



# SASC NEWS

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

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October 2009

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**Cover:**

Not starting, just waiting for the wind. Competitors crowd *Captain Amora* in calm conditions on Lion Island Race day on 12 September  
(Photo John Jeremy)

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# COMING EVENTS

October 2009

## FRIDAY 16 OCTOBER 2009

First Friday Twilight race

## SATURDAY 17 OCTOBER 2009

Pointscore races for Super 30 Division (long series), No. 2 Division (long series) and Classic Divisions

## SATURDAY 24 OCTOBER 2009

Pointscore races for Super 30 Division (long and short series), No. 2 Division (long and short series), Classic Divisions and Cavalier 28 Division

## SUNDAY 25 OCTOBER 2009

Balmain Regatta

## SATURDAY 31 OCTOBER 2009

Pointscore races for Super 30 Division (long series), No. 2 Division (long series) and Classic Divisions

## SUNDAY 1 NOVEMBER 2009

Pointscore races for Division 6 and Gaffers Division — Captain Slocum Trophy Race

## THURSDAY 5 NOVEMBER 2009

Classic Twilight race

## SATURDAY 7 NOVEMBER 2009

Pointscore races for Super 30 Division (long and short series), No. 2 Division (long and short series), Classic Divisions and Cavalier 28 Division

## SATURDAY 14 NOVEMBER 2009

Pointscore races for Super 30 Division (long series), No. 2 Division (long series) and Classic Divisions

## SUNDAY 15 NOVEMBER 2009

Spring Regatta

## SATURDAY 21 NOVEMBER 2009

Pointscore races for Super 30 Division (long and short series), No. 2 Division (long and short series), Classic Divisions and Cavalier 28 Division

## SUNDAY 22 NOVEMBER 2009

Pointscore races for Division 6 and Gaffers Division

## SATURDAY 28 NOVEMBER 2009

Pointscore races for Super 30 Division (long series), No. 2 Division (long series) and Classic Divisions

**NEED  
THE TEN-  
DER?**

**Call Mike, Al-  
lan or Denis  
on  
0418 678 690**

Sat: 0900-1800  
Sun: 0900-1700



## SIGNALS FROM THE COMMODORE

Well, what can I say about the season's opening? On the first weekend in September our Opening Regatta provided us with a magnificent day and a wonderful and well-attended event thanks to the enthusiastic patronage of past Commodore Vic Dibben. In the four weeks since then we have been inundated with earthquakes, tsunamis, dust storms, strong winds and cancelled races. Not all these events directly affected the Amateurs, but if we were looking for evidence of climate change we don't have to look far and the weather has certainly been weird.

It's possibly normal. I seem to remember that this time last year ago we had 'proper weather'. You know, the sort of weather you have to talk about and the sort of weather that has people standing round in the clubhouse nervously looking at the whitehorses skipping past Cremorne Point while secretly hoping that someone might take the decision out of their hands, cancel the race and you can stay in the Club and have a few quiet ales. Funnily enough all the wonderful, idyllic and perfect days that we have most of the time don't stick, they merge and become lost. It's only when you overcome adversity and things are difficult that the days become memorable so we should enjoy them.

Progress on Club infrastructure is evident in that the new wharf piles and freestanding pile work has been completed and a small amount of work is required to finish the landing steps. One small setback has occurred in that one of the existing piles on the wharf has snapped (previously OK) and the wharf is now sagging slightly as a result just north of the steps. The Board has requested our contractors replace this pile and the work will take place in the next month.

The Club's Development Committee has been working hard, refining the options and costs of our proposed EPA compliant slipway. An interim report was presented to the Board last week and the final report and recommendations will be tabled before Christmas. Member's input on the recommendations will be sought in the New Year. It will be important that all members participate in these decisions, because it is likely that the cost will be a significant. Thus far your Board has felt that having a slipway that members can use is an important part of what the Amateurs can offer its membership, which is why we are working toward creating a compliant facility. Such facilities will become extinct in time, so if we do it, we will be creating a future asset for the Members. The question for all of us is — can we afford it?



*EZ Street gave this year's Sydney-Southport a real shake. David Salter reports*

Regrettably, a number of factors have conspired to diminish the once-proud SASC offshore fleet. Advancing age, weariness, the cost of campaigning a Category 1 boat, business pressures, family concerns — they've all played their part. Not so long ago at least three or four Amateurs boats would always tackle the major East Coast bluewater events. For this year's Sydney-Southport only one of those regulars — Bruce Dover's *EZ Street* — made the trip. There are, of course, strong SASC connections with the lovely little Tasman Seabird *Maris*, but she still seems to stand somewhat apart from the unique offshore tradition forged by *Rebecca*, *Firetel*, *Tactical Response*, *Charisma*, *Mark Twain*, *Bright Morning Star* and *Azzurro*.

Not surprisingly, the *EZ Street* crew was largely drawn from veterans of those boats: Trevor Cosh, John Sturrock, Dal Wilson, Charles Davis, Robin "Snake" Harris, Warwick "Slammer" Jordan and myself. Five of us are well on the wrong side of 60, so what we lacked in strength and stamina we were hoping to make up with experience and cunning. Work commitments kept Bruce overseas for most of the week before the race, making preparation even more of a combined effort than usual. This was then complicated by the CYCA's last-minute decision to subject us to an exhaustive spot safety audit. Why is it they always seem to pick on an SASC boat?

Nevertheless, as usual, it all somehow came together by 90 minutes before the 1300 start. The last weather and tactics debates had concluded and we loaded our selection of sails for the trip. (The first day or two looked like being light NE/NW, then we expected a bit of a pasting, maybe from the SW.) Some final dockside banter with friends and well-wishers, then the customary 'Let's get out of here' call. "Springs off? Bow line gone? OK, just give us a bit of a shove before you hop on, Snakey..."

"*Jeez, what was that?*" A strange, almost muffled metallic grating noise. "Bloody hell, the stanchion's snapped off!" It was true. The starboard fence hung loose as we all stared, slack-jawed, at where the stanchion had broken clean through its base-plate weld. What would be the chances of that happening little more than an hour before the start of a three-day race? This was now a genuine crisis: there's no way you can safely go to sea with a stanchion flapping in the breeze (and in any case, this level of equipment failure instantly breached our Cat 1 compliance). *EZ Street's* Sydney-Southport campaign looked over before it had begun.

But what followed was one of those classic Amateurs moments of self



Photo David Salter

Action stations... *Team SASC* gets power to the welder

Smile please... Photographer David Salter recording all the drama

Photo John Jeremy





Photo David Salter

Running repairs... Trevor Cosh welding up the busted stanchion base

reliance and mutual support. “Let’s try and weld the bloody thing! Coshie, d’ya think we can fix it?” Music to Trevor’s ears. The more improbable the engineering challenge, the better Coshie likes it. Jim Lawler skedaddled back up the ramp and was soon trundling the electric welding unit out of the dinghy shed and down onto the pontoon. Macca started running the power cables. Trevor found the mask. John dug out the right rods. “OK, give us some juice!” And with a flash of blue/white light and shower of angry sparks we were away. “Quick! Hit it with a bucket of water — I’m burning the bloody boat!”

When the smoke finally cleared 15 minutes later we had a solid stanchion again, held up by the ugliest weld in the Southern Hemisphere — complete with a 3/8 stainless bolt tacked into the base for good measure. Coshie tilted back his mask and gave me a faintly triumphant grin. “Don’t you dare take a picture of that weld, Salts. I’ll be a bloody laughing stock!” Would I do that? For me, the successful conclusion of this whole crazy episode had prompted a single question: in what other sailing club in the world would there have been the resources, skills, teamwork and determination to make that repair so swiftly? The SASC is truly something special.

“OK, now we’re *really* going lads. Cast

Minor masterpiece... the finished quick weld, complete with supporting bolt

Photo David Salter





Photo John Jeremy

Painted ships... Yachts shortly after the start of the Southport race



Photo David Salter

off for'd! Let's get over to Nielsen Park pronto." After the excitement of our false start, the real thing seemed almost anticlimactic. As seems obligatory with the Southport, the breeze had dropped to 5 knots or less and 80 boats were all struggling to hit the line with any kind of way on and keeping a course that might clear North Head. *Living Doll*, a big new carbon monster, was over early and spun slowly around, returning directly into our path to re-cross. John Sturrock steered us gently into a safe leeward position, but there were only centimeters in it as we passed. Clearly, *Living Doll* doesn't believe the 'around the ends' rule applies to them.

Once at sea, making 6-7 knots of headway into a decent Nor'wester, the dominant tactical issue of the race soon became clear: we could follow the traditional "rockhopper" approach and rely on overnight land breeze to get us through the inevitable soft patches, or, we could take the big gamble and head well out to sea – past the main current line – and hope for some genuine offshore wind and a good angle to eventually gybe back towards the coast. As so often happens in these situations, unavoidable circumstances and the simple passage of time conspired to force our hand. The breeze slowly backed during the afternoon so the seaward tack became the making leg. "Better hang on for a while boys. Not much point going straight back into shore." So, by the first midnight change of watch, our heading was 025° and the lights of Newcastle were already no more than a distant loom.

*EZ Street* has always been a happy boat. The skipper's laconic sense of

Ghosting away... this year's Southport start was the customary drift

humour (and his willingness to take on more than his fair share of the physical work) sets the tone. As we settled into the familiar routines of long-distance racing we all reveled in rediscovering the robust fun of being offshore with a mob of good mates. The sometimes rapid variations of conditions we had to deal with over the next 36 hours were all met without a grumble. For a while we were down to the No. 3 and one reef, just holding our own against 25 knots true and an awkward quartering sea. The next morning there was virtually nothing and we struggled to keep the loose-luff windseeker filling — even when using light VB cord as sheets. Next, the breeze swiftly filled from the SW and we popped the 1 oz. kite, leaving the windseeker beneath it as a spinnaker staysail. This led to an extended cockpit debate on profound issues of nautical nomenclature, as in “When is a windseeker a staysail and *vice versa*?” Who cares, so long as it’s dragging us north!

And so it went, all the way to the Gold Coast: a pleasant, largely undemanding race in which we broke no gear, suffered no injuries and — mostly — stayed warm and dry. There were always plenty of other boats within sight to keep the racing honest. (Steve Grellis, an old *Mark Twain* and *BMS* crewmate, was on *Papillon* and had to pass us three times in three days before narrowly claiming first use of the showers at the Southport clubhouse.) The breezes were predominantly light — at one stage our boat speed dropped to 0.01 of a knot, which, with significant contrary current, meant we were actually going backwards. Still, there were also plenty of glorious hours to savour spent romping across flat water under spinnaker, gobbling up the miles. At one stage, while the

Photo David Salter

Close company...  
crossing gybes  
was common up  
the coast





Photo David Salter

wind stayed in, we were leading our division. But *EZ Street* is now 20 years old and heavy — no match for the lightweight newer boats once conditions eased. In the end we finished 4th on PHS.

To me, offshore races — especially those I've done many times like the Southport — are rarely about the final results or any on-deck heroics. They boil down to a collection of fondly remembered moments. Dal off watch, propped up in his bunk like some contented Eastern potentate, enjoying the taste of a fresh orange. John Sturrock in the galley on a 45° angle, patiently scrubbing a cooking pot as we crashed off every third wave. Trevor sticking masking tape over his lug-holes in an attempt to keep the water out of his hearing aids. Snake — our debut naviguesser — wiping a large splodge of beetroot dip off the Sailing Instructions to check a sked time before calling in our position at co-ordinates well south of Sydney. ("You blokes still racing?" came the dry-as-dust response from Dave Kellett at radio control.) Chas, forever cheery, going on deck at 0300 in his permanently sodden old pair of Volley OC sandshoes. Slammer entering into a protracted series of Kissinger-style cockpit negotiations, the transparent object of which was to forestall the next headsail change. This is the real stuff of being at sea together.

And as Snake observed after we'd come alongside and knocked the top off our third bottle of Mr Bundaberg's finest brew, there's one division we *Azzurrons* and *EZ Streeters* always win: the LPNM competition. Laughs per Nautical Mile. If it isn't fun, it's not worth doing.

Member's  
Lounge... Robin  
Harris and Trevor  
Cosh keep *EZ  
Street* rolling

# MOSMAN BOATSHED CLEAN UP



Photos John Jeremy

An enthusiastic team of volunteers made short work of a clean up and repair job at the Mosman Boatshed on 8 August. John Pennefather (below) was more interested in his fingers than the photograph (below)





John Griffin and Richard Lamrock demonstrated some precision floor repairs (above)  
If its not there now it was probably in this skip (below)



# TWILIGHT SAILING IS HERE AGAIN!

Sailing in the SASC Friday Twilight Races is a great way to relax after a busy week. Sail with friends and enjoy a barbeque at the Club afterwards.

Sail regularly and you can win a trip for two to Lord Howe Island, valued at over \$2,000.

It's simple — to qualify for the draw you must enter for the whole season and complete at least five races. For each additional race you complete you boat gains one entry in the draw for the trip to Lord Howe Island. The more races, the more chances you have!

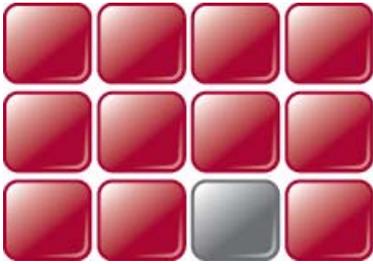
The trip for two will be drawn after the completion of the last race in the series.

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Photos John Jeremy

Fifty-six yachts started in the 2009 Lion Island Race, the largest fleet for many years. There was little wind when start time approached and the starters waited a respectable time before prudently moving the start offshore. Despite the delayed start most yachts completed the race in perfect conditions.

Division 1 was won by *It Happens* (Grant Dawson) and *Limelight* (Alan Husband) took first place in Division 2



*It Happens* waiting for some wind as the modest crowd of spectators at Green Point waits for some action (above)

*Captain Amora* waiting patiently for the wind (below)



## **THE AUSTRALIA DAY REGATTA A HISTORY**

The Australia Day Regatta, previously called the Anniversary Day Regatta, was first held on 26 January 1837 on Sydney Harbour to commemorate the founding of the colony of New South Wales. It has been held every year since and is the world's oldest continuously-conducted annual regatta. In more recent times the Regatta has been extended and satellite events are now held at a further nineteen locations throughout NSW with over 700 boats competing every year. The Sydney Harbour events are conducted by the Australia Day Regatta Management Committee which also co-ordinates the satellite regattas. The Committee is an independent volunteer group of sailors, drawn from a number of Sydney yacht clubs.

The current Management Committee has commissioned the writing of the history of the Regatta so that a permanent record can be made of the past 175 years of this unique event. To assist this project the Committee is seeking any relevant printed material or photographs that might be in your possession. The Regatta has in its archives programs dating from 1958 to date with the exception of 1969, 1984 and 1985. It is keen to obtain a program for these missing years, or any years before 1958. Should you be able to help in the research for the history would you please get in touch with

Ms Joan Watson  
Australia Day Regatta  
PO Box 401  
BELROSE, NSW 2085  
Phone: 9452 4915  
Mobile: 0410 610 922  
Email: joan.watson@people.net.au

Or

Mr Colin P Davidson  
Australia Day Regatta  
2/22 Shellcove Road  
NEUTRAL BAY, NSW 2089  
Phone: 9953 5778  
Email: cabrillo@ozemail.com.au

An appeal is being conducted to assist the funding of this project which has been registered by the Australian Sports Foundation as the preferred beneficiary of unconditional tax deductible donations of \$2 or over. The Regatta committee earnestly seeks your financial support and invites you to make a tax deductible donation on the donation form which can be downloaded from [www.sasc.com.au/ADRHHistory.pdf](http://www.sasc.com.au/ADRHHistory.pdf). This should be returned to Ms Joan Watson at the above address.

# CLASSIC NIGHT AT THE CLUB

October 2009

On the evening of Friday 7 August a classic boat night was held at the SASC Clubhouse. Rear Commodore Liam Timms did a great job in organising the photographs and Michael Stevens provided excellent amplification and recorded the speakers.

Michael York, who competed in *Caprice of Huon* in the 1965 Admiral's Cup with Gordon Ingate's legendary crew, spoke about the races and the attitudes of the locals. Although our team did not win the cup that year the performance of *Cappy* in the events beggars belief — she was not designed to the then-prevailing rule and was an 'old boat'.

Michael's wife Jeannette entertained us with the story of her father Merv Davy designing and constructing his steel yacht *Tradewinds* during Hitler's war. The family made the sails themselves, our girl being the head seamstress. Merv went on to win the 1949 Hobart Race. Times change — this feat would not be possible today.

'Spike' Ross gave us a very entertaining talk on his crewing days in *Caprice of Huon* in Hobart races.

Mark Fesq, owner of *Nina*, was sadly unable to attend but we were very fortunate that her designer Warwick Hood gave an excellent presentation of her history and read notes by Mark. Sir Alexis Albert

Photo Liam Timms

commissioned Warwick to draw a beautiful yacht to compete in RSYS Division 1 races but without reference to any rule. Launched as *Norn* and beautifully handled by Sir Alexis she was a delight to the eye.

The construction by Ron Baukwell gives us an example of the ultimate in the boat builder's art. Mark maintains her in top condition for us to admire.

It pleases me that, even with a full house, there was total silence in the audience. All speakers leavened their presentations with humour.

*Southerly*

Bill Gale and Warwick Hood at the Club on 7 August



## WHEN BOATS MEET — A CAUTIONARY TALE

There is always something rather undignified about two yachts locking rigs and doing that ugly “dance of death” around each other until they can be separated. The scene reproduced below was snapped seconds after *Mister Christian* (A16) and *Flying Brandy* (Aus79) had an unfortunate coming together off Bradley’s Head during the first race of the SASC Spring Series. The impact of the collision flipped *Mister Christian* into an involuntary gybe. The only way to then clear the entanglement was to cut *Flying Brandy*’s backstay tackle, at which point her mast snapped above the gooseneck and the entire rig collapsed. Fortunately there were no injuries.

How did it happen? *Mister Christian*, on starboard tack, had been working sedately up the Harbour in 10–12 knots; *Flying Brandy*, on port, was running downwind under asymmetric spinnaker at speed. The hulls just cleared as the boats passed port-to-port, but *Flying Brandy* hadn’t allowed for *Mister Christian*’s angle of heel and the two masts met. As the protest hearing established soon afterwards, the applicable principles to observe were Rule 10 (opposite tacks) and Rule 14 (avoiding contact). *Flying Brandy* was found to be at fault — but she had retired.

These things happen in racing. There were no hard feelings on either side and everyone shared a bottle of wine after the protest hearing — a typically Amateurs way to settle the issue. The most important lessons to emerge from the incident were these: always keep a good lookout — and keep well clear!

*Flying Brandy* and  
*Mister Christian*  
entwined

*David Salter*

Photo David Drabble



Responding to concerns about declining standards in the use of marine radio and compliance with the requirement to hold an operator's certificate of proficiency, the Australian Communications and Media Authority released a discussion paper on 22 September about regulatory arrangements for VHF marine radios used by recreational boat operators.

The discussion paper invites comment from marine radio users about safety and the use of VHF radio by recreational boaters and follows concerns expressed by the National Marine Safety Committee and representatives of the maritime community.

'Correct radio use is fundamental to the safety of the maritime community', said Chris Chapman, Chairman of the ACMA. 'Our discussion paper outlines a range of ideas aimed at achieving more appropriate VHF radio use amongst recreational boaters and we want the 'boaties' to give us their vital feedback.'

The ACMA is encouraging those with an interest in this issue to contribute to this review, including all relevant government and non-government bodies at the state and territory level and recreational boat operators.

The ACMA is interested in receiving comment on issues such as:

- the mandatory nature of Certificates of Proficiency for operators of VHF marine radio; and
- the possibility of marine radio use for safety purposes being addressed by other agencies involved in recreational boating regulation.

The discussion paper, *VHF Marine Radio Operator Qualification Arrangements – Non-Commercial (Recreational) Vessels*, is available on the ACMA website [www.acma.gov.au](http://www.acma.gov.au).

Submissions should be sent to [mrowp@acma.gov.au](mailto:mrowp@acma.gov.au) by 18 December 2009.



Photo Charles Maclurcan

This photo entitled 'Blessing the Port' was taken at Edengrove, Andre van Stom's country mooring. Several well-known SASC members are evident, but perhaps no more should be said in view of the size of the container

## OPENING REGATTA — FROM THE COMMITTEE BOAT

*With some gentle prompting from those who can remember, enthusiasm for the traditions of the SASC Opening Regatta is returning. Vic Dibben reports.*

What a superb day to kick off the 2009–10 sailing season! Initially conditions were confused, with a prematurely-hot light W/SW on the Harbour. As the fleet began to mill about for the start sails flapped without apparent logic and boats drifted in all directions. But then, in came the Nor'easter — swiftly building to a comfortable 10–15 knots and bringing that sweet, crisp feel of a genuine Sydney summer afternoon breeze.

Fifty yachts started under a bright blue sky and enjoyed a terrific day of stress-free racing. Commodore John Crawford led the way in *Vanity*, supported by Captain of Racing, Peter McCorquodale, in his re-vamped flyer *Torquil*. It was great to see so many members out on the water, often sailing as “guest” crew on other SASC yachts.

Watching the fleet surge across the starting line was a photographer's delight. Skippers were all squeezing the best from their boats as we savoured the heart-lifting sight of foam at the bows as each yacht bent to its work. There were similar exciting scenes to witness at the finish. The sturdy little *Reverie* led the field across the line. And now we know what attracted David Salter to *Mister Christian* — he powered his boat across the line as if it was still competing in the Sydney–Hobart Race.

*Weene* made her return to racing and the skipper was most probably so taken with the yacht's performance that he didn't want to leave the cockpit — he was late for the prize-giving. The Commodore presented the Captain of Racing with the Beryl Dibben Trophy for his efforts as Officer of the Day. There was a full house of happy sailors at the club house with all BBQs operating at full capacity. Rear Commodore Liam Timms' announcement of Happy Hour prompted a rush for the bar and it was just as well he had some willing helpers.

Let me say that the Starting Team also had a terrific day. Congratulations and thanks to everyone involved in organising the Opening Regatta and making it such a success.

Photo John Jeremy

Archeologists at work on Cockatoo Island during the recent excavation of convict cells on the top of the island in the prison complex. The cells had been sealed and buried since the 1890s



# A VISIT TO COWES

October 2009

I have read about it for years — the tidal flows, the shoaling waters, the clubs, the landmarks, the atmosphere — but I was not prepared for how fascinating it turned out to be to actually see it all in the flesh. I am talking about none other than the Solent and Cowes.

by  
*Jim Chambers*

The area was not high on the agenda when Susan and I started planning our trip overseas until one of my crew pointed out that we would be in the UK at the same time as the Southampton Boat Show. This introduced a certain focus to our, well my, planning. It became quickly evident that accommodation in Southampton was at a premium at that time, but a little more digging revealed that my absentee membership of the RHKYC allowed us to book a room at the Royal Corinthian Yacht Club in West Cowes. From there all it took was a five-minute walk on either side of a 25-minute fast-ferry ride across the Solent and I was at the Show.

We arrived at the RCYC to be shown our very spacious room for the next few days, with views over the Solent interrupted only by the roof of the Royal Yacht Squadron to one side. The whole time of our stay we were to be treated to the passing parade of the Solent, including ships passing to and from Southampton, one of them being *Queen Mary 2*.

Cowes is split into east and west sides by the River Medina which extends well into the Isle of Wight. The wide mouth of the river is lined with marinas and transport across, at this point, is only via the ‘floating

*Queen Mary 2*  
putting to sea,  
the RYS in the  
foreground

Photos courtesy Jim Chambers





The Royal Corinthian Yacht Club, West Cowes — our room, with balcony, is top left

bridge’, a punt that pulls itself back and forth along heavy chains. The whole area is saturated with nautical atmosphere but the west side is where most of the yachting action can be found. Just to the west of the RCYC is the venerable Royal Yacht Squadron, two doors to the east is the Royal London Yacht Club, further east could be found the Island Sailing Club (est. 1889), offices of the RORC, the Max Aitken Museum, the Beken of Cowes shop and many shops dealing in nautical gear, chandlery, sail makers or just sporting a nautical name.

On the River  
Media waterfront,  
West Cowes



The RCYC has 12 rooms for accommodation with varying levels of appointment. Our Room, 12, was close to the top of the list with heaps of room, an ensuite in which you could hold a party and arguably the best view. The staff is, as you would expect from a yacht club, friendly and helpful. The membership list includes some well-known names such as Shirley Robinson, ex-Olympian, Brian Thompson who, amongst other things, recently competed in the Vendee Globe, Ken Beken and Sarahs Ayton and Webb who were part of the winning Yngling crew at the China Olympics. It was also interesting to note that the RCYC is the venue for the British Classic Yacht Club annual regatta although the participants in



this regatta seem to be slightly larger than those we get at the SASC Gaffers Days. Beken of Cowes

Unfortunately, we did not get a chance to run into any of these personalities — in fact we did not get a chance to run into many members at all as the club had recently moved into its Winter timetable. Normally at this time it would not have but they blamed the earlier change on the Global Financial Crisis and a lowered level of activity from their members. We arrived late on a Sunday with about an hour before the bar and the rest of the club closed for the weekend — apparently it had been quite busy for lunch.

We left on the following Friday morning just as they were setting up for the weekend's Contessa 32 Regatta. The bar had been open on Thursday, but there was very little activity. Still, the upside of all this was that we, along with a journalist covering the Show, virtually had the run of the club. They still gave us an excellent breakfast every morning and there were enough pubs and restaurants within a ten-minute walk to keep us going for months.

I mentioned the tides! One morning I was looking out at a strong tidal flow sweeping the boats sideways past the club and commented to the house manager how I was happy to have now seen the infamous Solent tide. He glanced out and commented that they were having very small

## SASC NEWS

He plans to sail the Atlantic in this as the smallest yacht to do it

tides of only about 3 m at the moment and that I should see it when they have the 5 m spring tides which can give a flow of up to 5 knots! It must be an awe-inspiring sight. Even with these ‘small’ flows I saw some wind vs. wave sea states which were quite impressive. To see a breaking wave just standing still outside our window as it battled the tide was quite common. I could see how having an efficient depth sounder when working the shoals against the tide would be very useful. At low tide it was easy to see the structure of those shoals and they did not leave too much margin for error.



The Southampton Boat Show, according to our journalist house mate, was as big as ever. Amongst the new builds offered were three likely contenders for the Super 30 division — a J97, Archambault 31 and Elan 31. Will this mean a request for A88 to be transferred to a new boat? Who knows?



'Sunseeker Cake' at the Southampton Boat Show

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## LETTER TO THE EDITOR

Dear Sir,

With regard to Southerly's cry for help concerning modern, efficient, effective, high-pointing and speedy rigs on racing yachts, it would appear that your spell-checker and the Macquarie Dictionary are both in error. According to the Oxford Companion to Ships and the Sea, 1976 Edition, an impeccable source of unimpeachable accuracy, the word to describe these rigs is 'Bermuda', or 'Bermudian'. The word, 'Bermudan', if there is such a word, is not given consideration. So we have either a Bermuda rig, or a Bermudian rig, but definitely not a Bermudan rig. If you are not asleep by now, you might consider the term, 'Marconi Rig', which the Oxford Companion ignores, but which the Shorter Oxford English Dictionary describes as "Used to describe a type of rig, so called after its resemblance to a radio mast". Are the Bermuda rig and the Marconi rig one and the same? Mr Google and his consort, Wikipedia assure us that they are.

So there!

*James Davern*

*[As we are Orstralian Colonials and to avoid confusion with Bermudians (either the citizens of Bermuda or the three-masted schooners built at Bermuda during the war of 1814), the SASC News will stick with the Macquarie Dictionary (the 1981 edition which is the one I have) and use Bermuda or Bermudan rig — Ed.]*



Photo John Jeremy

The Colombian sail-training ship *Gloria* in Sydney during her recent visit. She was built in 1969 at Bilbao and has a crew of 51 with 88 trainees



Photo John Jeremy

Welcome aboard — *Gloria* displaying the standard of spit and polish to which we should all aspire

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## NEW RIG FOR CHERUB

by  
*Mark Pearce*

Peter Scott and I have cruised and raced the Ranger-class yacht *Cherub* for 2 ½ seasons and we have converted her rig from Bermudan to gaff, to a more powerful version of her designed rig. *Ranger* and *Cherub* were originally built to carry lug rigs — both had been changed to gaff and in the 1970s *Cherub* was given a Bermudan rig.

An accident forced a decision on the rig change. For some time we knew that *Cherub* was suffering and needed some hull work. On the mooring she was reasonably water tight, but under the load of sailing her hull was leaking badly. We found out just how much one day when the bilge pump clogged up during a windy race and the water was up to the floorboards within an hour.

The final decision to restore the gaff rig came from experience of *Cherub* as a Bermudan-rigged yacht sailing with similar yachts which are gaff rigged — in very light conditions *Cherub* was fast for the division, able to beat many larger boats. In mid-strength winds — those typical Sydney summer sea breezes — we were heeling noticeably more. Also, if the wind direction shifted just slightly off an up and down course, so that the windward legs were just slightly off a full work, we would

be demolished by the gaff-rigged Rangers.

The common argument that gaff rig doesn't perform to windward is not borne out by our experience either. In Sydney it doesn't make sense for her to need a reef in summer sea breeze conditions, when at heart she is a family cruising and harbour day boat which we have decided to race. On top of all that, the gaff rig just looks so right on these yachts.

So, out came the beautifully-made but aging aluminium mast and off came the really-awful backstay bumkin which had despoiled the delicately-shaped transom of this really handsome yacht.

Our long-term boatbuilder, Peter Gossell, did wonderful work on refastening the hull, ribs and floor knees, a new bowsprit, plus numerous small items. The mast and boom are in hollowed Oregon by Ian Smith — they are so beautiful it's a pity they have to go in the boat at all. David Payne advised on the new rig and its balance, the rigging is by Joe Henderson and the lengthened bowsprit really looks fantastic. The gaff spar is carbon fibre to make hoisting easier for family use and the new sails by Ian MacDiarmid have attracted a lot of praise.

Thanks to all for the magnificent work. It's a credit to everyone connected with *Cherub* past and present that, after 61 years of sailing, we found no rot or any other serious problems.

Photo courtesy Mark Pearce



Photo John Jeremy

*Cherub's* Bermudan rig (above)  
and original gaff rig (below)



## NEW MEMBERS

We welcome the following new members:

Andrew Case	Peter Cleland
Philip Dahlenburg	Christopher Harris
Trent Karoll	Martin Robinson
Owen Webber	

## CLASSIC DEVELOPMENTS

Our classic boats are now competing in two divisions. This split provides more equitable racing, particularly for slower boats. Come and join us — GRPs e.g. Folkboats, Compass 28s and 29s and Clansmen welcome.

*Southerly*

[*Plastic boats? — can I believe my eyes? — Ed.*]

## BATTLE OF THE DENMARK STRAIT

Southerly's recent articles have generated so much interest he continues to put pen to paper but we have run out of space in this edition. Keep an eye on the December edition for more of Southerly's reflections on WWII.

## SASC SHOP

(AKA *The Office*)

The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2009–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$21.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00

## NEWSLETTER DEADLINE

The next SASC News will be the December 2009 edition. Contributions from members, which are always welcome, should reach the editor by Friday 20 November 2009. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo: John Jeremy

The Colombian sail-training ship *Gloria* in Sydney Harbour during her last visit to Australia in January 1988 for the Bicentennial celebrations



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