



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2005

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Cover:

John Crawford's *Vanity*
powering to windward in
a fresh westerly
(John Jeremy photo)

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COMING EVENTS

DECEMBER 05

FRIDAY 20 JANUARY 2006

First twilight race for 2006

SATURDAY 21 JANUARY 2006

First race in summer point score series — thirteenth race for Super 30 Division, Cavalier 28s, Division 2, OK Dinghies and Classic Divisions. Sixth race in the Cavalier 28 short series.

SUNDAY 22 JANUARY 2006

Fifth point score race for Division 6 and Gaffers Division

THURSDAY 26 JANUARY 2006

Australia Day Regatta

SATURDAY 28 JANUARY 2006

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

SATURDAY 4 FEBRUARY 2006

Fifteenth point score race for Super 30s, Cavalier 28s, Division 2 and Classic Divisions. Seventh race in Cavalier 28 short series.

6 TO 17 FEBRUARY 2006

OK Dinghy World Championships at Belmont.

TUESDAY 7 FEBRUARY 2006

First race in the Paul Slocombe Trophy twilight series.

SATURDAY 11 FEBRUARY 2006

Sixteenth point score race for Super 30s, Cavalier 28s, Division 2 and Classic Divisions. Seventh point score race for Division 1 and Division 2 short series.

SUNDAY 12 FEBRUARY 2006

Sixth point score race for Division 6 and Gaffers Division.

SATURDAY 18 FEBRUARY 2006

Seventeenth point score race for Super 30s, Cavalier 28s, Division 2 and Classic Divisions. Eighth point score race in Cavalier 28 short series.

SATURDAY 25 FEBRUARY 2006

Eighteenth point score race for Super 30s, Cavalier 28s, Division 2 and Classic Divisions. Fifteenth point score race for OK Dinghies and eighth point score race for Division 1 and Division 2 short series.

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

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

Sat: 0900-1800
Sun: 0900-1700



When I started sailing, in the days when gaffers were just old boats that didn't go to windward, learning to sail was a progression from Sabots and VJs through to, if you were lucky, being asked to crew on one of the lovely, then new, classics at the CYC and any formal education on the finer point of navigation or meteorology was gained through courses at the Club. The teacher was, inevitably, one of the older members and the learning was has much to do with their experience as it was from the text. Today sail training has, unfortunately, become the near exclusive province of the commercial sailing schools and it is the clubs are that much the poorer for their loss. At Sydney Amateurs, with your support, we are going to bring training back to the Club.

Your Club has arranged for Yachtmaster I and II courses to be run at the Club next year. The course will run through the first semester and will involve home study, tutorials at the Club, on water practical instruction, assignments and, at the end of the course, exams.

The course will include all the prerequisites for those who wish to race offshore and will recognise any current qualifications. The numbers on the course will be limited so if you are interested please contact Patrick or myself for further details.

Being the holiday season, this is the time for offshore racing and summer days on Pittwater, so for all of you on the water have a safe and happy voyage and enjoy your holiday. Make the most the magnificent sailing to be had round Sydney and we will look forward to hearing about it in the New Year

This being the last *SASC News* for the year it is my opportunity to thank you all for all the help given so freely through out the year and to wish you a very happy Christmas and prosperous New Year.

Rob Evans

John Jeremy photo

Sunday sailing
with the SASC



Well, where do I start. First my apologies for missing a few editions. It is fair to say that over the last few months I have had a bit on. I am writing this sitting at a 25° angle whilst blasting across the mouth of the Bay of Biscay doing 10 knots upwind. At present a flat sea but I am not expecting it to last.

July and August were busy months. To be honest I cannot even begin to recall all that happened other than to say that half of Australia seemed to be in England. We had visits from Charlie O'Connor and Jenny Winterton, Hugh and Margaret O'Neill, phone calls from Ian Anstee and visits from various family and friends. I was delighted to be able to take Hugh and Margaret out for a blast around the Solent on "The Red Devil" as *Uniquely Singapore* has become known (not the Oriental Dog as one fellow skipper suggested). Charlie and Jen managed to visit during the week that I had the boat on the hardstand for her final refit so they got to have a "tradesman's view".

August saw us completing the last part of the training for the crews. For all of the skippers it was the first chance for us to sail with our own crews and therefore allowed us to begin our campaigns in earnest. In my case I "shared" my boat with the skipper of *Victoria* as his boat was late arriving and was mid commission whilst the training was happening. The positive side to that was that we had a very social time with our two crews mixing very well.

by
Richard Falk

*Uniquely
Singapore beats
to windward*



The final weeks of training saw us depart Gosport (Portsmouth) where we have been based for six months as we visited the ports of Jersey (Channel Islands), Lundy (Irish Sea), Cardiff, Glasgow, Holyhead and finally Liverpool. Sailing around the Scottish Lochs was magnificent despite the fact that the Scottish weather was wet and miserable. The scenery was spectacular and we have to confess that after six months of solid training and boat fitouts we managed to skip a few days and disappear into a few lochs with no communications and visit some magnificent anchorages. These training weeks comprised numerous passage races of anything from 60 to 200 miles where the crew were given the chance to start to take control of the boat. With no “mate” on board it was the first time as skippers that we had to rely entirely on crew. Needless to say there were a lot of sleepless nights and flying spinnakers saw my blood pressure go up at least 20 points.

After a week in Holyhead working on repairs and further modifications we headed the last 60 odd miles to Liverpool where we would spend two weeks prior to race start. Liverpool was an interesting experience. The 14 miles or so up the Mersey with a 9 metre tidal range and up to 4 knot tidal stream wasinteresting. Entering Albert dock where we would berth for most of the two weeks was also a challenge. A cross tide in the river as well as lock entrance that only gave us about 1.5 metres clearance either side of the boat certainly tested the sphincter muscles!

All the bells and whistles, gaffer tape included





Pre-race training in Scotland (above)

The fleet in Liverpool (below)



The last two weeks in Liverpool were a blur. We completed 72 separate modifications and repairs whilst in Albert Dock. They ranged in significance from bolting EPIRB brackets on to the boat to completely replumbing and commissioning the watermaker system. We finished all of the mission-critical items and then had to focus on learning all of the new comms and nav systems on board. They included an electronic charting system, Satcom C, iridium email software, iridium satellite phone, weather fax software, VHF DSC and a new style HF radio. After loading much of this kit on ourselves we then had to learn how to use it. It was a very tall order to achieve this in just a few days whilst trying to organise a crew of fifteen. Why is it that no matter how much time one has to prepare for a yacht race it seems as though everything always happens at the last minute?

We had many public relations obligations whilst in Liverpool. TV interviews, dinners hosted by Lord Mayors, visits to locals sailing clubs and more than a few visits to the boats by local dignitaries. Having mastered the local dialect we felt like we had just about become Liverpool locals by the time we had to leave.

Two days to load
five weeks of
provisions for
sixteen people

Race start came around before any of us was ready for it. However, after more than a year and a half of working towards the event I think it is fair to say that all the skippers were anxious to get going despite the



many jobs remaining on our “to do lists”. Despite all the best intentions in the world my route planning consisted of about an hour sitting on the floor of my hotel room with 25 charts and the most recent weather forecasts spread about me. I had a short opportunity to brief my two watch leaders on our plan before it was time to get back on with the final race preparations.

In true Singaporean style my crew managed the provisioning process brilliantly. Armed with very clear directions from me on how to manage the planning and purchase of our next four weeks provisions my crew took the expression ‘logistics management’ to a new level. We shopped, labelled and packed the provisions away over a three-day period.



With food on board for 16 for a month it has been necessary to devise a storage plan with all lockers on the boat numbered and a corresponding spreadsheet to outline what is in each locker. This also applies to the myriad of spare parts that we carry. Thirty rolls of duct tape, 15 tubes of Sikaflex and 60 hose clamps along with 7 kgs of assorted nuts and bolts and almost a kilometre of spare halyards and sheets that I have managed to squirrel away over recent months. My biggest issue is where to hide all my spares so that they are not stolen by other crews whilst we are in ports!

Race start was an amazing experience. We motored out into a lock system where we had to sit for about an hour prior to entering the Mersey. There we were surrounded by crowds and had the various boat names, skippers backgrounds and “interesting stories” read out over the PA. I am guessing but would think there were somewhere between 20,000 and 30,000 spectators at the start. Motoring out of the lock and into the Mersey to the applause of the crowd whilst our boat song (Surfing safari) blared in the background was one of those very special moments that bring a lump to your throat. Fortunately we then had a very involved synchronised flotilla event with warships, helicopters and various other floating craft in which we had to participate so my attention was very quickly refocused elsewhere.

After the fanfare had settled down we got on with the business of preparing for race start. Mainsail up and a last minute decision by me for a larger headsail saw us stemming the three-knot tide about 80 metres off the start line. We managed to power up and get to the line in time to

The Falk kids on a pre-departure inspection

cross maybe 15 seconds after the gun. We were 7th over out of 10 and managed to move between 7th and 9th for the next three hours as we negotiated our way down the Mersey and into open water. The crew was quite tired after an early start to the day and approximately 45 tacks to get to open water. As you can imagine tacking a 68-foot cutter-rigged boat 45 times over a short period of time takes it out of you!

We left the Mersey in 7th place and made for Anglesey where we would turn southwest into St. Georges Channel and the Irish Sea. In true form the Irish Sea threw 35 knots at us from — guess which direction — you got it, the south west. Can I just tell you that the Irish Sea did not earn its reputation as being an unpleasant patch of water without good reason! The next 36 hours saw many litres of vomit emptied into heads and over the side from all boats as our novice crews came to terms with living life on an angle and bouncing around a lot.

Night one saw some damage to boats and crew throughout most of the fleet although we were fortunate and suffered nothing other than some seasickness (11 of the 15 crew were unable to function). Headsail changes became unmanageable so short handed so we had to snug down to a very conservative sail plan for 36 hours. Disappointing but the only sensible option at this early stage of a 35,000-mile race. The end result was no damage and no injury. Other boats suffered, parted sheets, torn sails and one broken ankle requiring evacuation off the coast of Wales. The down side was that our conservative strategy obviously placed us well back in the fleet and we spent 12 hours in last place.

Day 3 saw us move up to 8th place before again suffering as a consequence of lack of experience in sail changes and we again slipped back to 9th. We have beaten to windward for the last four days and are now just managing to make our course on starboard tack. The wind looks like veering further over the next 24 hours, which will allow us to free sheets and ultimately hoist kites as we run down the Spanish and Portuguese coasts. Whilst the lead boats are well in front we have been able to use this first (half points) race to bring the crew up to a better level of experience which hopefully will allow us to progressively push a little harder in each subsequent leg of the race. At least at this stage we have one boat (*Victoria*), which as of 0500 this morning was 21 miles astern of us. Long may that continue. Our next sched. at 1700 this afternoon will let us know whether we have made any ground on the cluster of 5 boats that lay about 16 miles ahead of us. With 500 miles still to race to Cascais (Portugal) it is still anyone's race dependant on what the weather gods decide to send us.

Stay tuned for the next edition in which I will update you on the outcome.



The lock gates open and its time to enter the Mersey

Dear Sir,

I refer to Melissa Yeomans' *The Animus Incident* where a spinnaker wrap had *Animus* and her crew in some difficulty.

Having raced long distances offshore for many years, I can well understand their situation and their apprehension about putting a crew member up the mast, with the yacht barely under control and the rocks moving out to meet them.

There is another way, which 9 times out of 10 will un-wrap the kite. I'm sure a lot of the old hands around the club will be aware of it, but some of the less experienced may not. It was discovered by Ted Turner during a Bermuda race many years ago.

The procedure is simple:

1. Run square downwind and gybe the main (lots of sea room is needed here),
2. Run slightly by the lee (careful control needed here),
3. The main will funnel the wind onto the back of the spinnaker and it will unwrap.
4. Gybe the main back smartly.

This procedure has saved my bacon quite a few times, once with 25 knots true wind in the Tasman Sea, and a white-faced and trembling forward hand contemplating going up a 15 metre mast in a fairly rough sea. Saved his bacon, too.

James Davern

Dear Sir,

I have just been reading your website, and noticed your article by Richard Falk.

On a chill Friday I and two other Aussie expats visited our local waterside pub in Southampton. I was ordering at the bar, and the as-yet unknown Richard Falk was in queue ahead of me. Hearing the flattened vowels as he ordered and seeing his fading suntan I assumed he was one of 'us' and invited him to come join our table. He obliged and over the next hour it was uncovered that Richard and I had much in common, not just as Sydneysiders and sailors, but also as fellow SASC members.

While still at school I had served aboard *Captain Amora*. With the beers back came the fond memories of lazy afternoons bobbing about mid-harbour, drinking tea fresh from a billy and eating last week's tired ginger nut biscuits as the yachts slid past. Being the 'young boy' onboard I did most of the labour (the serving crew at that time having an average age of around 65 to 70) and my duties included mainly deploying and retrieving the anchor, running up and down the flags, writing down results, and turning the never-ending handicap boards.

Between starts and finishes, and usually over a cup of tea, I was asked what had happened that week at school and what, if anything, I had learnt. The crew were most interested to hear, and then offer their comments and observations. We also swapped jokes and guessed what the wind was likely to do later that afternoon. I understand that some of those old boys are now gone, which saddens me greatly, but nonetheless I am happy to have spent my Saturdays with them aboard *Amora*, even if the jokes were bad and the biscuits soft.

SASC NEWS

From your website I also note that *Anitra V* is still sailing with you. My grandfather used to own her before Phillip Brown. He decided to sell her as I was the only one in the family interested in sailing, but at the time was studying naval architecture in England. I wonder Phillip if ever had the double-clewed genoa remade which my grandfather and Dudley Stewart used to great effect in light winds, so much so that I think they were outlawed by the CYC.

I am hoping to return to Sydney one day soon, and high on my 'to do' list is start sailing with the SASC again!

Alex Robbins

[*Alex is a naval architect with BMT SeaTech Ltd at Haslar (home of William Froude) near Portsmouth. He recently obtained his Masters degree in naval architecture at the Australian Maritime College in Launceston and is working on his PhD at the AMC from England in his spare time — Ed.*]

Dear Sir,

After over 20 years in Mosman Bay, seventeen in my ownership, *Daisy* has moved to a new home.

Due to my relocation to Hong Kong it became impractical to own, let alone attempt to maintain, a timber yacht by remote control.

I therefore set out to find someone who could enjoy her, much the same as I have had the pleasure of doing as a family day sailer.

I am therefore very pleased that a former work colleague and friend Jeanne Zweik, her husband Sean Welsh (a very experienced blue-water sailor) and their young family now have her moored down at Gunnamatta Bay.

I know they will get as much enjoyment from her as I have, especially with that lovely new diesel motor!

Regards from Hong Kong,

David Tregoning

David Tregoning photo



Daisy at her mooring in Mosman Bay

Dear Sir,

DECEMBER 05

I wish to take issue with Mr Jeremy about what constitutes the correct term to describe what occurs when a boat's keel rests on a slipway cradle. Mr Jeremy is simply wrong, wrong, wrong!

There is a considerable and material distinction to be drawn between the actions of a ship in a dry dock and those of a boat on a slipway cradle.

In the first, the ship arrives in the dock and the water is evacuated from the dock, resulting in the ship effectively "sinking" to the dock bed. A horn is then sounded — hence the expression "As you sue/sew, so you shall you beep".

In the second, the boat is brought up to the slipway cradle, secured in place, and the cradle is then towed out of the water, resulting in the boat effectively leaving the water, and not the water leaving the boat. The boat is hence "coddled" by the cradle. Surely Mr Jeremy is not averse to a kiss and a coddle?

Rear Admiral Denis Bloodnock DSO & Blah

[What a harrumph! Some retired admirals should be seen and not heard. This is a matter for the naval architects — I doubt the good admiral would even know the difference between navel-timbers and upper futtocks! Perhaps he was fuddled when he wrote the letter. As to the 'kiss and coddle' nonsense, why else would it be called 'sueing'? — Ed.]



**You are invited to compete in the
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Outstanding racing is offered in 10 classes over four courses, and all racing is on Sydney Harbour

The major prize is an Audi Vehicle, with sensational perpetual trophies from Nautical Timber Classics

Entry is open to all yachts

Find out more about this sensational championship at the Participating Clubs and Competitors Cocktail Party, 31 January 2006. Entry is by RSVP only to Kimberly on 9969 1244. You are also invited to attend the Charity Fundraising Dinner on 18 February 2006

For further information visit www.sydneyharbourregatta.com

Notice of Race and Entry Form available from www.sydneyharbourregatta.com

MISSION REPEAT

Matching their 2004 effort, Azzurro and Bright Morning Star again filled the top two PHS places in the recent Gosford-Lord Howe Island Race. David Salter reports

As usual, it was a tale of contrasts. Two hours before the start Trevor, Jim, Snake and the *Azzurro* mob were — as always — immaculately prepared, relaxed and ready to race. At the other end of the RMYC dock at Newport we were still throwing stuff on *Bright Morning Star* in what, to ignorant outsiders, might have seemed like a state of mild panic. To be fair, events had conspired to make our road to the 2005 LHI event rather bumpy. *BMS* was still with the shipwright until a fortnight before the race, then last-minute problems with the prop and radio hamstrung our normal preparation routines. (For once I could not be blamed for this schemozzle, having only returned to Australia the night before the start from a 3-week filming assignment in NZ, the UK and South Africa.)

Meanwhile on *Azzurro* the spare shackles had, no doubt, all been laid out in precise size graduation and with each pin aligned in the same direction. The sail repair needles would, of course, have already been pre-threaded with 2 metres of best waxed Marlow twine. No belt, hose, O-ring or filter would be without its pristine replacement, neatly stowed. The crew of the blue boat even *looked* the part in their matching shirts, and they were indeed a pretty slick outfit. Vanessa, Mel, Slammer, Chris Oh, Rob Huegal and Sean Kelly are as close as you can get to a team of

Winners are grinners... Hugh O'Neill enjoys the fetch along the rhumb line



genuine ‘rock stars’ around the SASC. By contrast, our ragtag collection of regular old *BMS* hands plus a few strays looked positively delinquent. If we were going to beat Team Azzurro, then it would require some inspired offshore sailing or a hefty slice of luck – and probably both.

Our first major setback came as we motored to the start off Lion Island.

The breeze was steady from the North but the wind direction instrument pointer was whirling around the dial like a drunken dervish dancer. A quick squint at the masthead revealed the source of our problem: some ravenous cockatoo had munched off the plastic wind vane while the boat was alongside at Pittwater. You wouldn’t read about it! Ah well, no big deal. We quickly rigged a couple of tell-tales at the stays and assured each other that a combination of seat-of-the-pants sailing instincts and regular references to the compass would keep us out of trouble. Sure.

Dal Wilson drove for the start, with John Sturrock calling tactics and Hugh O’Neill in the centre cockpit supervising trim. This new division of afterguard labour on *BMS* worked well as we hit the line right on the gun and at full speed for the close-hauled charge up the coast to the turning mark off Terrigal. From there it would be a simple tack onto the rhumb line (or ‘Bearing to Waypoint’ as the pedants now call it). *Azzurro* had popped a brief shy kite to beat us to the mark (they’re such tiresome show offs!) but once we both headed out to sea our longer waterline began to tell. Moderate breeze, low swell, dappled sunshine, a light late lunch, 400 n miles to go — what could be more agreeable? We even managed to work out which way to turn the valve that allows us to void the boat’s newfangled all-electric crouch house into the Tasman. Luxury! The early skeds confirmed we were holding the blue boat, or even slightly ahead. A large amount of honey-coloured liquid from Bundaberg rested on the final result. They’d beaten us to the Island by just 55 minutes last year: now it was time for revenge.

Er, not quite. It always helps to know in which direction your boat is pointing, especially at night. Towards the end of our first 1800-2100 watch the helmsmen started complaining they couldn’t make out their heading. It turned out that during the yacht’s recent refit the compass light had been disturbed or replaced. All

Galley slave...
Max Prentice
makes himself
useful cutting
sandwiches



And there was
light... gaffer-
taped torch made
a makeshift
compass light



that remained now was the faintest red loom above the card – no more illumination than might be cast by a lone, blood-shot glow worm. All three nights of the race were pitch black with fluky light-to-variable winds. Without a wind indicator or visible compass, steering and trim became a tad difficult so Steve Grellis eventually gaffer-taped a small battery torch to the glass. It was much too bright, but there were plenty of spare AA batteries to get us through to Lord Howe. Night sailing in the light stuff was, literally, still a nightmare. On one 2100-2400 watch we managed just 3 miles, which undoubtedly cost us the race.

And when, on the following afternoon, there was finally a decent breeze we soon faced another mini-disaster. The best sail on *Bright Morning Star* is the D4 No. 2 genny, but it's also the most recalcitrant. For years it's been reluctant to come back down the TuffLuff after more than a few hours' work. The problem, of course, is way up where you can't get at it. Because the No. 2 is about a foot short in the hoist it causes a bad lead as the halyard exits the sheave box at the masthead. The resultant aft-force then begins to pull the luff out of the track (70ft above the deck), so that when we eventually haul the damn sail down the dislodged peak can't get past the foil collar. Yet again, John Sturrock had to patiently disassemble the collar fitting to free the No. 2, but then Mark Greenwood (a guest from the Gosford Sailing Club) devised an ingenious solution. The next time this troublesome sail went up it was tacked to a temporary 2-way strop at the bow. Now the peak went all the way to the masthead, the lead improved and the sail could be raised and lowered without difficulty. Ugly, but it worked.

Ties that bind... jury-rigged tack system kept the No. 2 genny in place



None of these troubles amounted to a hill of beans beside a real crisis that began to unfold after *AFR Midnight Rambler* missed consecutive position-report skeds. Ed Psaltis and Bob Thomas, who campaign this Farr 40, are both very experienced ocean sailors. Nevertheless, those two 'Nothing Heard' responses from Newcastle Coastal Patrol struck an uncomfortable chill into the hearts of all competing crew. When *AFR* failed to report in for the third time it was impossible not to fear the worst. Standard procedure then is for the non-communicating yacht to put up a white flare at the next night sked. Nobody saw a flare. By now the situation was becoming critical. Courtesy of the sponsors, Telstra Country Wide, I had an iridium satphone on board and was able to speak with Peter Campbell in Sydney who was handling media liaison during the race. He as-

sured us there was still no major concern at Race HQ because the weather was mild and no EPIRBs had been activated. The terrible tension was only relieved when *Great Expectations* was able to make shaky contact with *Midnight Rambler* on VHF. It transpired that the microphone had somehow been ripped out of their HF set during the first night, jamming the radio on 'send'. Thank goodness for proximity — and good old Channel 16!

When the smoke cleared from all this drama we discovered that our arch-rivals *Azzurro* had cleared out to a 14-mile lead. Lord Howe was less than a day's sail away and we were now almost three hours behind. Desperate times call for desperate measures. As the breeze slowly backed to the beam the old square-rigger's cry went up from the afterguard: More sail, lads, more sail! What, the assy? A spinnaker? You've gotta be joking! But they weren't. So to humour these scrofulous curmudgeons we dragged up the kite and got it setting for at least 10 minutes. Then the wind duly clocked forward, strengthened and the damned spinnaker went back into the bag where it belonged. From there it was a splendid 4-hour work to the line beneath the spectacular cliffs of Mount Lidgbird and Mount Gower. Can there be a more beautiful landfall anywhere in the world?

Azzurro eventually beat us home by 3 hours and 19 minutes. Sportsmanship demands that we acknowledge their superior sailing skill, but everyone knows it was really just dumb luck. Oh well, pass the bloody rum and forget about it. Some honour was salvaged when we realised that we had repeated last year's PHS results: *Azzurro* and *Bright Morning Star* were again first and second over the line, and also took first and second on handicap. That result also gave us the team prize (with *Merlin* from the RSYS). It was a very pleasing outcome for the SASC, a club that's always supported the Gosford-Lord Howe Island Race. But next year those names will be reversed.

Close hauled... John Sturrock gets *BMS* rolling towards Lord Howe (right)



Stickyback moment... dealing with chafe is part of long-distance racing (above)



Footnote: In the annual LHI cricket match, Max 'The Demon' Prentice made a courageous return to the scene of his unfortunate injury in 2004. After taking the obligatory early blow to the forearm from a sharply rising off-cutter, he went on to amass an innings of two well-crafted runs. Played, Sir!



Thanks everyone... Trevor Cosh accepts the honours again for Azzurro
(All photos by David Salter)



FRIDAY TWILIGHTS

The Friday Twilight races are proving as popular as ever. 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!

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS
AND DIRECTORS EXTEND THEIR
BEST WISHES TO ALL MEMBERS FOR
A HAPPY CHRISTMAS SEASON, AND
GOOD SAILING FOR 2006

*BEST WISHES TO ALL OUR STAFF
ON BEHALF OF ALL MEMBERS WITH
THANKS FOR THEIR SUPPORT AND
EFFORTS OVER THE LAST YEAR*

SEASONS GREETINGS FROM PATRICK,
MAGGIE AND DENISE
(ADMIN AND RACING),
ROD, BRETT AND
ASHLEY (BOATSHED),
JOHN (CLUBHOUSE),
WARWICK AND
MIKE (TENDER
SERVICE) AND THE
STARTING TEAMS





John Jeremy photos

Ranger recovering from an eager start (above)



Gumnut and *Wind Shadow* on the run before a fresh westerly (right)

SASC
2006

Vanity
SASC A2

34' RANGER TYPE

Built for
John Crawford
by
Newman
at
Berry Bay
in
2001



NATIONAL
GAFFERS DAY

SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872

TO BE HELD

SATURDAY 29th. APRIL ON SYDNEY HARBOUR NSW AUSTRALIA

FOR INFORMATION PHONE 02 9953 1433 FAX 02 9953 0898

COME and ENJOY SASC FRIDAY TWILIGHT RACING 2005/2006

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

Win a trip for 2
to
**LORD HOWE
ISLAND**

(Valued at over \$2,000)

HOW? Simply sail in the SASC Friday Twilight Series and when you make a season entry and complete 5 races your boat becomes eligible to enter the draw for a trip for 2 to Lord Howe Island. The

more races you compete in increases your chances of winning. Potentially you can be entered in the draw 12 times. The trip for two will be drawn at the completion of the last race in the series. Contact the Club and enter now!



David Salter photo

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THE RAN HERITAGE CENTRE

On 4 October 1913 the ships of the new Australian Fleet Unit sailed into Sydney Harbour for the first time. On 4 October 2005, the Royal Australian Navy reached another major milestone with the opening of the RAN Heritage Centre (RANHC). The need for such a facility has been recognised for many years. In 1922, Vice Admiral Sir William Creswell, the RAN's first professional Head suggested the building of a museum to permanently display the Australian Navy's already rich and unique heritage. Since then, there have been several attempts to establish an international-standard naval museum. The origins of what is now about to become the RANHC date from 2001, when the then Chief of Navy commissioned a Naval Heritage Management Study to examine in detail how the RAN's past might best be used to support the present Navy's goals. One of the most important recommendations was the creation of a facility for the public display of the Naval Heritage Collection (NHC). Once approval for funding was received, a RANHC Project Board was formed and the project began on 24 May 2004.

The RAN believes it is important that all Australians have the opportunity to understand their Navy's valuable contribution to the development and security of the nation. The NHC contains more than 250,000 individual items, and the mission of the RANHC is to display those objects of museum standard to the public, and through these displays capture something of the Australian naval experi-

John Jeremy photo

The Royal Australian Navy Heritage Centre at Garden Island



ence. The Centre is located within the Public Access Precinct at the northern end of Garden Island, Sydney and makes use of two National Estate listed buildings: the former Gun Mounting Workshop (1922) and the Garden Island Boatshed (1913). The precinct also includes a landscaped external exhibition space between the two buildings.

In its design, the Centre seeks to retain the industrial and naval feel of the buildings, while providing a museum facility with multi-function capability. In addition to the exhibition galleries, the RANHC includes an indoor/outdoor café, an education and small conference facility named the *Tingira* Room, and an exhibition space for naval and ship associations to use. Both the *Tingira* Room and the café/Large Technical Item display area will also be available for hire.

The overall theme of the initial exhibition is *Australia's Navy in Peace and War*. The two main exhibition themes are *Business on Great Waters* and *A Sailor's Life For Me*. The first of these emphasises the history of the sea-going Navy, while the second tells the story of the RAN's people and highlights the traditions that still underpin our professional fighting Service.

The displays have been developed to provide visitors with a contrasting portrayal of events and elements, ranging over more than 100 years of Australian naval history. Some displays are chronological, but most are thematic and emphasise the uniqueness of naval service. The size and variety of items held by the NHC allows for the rotation of displays over an extended period.

The RANHC will be open from 0930 to 1530 daily. The Centre and Garden Island Public Access Precinct will be closed on Good Friday, Christmas Day, Boxing Day, New Year's Eve and New Year's Day.

Entry is free to all areas of the RANHC and Garden Island Public Access Precinct except for the Special Exhibition Gallery, where a fee of \$5 applies. Revenue raised at the RANHC will go directly to conserving, restoring and exhibiting the Collection nationally.

The RANHC shares a fence line with Garden Island Dockyard and the need to ensure visitor safety and maintain the security of the operational areas of the dockyard is a priority. Consequently, there is no direct pedestrian or private vehicle access to the Centre.

Pedestrian visitors can access the RANHC via the Circular Quay to Watson's Bay ferry, which will stop at the Garden Island Ferry Wharf during opening hours.

From Semaphore Issue 14, 2005, published by the RAN Sea Power Centre — Australia



FROM THE BOATSHED

By the time you read this we will have finished the Spring Pointscore and be ready for the second half of the season. I hope that you all have had a great season so far and I would like to thank everyone who has contributed to the smooth running of the Boatshed. I welcome all comments and suggestions from members. We have had an influx of new members so to those who are new to the Club please take the trouble to chase me up so we can meet and talk about the SASC.

A number of the suggestions that have been made to me during the season can be distilled into a single, *potentially traumatic future event*. Elsewhere in the *News* is a notice of a clean-up of the Dinghy Shed. It's many years since the last major clean-up in the dinghy shed and a few members have yet to recover from this event, some may never recover..! Those of you who have dinghies in the shed will be further dismayed to learn that our immediate past Commodore Charles Maclurcan has agreed to act as consultant to me for this forthcoming clean-up. For those that don't know, Charles does not hesitate, so if it's not labelled or bolted down it may well disappear and he doesn't care...!

We do not yet have a date for the clean-up but it will be timed to occur before Gaffers Day which is to be held at the end of April 2006. A Sunday is the most likely day and skips will be located on the wharf.

Can members who will be affected by this please give some consideration to what they would like to keep and what can be thrown out. Many dinghies are used as storage bins, some are tidy and some are not. The shed also harbours many bits of yachting memorabilia lurking in the rafters and tucked away in corners. All of these items will come under scrutiny so if its important to you, make sure it is labelled and loved, otherwise.....?

Finally, Tender operating times over Christmas and New Year will be posted in the *SASC News* and in the clubhouse, so check them out if you don't want to row.

John Crawford

**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



The luxury yacht *Phryne* graced Athol Bay recently and displayed topsides as they should be — although *Vanity* (seen in reflection below) can compete well in the gleaming department

Liam Timms photos





A race in the Super 30 Division gets underway in a light south easterly (above)
Martini beats to windward (below)

Richard Lamrock photos





The dedicated volunteers of the Sydney Heritage Fleet have been making progress with the restoration of the 1927-built *John Oxley*. Large areas of new shell plates can be seen in the photo above. Recent work has included replacing floors under the boilers through access holes in the shell (below)

John Jeremy photos

shell (below)





The start of Division B in a recent twilight race — *Taylor Maid* and *Clewless?* in the foreground (above) and *Mezzaluna*, *Chilly Bin*, *Paper Moon* and *U2* after the Division A start (below)

John Jeremy photos





John Jeremy photo

Two of the crew in *Sakima* seemed to be travelling at least one knot faster than the boat during a recent twilight race

WARNING

With the 2006 Gaffers Day approaching fast, plans are in hand to prepare the clubhouse and boatshed for this special event. Unfortunately, the boatshed is becoming choked by feral odds and ends of a nautical nature.

Owners of this itinerant equipment are warned that a clean-up of the boatshed will be carried out early in 2006.

Equipment not identified and properly stowed will be disposed of — ruthlessly. So, if you don't want to find your spare oars, spinnaker pole, sail, bucket, old battery, useful lengths of rope etc. missing when you go looking for them some time in 2007, act now!

Those who enjoy the catharsis of boatshed clean-ups might prepare to volunteer when the Vice-Commodore calls for help!



It looks as if someone forgot to trim the piles! Actually, they have to be that high at the new South Grafton Marina to ensure that the pontoons don't float away during a flood. The top of the piles is the same height as the levee banks. Luckily we don't face that kind of challenge in Mosman Bay — although there is global warming to consider

John Jeremy photos



This one is a challenge for Southerly — what kind of rig is that? This unusual mast/gaff combination was spotted recently at the marina at Yamba in northern NSW

The 170th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Thursday 26 January 2006. This popular event is a great way to celebrate Australia Day, and SASC members are invited to join the Sydney Harbour fleet. A Notice of Race and entry form will have been sent to members by Maggie Stewart by the time you read this. It is also available at www.sasc.com.au and copies of the Australia Day Regatta programme will be available at the clubhouse.

The Australia Day Regatta Race Management Committee is chaired by SASC Past Commodore John Jeremy and Immediate Past Commodore Charles Maclurcan will be starting the main harbour races again this year. The start and finish will be close to Clarke Island, near the regatta flagship HMAS *Stuart*.

Other attractions on the water on the day will include a parade of tall ships and other craft in which all are invited to participate before the Regatta, an aerial display by the RAAF Roulettes and a parachute drop into Sydney Cove by Army Red Berets.

Activities on the harbour are a major part of the Australia Day celebrations and the Regatta is always well supported by SASC members — so fill out the entry form and come sailing.

John Jeremy photo

Gaffers galore during the 2005 Australia Day Regatta



NEW MEMBERS

We welcome the following new members:

Philip Bull
Michael Crowley
John Griffin
Gregory Johnson
Peter Knoblanche
Mark Van Kerkwyk

HOLIDAYS AT THE SASC

New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible. The kitchen and barbeque facilities will be available, but the bar will not be open.

TENDER SERVICE

No service on Christmas Day or New Year's Day, normal service on the following days.

Saturday 17 December 0900 – 1700
Sunday 18 December 0900 – 1700
Saturday 24 December 0900 – 1700
Monday 26 December 0900 – 1700
Tuesday 27 December 0900 – 1700
Saturday 31 December 1300 – Sunset

The office will be closed from COB 20 December to the morning of 3 January 2006. Racing will be off-line from COB 19 December to the morning of 12 January 2006. The boatshed will be closed from COB 19 December until 9 January 2006.

NEWSLETTER DEADLINE

The next SASC News will be the February 2006 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 January 2006. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





John Jeremy Photo

The sailing ship *Regina Maris* departing Sydney on 21 June 1970. *Regina Maris* was built in Denmark in 1908. In her early years she carried cargo around the world from the Baltic to the Pacific and suffered gales, dismasting, fire, abandonment and arrest. In 1975 she found a new role as a full-time ocean-research vessel studying humpback whales in the Arctic. Her seagoing days ended in the 1980s and plans to turn the ship into a restaurant in Massachusetts fell through. Plans for her restoration also came to nothing and today she lies a rotting hulk in a creek where her deck can only be seen at low tide.



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