

Second point score race for Division 6 and gaffers division. Captain Slocum Trophy Race.

## SATURDAY 11 NOVEMBER 2006

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

## SATURDAY 18 NOVEMBER 2006

Ninth point score race for Division 2 and Classic Divisions. Eighth point score race for Super 30 Division. Fifth point score race for Division 1, Division 2 (short series) and Super 30 Division (short series)

## SATURDAY 25 NOVEMBER 2006

Tenth point score race for Division 2 and Classic Divisions. Ninth point score race for OK Dinghies and Super 30 Division.

## SUNDAY 26 NOVEMBER 2006

Third pointscore race for Division 6 and Gaffers Division.

**WHERE  
IS THE  
TEN-  
DER?**

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

Sat: 0900-1800  
Sun: 0900-1700



It is a lovely sunny Saturday morning as I write this and really all I am thinking about is this afternoon's racing. The forecast is for a 10 to 15 knot nor-easter freshening to 20 knots later. The tide will be coming in all afternoon, the point score season has started and there are 20-odd Saturdays of summer racing to go. We don't know how lucky we are. However, as with all good things in life, there is a price to pay and for us, other than making sure we never keep a copy of our boat bills, it is being careful the way we share the harbour. Elsewhere in this journal are details of the letter received from NSW Maritime. Please note it carefully. A major infringement by a racing yacht could result in restrictions in the way we use the harbour. In these days of risk management our political masters, and the departments that work for them, have shown that they are risk adverse to anything that may cost them votes and would not hesitate to legislate away our use of Sydney Harbour if they thought it was costing the same.

The beginning of the spring sailing season marks the round of inter-club social activities which have done so much in recent years to harmonise the use of Sydney Harbour by the various yacht clubs. In our case it was the Flag Officers' dinner at which, this year, all the Harbour yacht clubs were represented. This is something our club does extremely well and my thanks must go the staff that put so much effort into making the event successful.

Daylight saving begins at the end of the month and with it our twilight racing. It is a great opportunity for those members who don't manage to get racing of a weekend to find out how much they are missing, so get your entries in and we will look forward to seeing you on the water and claiming you don't have crew is no excuse, we have a long list of potential crew who have replied to our website, so if you are looking for crew let us know so that we can forward the names.

*Rob Evans*



*Sydney Harbour sailing clubs have recently received a letter from NSW Maritime reminding us all of our obligations to commercial shipping when sailing on Sydney Harbour. The letter said:*

NSW Maritime is concerned with the conduct of sailing vessels competing in races under Aquatic Licences. The number of incidents involving competing sail vessels impeding the passage of large ships and ferries is increasing.

Some of these incidents result in commercial ships or ferries being forced to take evasive action to avoid a collision.

It is also a concern that some Masters of the competing sailing vessels ignore directions given by NSW Maritime Boating Service Officers.

This conduct constitutes non-compliance with the conditions of your Aquatic Licence and could result in a serious accident.

Large ships are severely restricted in their ability to manoeuvre and are unable to stop quickly. Some are restricted to navigation only within the confines of a narrow navigation channel due to their draft. The Masters of vessels should be aware that the Pilot of some larger ships can not see a vessel that is less than one nautical mile ahead of the ship.

NSW Maritime has placed conditions on Aquatic Licences and authorises Boating Service Officers to give directions to the Masters of all vessels operating in the vicinity of commercial ships or ferries to ensure the safety of the vessels and their crews.

The conditions of the Aquatic Licence clearly state that:

***All competitors must abide by traffic directions of NSW Maritime Boating Service Officers. Any competitor, so directed to stop by NSW Maritime Boating Service Officers as a result of an incident/collision or complaint shall do so immediately.***

and;

***All competitors must be briefed in relation to obligations to **keep well clear of shipping.*****

The *Water Traffic Regulations* provides for a penalty notice to be issued to the master of the vessel for impeding a seagoing vessel or ferry which can carry a penalty of up to \$1500.

The *Water Traffic Regulations* also provides for a penalty notice to be issued to the Aquatic licensee which can carry a penalty of up to \$1500. I would advise that continual non-compliance with the conditions of your Aquatic Licence with regard to the above issues may result in cancellation of the Licence.

Any future displays of non-compliance of the above nature will result in NSW Maritime issuing a Penalty Notice to the master of the vessel involved and a Penalty Notice to the Aquatic Licensee.

***All members are reminded that Rule 27 of the Sydney Amateur Sailing Club General Sailing Instructions provides for the disqualification of yachts found to have interfered with commercial shipping. That is the least of the potential penalties for infringement and all members are urged to meticulously observe these obligations.***

## YOU HAD TO BE THERE

*David Salter reports on the Fidelis campaign in this year's Hamilton Island regatta*

There was a distinct 'Sydney Amateurs' flavour to the team Nigel Stoke assembled in late August to tackle the annual six-race series in the Whitsundays. His beautiful *Fidelis* is, of course, on the SASC register, carrying unprefixed sail number 45. Apart from Nigel and myself, the crew also included club members John Crawford, Tom Moul, Lynn Anderson and Alex Zaininger. In addition, we were pleased to be joined on Hamilton Island by Ken Pryor of *Struen Marie*. Ken's been running stink boats in Queensland for the past few years but still retains his 'Absentee and Country' membership. His local knowledge proved invaluable as we met the constant navigational challenges of the Whitsunday islands and its tricky passages.

*Fidelis* was routinely referred to as 'the oldest boat in the fleet'. What nobody dared say was that we were also the oldest crew racing seriously at Hammo. The ship's company averaged well over 50 (discounting the ladies, of course, whose age is never specified). There was considerable irony in the knowledge that the only true 'rock star' on the boat was also our most senior citizen. Relief helmsman Sir James Hardy crossed the 'three score years and ten' threshold some years back, not that you'd know it from his undiminished zest for yachting and impressive après-race stamina. We were delighted when the 42-Hobart veteran Lou Abrahams clambered on board after the fifth race for a beer and a yarn. It wasn't so much the chance to swap sea stories stretching back generations that lifted our spirits. For those few moments Lou made us all feel like youngsters!

61-foot *Fidelis* was the most elegant yacht at Hammo

All photos by David Salter



We weren't exactly shuffling down the dock in Zimmer frames, but the crew seemed to have been picked more on the basis of friendship and maturity than physical prowess. I was rather startled to learn that the skipper had nominated me to run the mast throughout the regatta, a role I'd last filled about 20 years earlier. It was hard to know whether to be flattered or insulted. The first kite hoisted in anger soon reminded the ageing foredeck team that our aching joints had seen better days. Still, ours was not to reason why. For the next eight days any visits to the cockpit would be strictly on an 'invitation only' basis.

To be honest *Fidelis*, a slender 61-foot classic timber sloop built in 1964, looked a little out of place among the brand new carbon IRC monsters and swarms of gleaming, factory-made beach-balls that dominate the Hamilton regatta. She can also be a difficult boat to handicap fairly. In a good breeze with sheets cracked her waterline length and metre-style underbody deliver impressive speed. But it's asking a lot of a heavy old displacement boat to tackle long windward legs in light weather, especially against the powerful North Queensland tides. Regrettably, four of the six races featured exactly that type of course. No matter how well or badly we sailed — and occasionally the old girl really picked up her skirts — our handicap results stayed within a rather disappointing middle-of-the-fleet range.

But there were more than adequate compensations. The sun blazed down on us every day and the company was splendid. Hammo is as much a test of social staying power as sailing ability. The skipper and crew had conspired to ship a daunting amount of anti-scorbutic supplies to the

*Fidelis* mooches down the Whitsunday Passage under light kite



island: ten cases of wine, and enough beer to quench the thirst of the Australian cricket team. A crafty division of labour had also ensured that each of us brought an assigned quantity and style of food — everything from a haunch of beef to kilos of fresh fish and prawns. Provendore-General and Chef-in-Chief was Rhod “Captain” Cook, a former stalwart of *Bumblebee V*. Cookie performed tireless culinary miracles every night and then backed up to trim the main.

A brisk shakedown sail on the afternoon before the first race set the tone. Fresh off the plane from the chill of a Sydney winter we romped along at 9 knots in shorts and T-shirts, enjoying the massive pull of the yacht’s first A-sail. (This monster asymmetric was a re-cut castoff from Sean Langman’s *Grundig* days – these SASC skippers stick together!) The big sloop was loving the conditions: clear sky, flat water, rock-steady wind strength and direction, impossibly vivid blue-green seas. Welcome to the Whitsundays!

The first two races were sailed in similar conditions, and allowed the crew to settle into their nominated roles. The skipper came forward to call the spinnaker work, a prudent move as few of us who were now working North of the mast had sailed much together, let alone flown the acreage of extras on this boat. *Fidelis* has such a broad-footed fore-triangle and heavy gear that Nigel prefers twin-pole gybes. It looks like a cumbersome and complicated process but is actually a safe, speedy technique (as long as you remember which topping lift is which). The long downhill legs of the South Molle/Daydream race gave us plenty of practice controlling the two big poles as Sir James turned the boat gen-

Sir James Hardy takes the helm for a shy run



tly back and forth under the huge 1.5oz kite. After all that exertion, the letter-box drops seemed like a doddle.

At the conclusion of a particularly exuberant crew dinner, Midshipman Hardy was granted special leave to accept an invitation from Grant Wharrington to sail on *Skandia* the following morning in the Whitehaven race. This was a lay day for most of the fleet but we caught up with the end of the Big Boat event as *Fidelis* dawdled out towards the annual beach picnic. When the huge shape of *Skandia* sailed towards us, we could see just one person on deck. It was that incurable rapsSCALLION Hardy, imperious and alone at the wheel. But just before the two boats crossed, a bikini-clad beauty suddenly emerged to drape a saucy arm around the astonished Knight of the Realm. The laughter from the *Skandia* boys hiding below deck was louder than ours. “Burn that bloody camera!” Jim yelled as he swept by to the sound of clicking shutters. If only the New York Yacht Club had been there to witness this wonderful moment of Aussie larrikinism.

Another perfect day of racing at Hamilton Island

And then the wind dropped out. As we drifted around waiting for a start to Race Four, the sound of a laconic “I Spy” game drifted across the water. “I spy with my little eye something beginning with A.” “Anchor?” “No, assy.” When the race finally got under way — over a severely shortened course — we were still lucky to finish within the time limit. The 90-minute cruise home was more enjoyable than the race itself. The start of the fifth race had to be delayed as we waited for wind. When it eventually came it was a decent little yachting breeze, but most fleets were directed to sail a shortened course. That decision was widely unpopular, reducing a scheduled 20-miler to a 1½-hour stroll.

More disappointment was to come the following day for the final event of the regatta, the 22-mile Lindeman Island Race. Again, the morning breeze was



light but gave every indication of soon filling to aailable strength. As crews listened in on the designated VHF race-control frequency, officials seemed hesitant to lay a course and uncertain about nominating a starting time. Meanwhile, yachts who'd already ventured out into Dent Passage reported enough wind to sail the scheduled Lindeman Island course. Inevitably, while the race-management team continued to dither, gentle dissension and a mild form of anarchy broke out. Someone invited all boats in his division to race a 20-mile course using well-known islands as rounding marks. He soon had a few takers.

Responding to this good-natured provocation, the officials finally announced their decision: we would again race a very short windward/leeward course to a laid mark. That may well have assisted them with their logistics on a busy final day, but it didn't go down too well with the waiting sailors. The VHF crackled into life. One skipper picked up his microphone to voice a common sentiment: "We didn't bring our boats a thousand miles just to sail an 8-mile race." Immediately, other owners called in to confirm their agreement and frustration. But the rule of law prevailed, as it must. We all dutifully sailed the tiddler course and were back at the dock well inside 2 hours, with the sun barely over the yard-arm. It was an unfortunate way to end the week. But plenty of strong images remain from Hammo 2006...

Platoons of big, broad-shouldered young men marching down to breakfast at the Reef Hotel in their bright-red *Wild Oats* shirts. (Next week they'd all be in the Med.) Watching the sunset from the top of One Tree Hill while we tucked into a delicious picnic of cheese, pâté and assorted liquid refreshments. Sir James sinking a soothing beer in the cockpit as he quietly whipped neat new ends on the kite sheets. Earnest boffins in Reichel-Pugh T-shirts clutching laptop computers and worrying about keel angles and polars. Bright-eyed kids dressed up as pirates having a splendid time in the Mardi Gras parade. Nigel taking a moment to just sit at the fantail bench and savour the sheer beauty of his yacht as it tacked down the Whitsunday Passage.

There's nothing quite like Hammo, provided they give you a decent handicap.



Ship's company assembled every night for a crew dinner



Skipper Nigel Stoke supervised the foredeck work



The event enjoys a relaxed, tropical flavour

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A FUN WAY TO WIND DOWN ON FRIDAY  
NIGHTS AND A CHANCE TO BECOME ELIGIBLE  
TO



David Salter photo

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*A national discussion paper is asking the boating public to comment on the compulsory wearing of personal flotation devices (PFDs), commonly known as lifejackets, in order to develop a consistent national approach on this issue.*

The discussion paper titled *National Principles to Guide in Assessing Risks to Determine Policy on the Compulsory Wearing of PFDs*, was released by the National Marine Safety Committee at its Marine Safety Conference on 24 September.

‘This is a chance for the general public to not only have their say on whether pfd’s should be compulsory in certain situations, but what these situations are,’ explained NMSC CEO Ms Maurene Horder.

According to the discussion paper, there is increasing evidence that PFDs dramatically increase the chances of survival when in the water.

Data on recreational boating fatalities from New South Wales, Tasmania, Queensland and Victoria from 2001- 2005 showed that 87.9% of those who died in a boating incident were not wearing a PFD.

NMSC CEO Maurene Horder explained that these results were consistent with an earlier NMSC study, *The National Assessment of Boating Fatalities in Australia 1992 – 1998 Report*.

‘The study found that people who survived a boating incident were more than twice as likely to have been wearing a PFD compared to those who died and concluded that if PFD usage increased to 50%, two to three lives could be saved nationally each year.

‘According to NMSC data, 41 people died in Australian waters in 2005, which is 41 people too many.’

Feedback is being sought on the following principles and accompanying risks that may increase the likelihood of drowning whilst out boating. The principles are not mutually exclusive and some risk factors are covered by more than one principle.

### **Principle 1 – The Nature of the Activity**

Risks include: fishing from small boats; pulling cray pots; standing in a boat; racing; operating a PWC; crossing a bar; being towed behind a vessel; cast netting; and white water rafting.

### **Principle 2 – The Area of Operation**

Risk is heightened with the distance away from shore and the time taken for rescue to occur e.g. remote areas, sole operators, offshore/open waters.

### **Principle 3 – The Environment**

Risks include: bar crossings; high swell or breaking waves; strong current and tidal flows; wind or other severe weather warnings; restricted visibility e.g. at night; cold water/and or air temperatures.

### **Principle 4 – Extra Protection for Inexperienced Boaters**

Inexperienced boaters could include: children; passengers; an alternate skipper in the result of an accident; hire and drive users; non-swimmers; disabled boaters, and novices.

## Principle 5 – Type and Length of Boat

Based on the statistics for fatalities, length is a key risk parameter. A small boat is more likely to be swamped or capsized in rough conditions and is inherently less stable.

## Principle 6 – Propensity to Take Risks

Risk taking is heightened due to certain circumstances and communities e.g. island communities that must commute by sea for work and basic needs (with less regard for the weather); groups where risk taking is a source of excitement; and experienced boaters where complacency is an issue.

Feedback is also sought on which recreational boats should be excluded from PFD wearing requirements and why.

Ms Horder admitted that developing national consistency on the PFD issue was a challenge as various states have or are implementing legislation of their own.

‘National consistency on this issue will rest in the fact that States have assessed the same principles.

‘Therefore, in developing the final policy on PFD wearing, one of our objectives is to enable each State to legislate on the basis of common safety issues, but also allow for a range of issues and risk factors, unique to local conditions, for instance geography and climate.’

As part of determining the principles for the compulsory wearing of PFDs, the NMSC in conjunction with some state marine agencies will undertake a benchmark observational study on the current levels of PFD wearing over the 2006/2007 summer boating season.

Ms Horder also announced that a lifejacket awareness campaign, *Boat Safe — Wear a Lifejacket for Openers* headed by cricketer Matthew Hayden, would be run during the 2006/07 boating season to increase awareness of the importance of wearing PFDs.

‘Matthew has donated his time to this campaign as he knows first hand what it’s like to be caught out without a lifejacket on,’ she explained.

‘A few years ago, his boat hit a bar, capsized and battling currents and exhaustion, he and his mates were lucky to reach shore over an hour later.’

To attain information on the PFD awareness campaign and provide feedback on the discussion paper, go to <http://www.nmsc.gov.au/documents/PFD%20Discussion%20Paper%20Final%20Report.pdf>

***Public comment on this document is open until 30 November 2006 and all SASC members are urged to read the paper and contribute to the discussion.***



## HOANA'S BISCUIT TIN

*Hoana II* (A5) was designed and built to the order of A. C. Buckle by C. Hayes and Sons. She was unable to sail up to her length and was considered a failure. After several skippers endeavoured to make her go Mr Buckle called my father and agreed to alterations to the rudder, keel and rig.

My father then skippered her and brought her back to scratch from sixteen minutes after two races. There is more information on this 32 footer on page 170 of the 1972 history of the SASC, *The Amateurs*.

In 1931 Lex Buckle sold her to R. C. Hughes who kept her for ten years. Some time later she was sold in Queensland and, try as I may, I have failed to locate her. Mr Hughes was a manufacturer of metal containers which explains the image, which is new to me.

Brian Hunter, a Wooden Boat Association member, bought the tin in a Hobart antique shop for \$5 and offered it to me to present to the SASC. I gladly accepted his offer and hope it will be of interest to the Club.

Having sold *Hoana*, A. C. Buckle ordered the cruising 9 metre *Josephine*, which was named after his daughter, from C. Hayes and Sons. This yacht is one of William Fife's masterpieces and lies, fully restored, in Melbourne. For her first three seasons my father skippered *Josephine* in Division 1 of the Royal clubs' races and she was a scratch yacht at all times. My late brother Roger was forward hand for father and he and I had a marvellous day out in Pittwater when she was owned by an Amateurs member.

At Christmas time my family always had a three-week holiday afloat at Broken Bay. Mr Buckle lent *Hoana* to dad for this trip a couple of times and she was always returned with the varnish work re-done. I was about five at the time and I have tenuous memories of the holidays onboard this superb yacht.

*Southerly*





Heads down and screwdrivers up — Duncan Hill and his crew preparing *Alkira* for the racing season (above)

James Nash drills yet another hole in the Spring sunshine (below)

Photos John Jeremy





Now, where is your thingamy? Guy Irwin checking safety gear on *Joka* (above)

Someone has to do it — Guy Irwin off to audit another yacht (below)

Photos John Jeremy





*Eudoria* on the slip for a Spring refit. Owner John Sturrock is trying to convince everyone (and particularly the handicapper) that she will be slower when completed! (above)

Men at work — John Sturrock and David Salter removing the layers of paint (below)

Photos John Jeremy



by  
Greg Sproule

Manly, the beach, was named by Governor Phillip because of the “manly” characteristics he saw in the Australians he encountered there. At this site he was later badly speared in what Inga Clendinnin posits was a payback judicial punishment mediated by Bennelong. Clendinnin intelligently researches and focuses on the first records of Australia’s settlement by the British and shows the tenacity and integrity of Governor Phillip dealing with Australians in her book playfully titled *Dancing with Strangers*.

Our club harbours another valuable maritime history about the Kelly Cup which otherwise risks being relegated to the trophy cabinet as an unconnected arcane name for the Championship trophy.

This trophy is named after one of the first commodores of the Sydney Amateur Sailing Club, Thomas Hussey Kelly, who served for 9 years in 1890-91 and 1893-1901. The only other person who has been popular and dedicated enough to serve two terms as commodore of the Sydney Amateurs is Vic Dibbin. Vic still actively contributes to the club with his work on the starter’s boat *Captain Amora*, something all racers are indebted to, and a function that proved problematic in the past, reading the early history of the club.

T. H. Kelly loved sailing, music and was a very successful businessman. He arrived in Sydney in 1860 and set up his own wool broking business in 1874. From his wool interests he reinvested in Aarons Hotel (a former Amateurs meeting place before its first clubhouse on Bennelong Point), Tooths, Burns Philp and no less than 31 Mining stocks.

Kelly established the Sydney Smelting Company at the now Kelly’s Bush at Hunters Hill after he purchased the site in 1892 from the Clark’s of Clarks Point, Hunters Hill. These are now both significant preserved

harbourside parklands. Clarks Point Reserve was saved by the Council largely due to the influence another Amateurs member John Merrington. Kelly’s Bush, now named after T. H. Kelly, had a small smelting factory which maintained a large parkland buffer to residential property. Significantly Kelly maintained a tradition to permit free access to the waterfront on his land surrounding the smelter. In 1964 public action by a group of women of Hunters Hill supported by the BLF resulted in the world-first

Thomas Hussey  
Kelly



Green Ban protecting this waterfront parkland from redevelopment and preserving the precedent of encouraging public access to the foreshore and harbour. Neville Wran commented at the time on this achievement saying “This piece of foreshore land has changed the whole face of conservation in Australia”

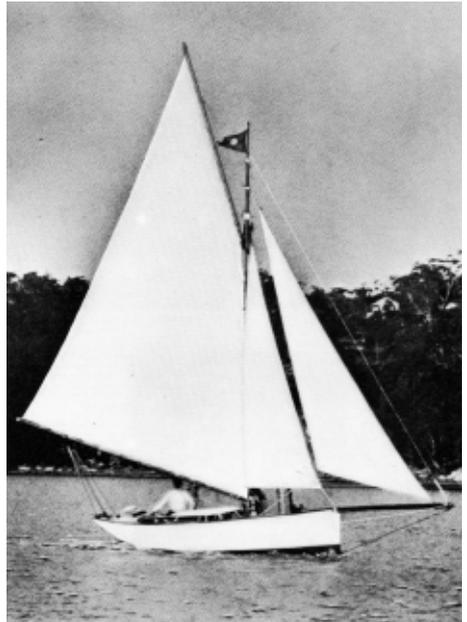
Despite his success and wealth T. H. Kelly sailed with great enthusiasm at the Sydney Amateurs in his modest *Thisbe*. Built in the 1800s, *Thisbe* was a smart 23-foot gaff yacht with a plum stern and a long bowsprit. Kelly’s paid crew Stannard, an old waterman, was renowned as the spokesman for *Thisbe* and always recounted her successes prefaced by “Me and Kelly”, which speaks a lot for the tolerance of the quiet cultivated Kelly.

Kelly left not only his club, the Amateurs, the handsome Kelly Cup in 1893 to promote competition but also bought his son the large yacht *Electra* and in 1900 donated an equally generous gift, the Carleton Cup, to the Royal Sydney Yacht Squadron. Named after Kelly’s son, his surviving son T. H. Kelly (junior) sailed successfully for many years in *Electra* at the Squadron and was the vice commodore there for several years.

T. H. Kelly had three surviving sons and a daughter. The three sons were educated at Sydney Grammar followed by Eton and Oxford. Two returned to Sydney and became prominent businessmen and social identities and are featured in the current exhibition at the Museum of Sydney *Thoroughly Modern Sydney*. His daughter married a British naval officer (unrelated but also named Kelly), who was knighted and later became Admiral of the Fleet. All of his children made significant musical and political contributions to Sydney society.

A salutary testament to mortality at the time is that T. H. Kelly named his fourth surviving child Septimus for obvious reasons. In 1890 at the age of 10 “Sept”, his family nickname, displayed prodigious musical abilities and was admitted to the Sydney Grammar School. In 1893 he was taken to Eton with his brothers. In recognition of his unusual talent he won the first Nettelship scholarship for music at Oxford and completed his degree there. He excelled at rowing gaining an Oxford Blue, and besides writing one of the definitive texts on sculling, he set prodigious records and three times won the Diamond skulls race at Henley.

*Thisbe*



It was said about his sculling that his natural sense of poise and rhythm made his boat a live thing under him. He travelled to Germany to continue his musical education and attended the same school as his contemporary Percy Granger, though at different times. The Oxford Leander Club asked Kelly to participate in the 1908 Olympics and, after some indecision whether to interrupt his studies, he agreed and rowed with the British team to win the gold medal at the Olympics of that year.

My fascination is with the amazing military service “Cleg”, his university nickname, displayed in Winston Churchill’s elite Royal Navy Hood unit, nicknamed the Steadies.

Dr Therese Radics excellent book *Race against Time* gives a description of the Edwardian Kelly and an edited version of F. S. Kelly’s diaries from 1907 to 1915. After much persistence at the outbreak of the war Kelly had General Mercer admit him for active duty.

The Hood division set out in SS *Grautully Castle* and contained officers from Oxford and Cambridge who would prove an important literary testament to this war. The Latin table, whose company Kelly enjoyed, was presided over by Ock Asquith (the British prime minister’s son who survived the war with an amputated leg) and included Patrick Shaw-Stewart (then the youngest president of Barings Bank, who died in the war in France), a classics scholar and polymath who brought along with him a copy of Herodotus and would write

*I saw a man this morning  
Who did not wish to die  
I ask, and cannot answer,  
If otherwise wish I.*

Also included were Rupert Brooke (poet of the Bloomsbury group who died of blood poisoning on the way to Gallipoli), Denis Browne (a musician and classics scholar who would die courageously in action in Archibaba, Gallipoli, leaving a note ‘I’ve gone now...I’m luckier than Rupert because I’ve fought’), and Bernard Freyberg (a New Zealander, who Winston Churchill later described as the human colander) who, despite four wounds, won a VC leading the Hood A Division and successfully taking Beaucourt Hamil which proved a turning point in the Somme. At one point bleeding from the neck, turning to his lieutenant in a swoon he said Goodbye. This was the same day that Kelly, leading the B Division, died. Freyberg also served in WW2 and he later became Governor General of New Zealand.

The Kelly Cup



F. S. Kelly and this *Grautully Castle* group first buried their poet friend Rupert Brooke on the Greek island Skyros “among sprigs of olive and sage flower under the shade of an olive grove looking out to the sea”. Brooke had famously presciently written.

*If I should die, think only this of me:  
That there's some corner of a foreign field  
That is forever England.*

Sept dedicated an Elegy for Stringed Orchestra in memory of Rupert Brooke later while in Greece recovering from a minor wound; this is one of his few compositions.

The *Grautully Castle* group left Rupert Brooke's grave with a dedication in Greek alluding to an epitaph of Callimachus.

The RN Hood division then sailed to secure the Anzac lines as the Anzacs successfully evacuated the Gallipoli position. Freyberg, a better swimmer than Kelly, swam a decoy two miles on the morning of evacuation and Kelly was mentioned three times for bravery during the operation. F. S. Kelly received a Distinguished Service Cross for his bravery at Gallipoli.

The Somme alone claimed over 1,120,000 young men's lives and the Anzacs distinguished themselves again, fronting up after Gallipoli, in one of the few successes of this drawn out campaign succeeding after two weeks at the Battle of Pozieres Ridge on 4 August 1916. The Hood division was regrouped as the 63 Division and sent to the Somme in 1916. Their naval traditions of beards were maintained under protest. At 5 am on 13 November 1916 the Royal Navy Division got front-line action for the first time in the Somme. A heavy fog disguised their attack and Kelly, leading the B division, got to the 3rd line of German trenches in a gallant and successful attack on a German machine-gun emplacement — by 5.15 am he was dead. This was the final successful phase of the battle of the Somme which ended on 18 November 1916. There is some irony that a **naval** division with an Anchor for their Logo, on the River “Anchor” (Ancre) although not Anzac forces, were led by an Australian and New Zealander and proved their military and intellectual worth.

Callimachus, librarian at the Alexandria Library in 240 BC and noted for his succinctness, another time wrote

*Here lies buried a father's hopes*

Thomas Hussey Kelly was long dead then but his generous patronage and their stories live and speak of a passion and a tradition which continues through their blinding enthusiasm.

*A good man never dies.*



## AWARD FOR SYDNEY HERITAGE FLEET

Most 75-year olds could think of better things to do than climb to the top of a ship's mainmast, but at the Sydney Heritage Fleet it happens every week.

The Sydney Heritage Fleet, a not-for-profit organisation devoted to preserving Australia's proud maritime history, is a national and state winner in the 2006 NAB Volunteer Awards in the Tourism, Sport and Recreation category.

The Fleet's 600 plus volunteers restore vessels, small boats and engines, staff the maritime history library, assist in the office and crew the eight operating vessels available for public tours and cruises.

Hugh Lander, the Fleet's Development Manager, said volunteers had donated over 126,000 hours during the 2005 – 2006 financial year and that was just the hours they could count.

'If you calculate the work at only \$10 per hour, that's over one and a quarter million dollars of time our volunteers have given us in just one year,' he said.

Mr Lander said the Fleet had a dedicated Volunteer Services group to look after the welfare, interests and safety of volunteers.

'We know that if we don't care for our volunteers, we won't have them. Part of that is acknowledging their contribution, so I simply can't tell you how much winning this national NAB Volunteer Award will mean to our volunteers.'

Mr Lander said many people falsely believed Sydney Heritage Fleet was part of the Australian National Maritime Museum and didn't realise it was a volunteer organisation that needed support.

'We're always trying to raise funds, so the \$10,000 prize money will be greatly appreciated. We're thinking about using it to upgrade some of our Volunteer Services equipment. That way we'll be helping every single one of our volunteers.'

Photo John Jeremy



At work on *John Oxley*



Photo John Jeremy

Progress with the replating of *John Oxley* at the Sydney Heritage Fleet's Rozelle base is clearly evident in this photo taken on 29 September

## HALL OF FAME FOR HUGH O'NEILL

Well known SASC member Hugh O'Neill along with other Sydney sailors, Ed Psaltis, Tony Header and Victorian Bruce Taylor are the latest yachtsmen to be inaugurated into the 25 Sydney Hobart Hall of Fame at the Cruising Yacht Club of Australia. Another Victorian, Bernie Case, has been honoured for achieving his 40th race to the Apple Isle.

Hugh O'Neill got his start in a Duncanson 37, *Rebecca*, but is best known for skippering his famous S&S 39 *Mark Twain* in the race. The yacht also claims a race record, also notching up 25 Hobart races. *Mark Twain* was sold recently and will soon be leaving the SASC for cooler waters further south.

### FRIDAY TWILIGHTS

#### **Friday Twilights will start again on Friday 3 November 2006**

If you plan to come sailing on Friday nights and to stay for dinner afterwards, please ring Megan, 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!

**NEW MEMBERS**

We welcome the following new members:

Jonathan D'Arcy  
 Richard (Scott) Gartrell  
 Thomas Hillenaar  
 Peter Rose  
 Ben Stoner  
 Andrew Waugh

**GOT SOMETHING TO SELL?**

Do you really have to find a buyer for that dinghy, spanner, sail or even the yacht?

Place an advertisement in the SASC News — it is free to SASC Members

# SASC SLOP CHEST

*The SASC shop — otherwise known as the office, has a range of clothing and other useful items for sale. All prices include GST.*

Polo shirts, two styles in navy and one in white:	\$36.00
Rugby shirt, navy with white collar:	\$49.00
Club sweatshirt, navy:	\$49.00
Club tie:	\$20.90
Club burgees:	Large: \$25.00
	Small: \$21.00
Racing flag:	\$10.00
Laminated course map:	\$5.00

**NEWSLETTER DEADLINE**

The next SASC News will be the December 2006 edition. Contributions from members, which are always welcome, should reach the editor by Friday 24 November 2006. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Arnold

This photograph of the crew in the cockpit of Ranger was taken Store Beach in the 1952. Cliff Gale is sitting in the port quarter and the young man immediately to the left of the boom is none other than Bill Gale. Compared to today's photos of Ranger, the photograph is notable for another reason — there are no women on board!



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