



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2008

SYDNEY AMATEUR SAILING CLUB

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Cover:

Reverie and
Hoana passing
the Bradleys
Head separation
mark

(Photo John Jeremy)

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COMING EVENTS

December 2008

FRIDAY 16 JANUARY 2009

First Friday Twilight race for 2009

SATURDAY 17 JANUARY 2009

Point score race — Super 30 main and short series, Division 1, Division 2 main and short series, Classic Division and Cavalier 28 Division

SUNDAY 18 JANUARY 2009

Point score race — Division 6 and Gaffers Division

MONDAY 26 JANUARY 2009

Australia Day Regatta

SATURDAY 31 JANUARY 2009

Point score race — Super 30 Division main series, Division 2 main series, Classic Division and Cavalier 28 Division

TUESDAY 3 FEBRUARY 2009

Race 1 and 2 in the Paul Slocombe Trophy Series

SATURDAY 7 FEBRUARY 2009

Point score race — Super 30 main and short series, Division 1, Division 2 main and short series and Classic Division

TUESDAY 10 FEBRUARY 2009

Races 3 & 4 in the Paul Slocombe Trophy Series

SATURDAY 14 FEBRUARY 2009

Point score race — Super 30 Division main series, Division 2 main series, Classic Division and Cavalier 28 Division. Young 88 Regatta, day 1

SUNDAY 15 FEBRUARY 2009

Young 88 Regatta, day 2

TUESDAY 17 FEBRUARY 2009

Race 5 in the Paul Slocombe Trophy Series

SATURDAY 21 FEBRUARY 2009

Point score race — Super 30 main and short series, Division 1, Division 2 main and short series, and Classic Division

SUNDAY 22 FEBRUARY 2009

RANSA Regatta

**NEED
THE TEN-
DER?**

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

Sat: 0900-1800
Sun: 0900-1700



The coming of December signals another year has passed with the last Spring Point Score race being held on Saturday 13 December.

For those who participated in the relatively-quiet Winter Series weatherwise, Spring has been a revelation, testing boats, gear and crews with what seems to have been a series of Saturdays (and Sundays) with winds between 18–40 knots. *Vanity* went out three races in a row recently with a reef and a No. 3 having only put two reefs in the main in the last four years racing.

Your Board recently held its final meeting on the first Wednesday in December as yet another southerly smashed its way across the harbour with Seabreeze.com.au recording 41 knots at 8.00 pm at Sydney Airport. As we sat in the comfort of the Club and listened to the windows rattle, we all shared a smug smile in the knowledge that our Immediate Past Commodore was ‘out there’ as part of the delivery crew bringing the 12-metre *Kookaburra* from Geelong to Sydney. He was somewhere off Batemans Bay. Three words came to mind, wet, wet and wetter....

Kookaburra will be sailing in Sydney over Christmas and January and will be moored at the end of Mosman’s Bay. SASC members who are interested in crewing on a 12 metre should contact Rob Evans or Doug Shields, one of the syndicate members, to arrange details. We think Rob is trying to wrest the Twilight Race record from *Fidelis*. Some people will go to almost any lengths!

Members are probably aware that within our midst the SASC has its own ‘living (just) treasure’ and Heritage Item in the form of Bill Gale OAM. Bill has been ‘classified’ for some time but it doesn’t seem to stop his indefatigable promotion of the gaff rig — to quote Bill, a rig “just as God intended”.

Did you know that the Gale Family has competed in SASC events for 98 years? That is a remarkable record. If you add to that the fact that *Ranger* herself is 75 years old, and Bill has sailed on her almost every weekend for the last 60 years, you will begin to understand how little sailing you have done and how much sailing you still have to do. Needless to say, Bill intends to get a century, so he will be competing for another two years at least. I cannot imagine a Saturday Classic Race without him however much I wish. Congratulations Bill, we are all jealous and when you finally retire you will be able to auction your crew list!

To all Members, our wonderful Staff who manage to keep us under control and our teams of volunteers, have a happy and safe Christmas on or off the water and we will see you all again on Saturday 17 January 2009 for the Summer Series.

A handwritten signature in black ink, appearing to read "John Cranston". The signature is fluid and cursive, with a large initial 'J' and a long, sweeping underline.

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON, AND GOOD SAILING FOR 2009

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 MEGAN AND MAGGIE (ADMIN AND RACING), ROD, JEFF AND STUART (BOATSHED), FRANK (CLUBHOUSE), MIKE, ALLAN AND CRAIG (TENDER DRIVERS) AND THE STARTING TEAMS



VALE BOB LAWLER

by
Charles
Maclurcan

Bob's instructions were quite explicit. Cousin Jack Smith and I were flying to Hobart to return on yachts after the race.

"Go together and sit in row 23 seats C and D on the Ansett DC9", he suggested.

"Why" I asked.

"Those seats are opposite the bar and you will get two serves to everyone else's one."

He was correct and Jack and I arrived nicely primed for the Quiet Little Drink.

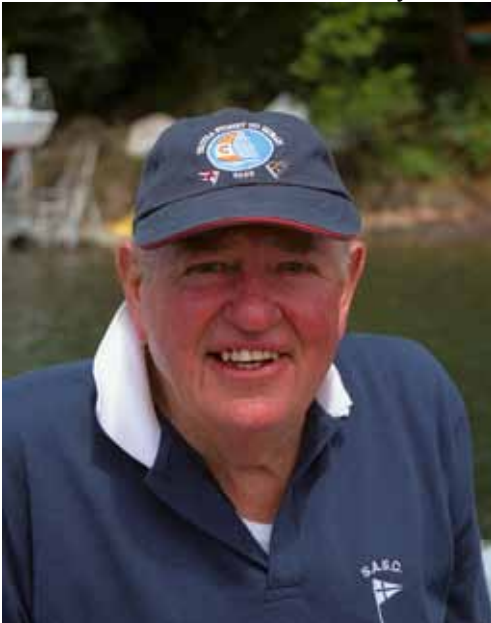
It was held at the St Ives Hotel that year and it was one of those rare really-hot sunny days in Hobart. After stowing our bags on the boats at the dock, Jack and I made our way to the pub. There were people absolutely everywhere. The large backyard was filled with not so fresh-faced men and women in the grip of celebration. Bob was not to be found. It was quite evident to us that there were many more inside upstairs but where to start?

Suddenly a cry rang out and there was Bob, shimmying down a rain-water pipe.

"Hi boys, follow me."

I'll never forget the ensuing few days. Bob, ever the jovial host, introduced us to Hobart in a manner which was unforgettable and repeated over the next 20 years. He had arranged free accommodation in town

Bob Lawler



and organised a bar — pretty much set up for the exclusive use of the SASC. He set up a traditional New Year's Eve dinner that was attended each year by all the club crews and many other boats' crews as well. I was recently reminded of this by John Walker from *Impeccable* at the mid-year Sydney QLD.

I didn't really know Bob all that well at the time. I had met one of his older brothers, Peter, in Dubbo when I was completing a number of architectural jobs for him. I knew of Bill from the SASC when I was driving the tender in the late 60s. I never met Kevin from Armidale and Jim was another who I met at the Club.

Bob started his career as an apprentice at Cockatoo Island. He was not satisfied to end his education at that point and com-

muted from Canberra to Sydney in a resolute fashion to complete an engineering degree. December 2008

Bob then worked for Wallace and Spratt, well-regarded engineering consultants in Berry St, North Sydney, next to my father's architectural firm. His practical training on the tools made him an accomplished and realistic mechanical services engineer. He went on to end his career with Sabemo, working on the Sydney Harbour Tunnel.

Bob set up a very-complete workshop under his home in Allambie Heights. There were almost no engineering jobs beyond him. In this space he completed many a project for others with mechanical problems which were beyond them. It was here that he worked on his final mission to restore a 1934 Pontiac.

It was very evident to those who knew Bob, second youngest of his tribe, that he was determined not to be outshone by any of his siblings. His fierce constitution led him to make an enormous contribution to SASC. Any project he undertook, and there were many, was completed with a thoroughness not seen since.

He was responsible for the purchase and reconstruction of *Captain Amora*. Inside the vessel, to this day, there is a special locker with a hidden key that contains the very best of Scotch for Bob's personal use.

Bob maintained assets such as the club's wharf, slipway rails and cradles employing the best but most-economical methods. He normally sought volunteers with the necessary skills and having won them over to the cause with a mixture of logic and liquor, carried out the works with a high degree of perfection and enjoyment. He often finished the task on a happy note with a keg of beer and a group of admirers.

He insisted that all events pay their way and, to ensure that this was so, on the Idle Hour picnic event at Quarantine Beach, he installed Peter Hoy from the surf club — rather Buddha like — on the beach to wrestle the necessary donation from non-drinkers and drinkers alike. Hoy accepted no excuses, and any wowsers were embarrassed into contributing to the pot.

Bob bought the 32 ft *Bettina* in 1977, sailing her in harbour and coastal races. In 1981 he sailed to Hobart with Hugh O'Neill in *Rebecca*. Hugh remembers Bob fondly, commenting particularly on his generosity with his time, ever ready to help others with marine problems they may have been suffering. They subsequently sailed together in *Mark Twain* to Lord Howe Island, where Bob was particularly good in giving instructions on how to ride a pushbike with a skinful. In 1982 Bob built the Carter 33 *Firetel*, which he sailed many times to Southport and to Hobart on his own account for ten years. He was particularly proud of the wonderful aerial photo of his boat battling rough conditions that is on display at the Club. There is quite a story about how that arrived in Sydney.

Bob's style did not suit everyone, but I submit that those not contributing to it missed out on one of life's most admirable characters. He was great company and I will very much miss his cheery greeting "here he is" when met in the Clubhouse for a drink.

He also knew exactly what to do with the top of a bottle of spirits, hurling many a stopper out over the wharf with a definite "we won't be needing that!"

Bob had sage advice with regard to marriage making, included pairing up with an orphan to avoid future family conflict, keeping an immaculate domestic garden brimful of zinnias and conducting the first and last family barbeque. His description of gold medals

sincerely earned on the home front, only to go quickly rusty, and his bio-degradable brownie points will remain with me as some of the finest and funniest mantras I've ever heard. I have often looked for the North Shore matrons on the nights of the full moon making their way across the heavens on their broomsticks, a concept entirely generated by Mr Lawler. He was, in every sense of the phrase, a great Amateur's member. I'll miss him very much.

Bob's determination won out. He outlived all his brothers.



Vale Bob L

Some lines on the passing of an SASC legend

So Bob has taken off now on his last long losing tack,
And God the great Almighty should be glad to have him back,
When last I asked him how he felt Bob gave it to me straight:
"I'm just an old f---d unit, mate — no better than dead weight."

We can't believe he's really gone — we've heard it all before,
Despite the dicky lungs and heart he'd still come back for more,
Post-operative, our hearts would lift as Bob hove into view,
Three new handles, two new heads — but still as good as new!

Then finally his health gave up — old Lawler was dismissed,
So back to hospital again, the best place for the bastard!
And as he ailed my mind rolled back to memories of old,
When Bob was strong — a sailor — in the SASC mould.

At sea he'd chew his apples hard, and swallow like a duck,
Then say "it doesn't hurt as much when everything comes up."
You couldn't give him fancy food — the pastry-maker's art,
He'd tell you all those cakes and tarts "put fat around your heart!"

Bob liked his crew and loved his boat, especially the gear,
 On *Firetel* the rules were strict but always crystal clear,
 God help us if we gave the luff a secret grind or heave,
 “Don’t do that under load you c----s, you’ll f---k the bloody sheave!”

The engineer in Bob was all: he never missed a trick,
 And had a million bright ideas for keeping things in nick,
 A hearty splash of olive oil — straight down the for’d dunny,
 But oil and water never mix? “They do on this boat, sonny!”

Like most of us he didn’t like to race when winds were light,
 But Bob would never be the one to quit without a fight,
 He’d still be rigid at the wheel (with all the crew dog tired),
 “Be buggered if I’m pulling out before the time’s expired!”

Bob’s garage was his second home: a haven on dry land,
 The man was only happy with a spanner in his hand,
 He’d take your shattered turning block, return it fixed and clean,
 He knew the metric measurements, but thought in “three sixteen”.

How pleasant now are memories of Bob in party mode,
 Of Easter nights at Coasters, just swinging off the rode,
 Of Quiet Little Drinks ashore in Hobart’s Shipwright’s Arms,
 Of tapping kegs for Idle Hour, and boozing without qualms.

He loved a day of simple fun with nothing more to do,
 Than run the donk and sink some beers with mates on *Ramadoo*.
 But woe betide us if we got his docklines in a tangle,
 “I’ll bet you drongos couldn’t keep your tits outside the mangle!”

But in the end — like all of us — Bob’s health began to turn,
 No getting off the canvas now like battling Tommy Burns,
 Just time for one last banter with beloved Mother Bear,
 Before that big appointment with the bearded bloke upstairs.

So hats off, lads, and raise a glass to Robert Henry Lawler,
 Who never hid his fine contempt for sycophants or crawlers,
 A sailor, father, engineer — the master of ‘can do’,
 But best of all (at least to me), a club man — through and through.

Here’s to you, Bob.
David Salter
 Sydney, October 2008



Photo John Jeremy

Gaffers Day 2008 at the Sydney Amateur Sailing Club

GAFFERS DAY 2008

December 2008

by
Philip Kinsella

Another Gaffers Day has come and gone and what a glorious day it was — Sydney Harbour at its best — calm in the morning for the yachts to assemble around the pontoon and moorings, some of which were generously vacated by members to give the old boats more room. The sun shone warmly all day with a lovely north-east breeze coming in just at the right time and the right strength for a vigorous but stress-free sail.

Over seventy yachts in six divisions started with 110 spectators following the fleet in the historic ferry *Radar*. Patron of the day, Bill Gale, kept the passengers entertained with the history and description of the yachts.

Gaffers Day is a true club affair involving members like no other event. There is something for every member and every guest whether they are active sailors or just down to enjoy the day.

The programme started with breakfast on the wharf for the early arrivals. Rear Commodore Liam Timms had gone to enormous lengths to organise the catering staff for the day. The egg and bacon rolls, washed down with Champagne and orange, certainly lifted the spirits with the rum tent on the lawn proving most successful in lubricating the die-hards.



Photo John Jeremy

Retreat joining the Gaffers' berth at the pontoon



Photos John Jeremy

Sir James Hardy's *Nerida* securing alongside *Sana*

The gathering crowd on the wharf



While all this was going on, yachts were arriving. Without any fuss Mike deBurca regimented the skippers with vigorous blasts on his whistle and baleful glares at those whose casting lines fell short.

It was good to see Robbie back in *Nancy K* again and Mike and Allan were working flat out to get us all to and from our boats. Rod and the boatshed staff did a splendid job preparing the trot moorings and generally readying the waterfront for the press of visiting yachts.

Vice Commodore Bill Hogan orchestrated all the complex boatshed and wharf arrangements and saw to it that all his crew knew exactly what to do with all going off without a hitch.

Our Commodore, John Crawford, welcomed members and guests at 1145 with a general overview of the day and instructions for finding the ferry. Although the Old Cremorne Wharf was officially closed for repairs over this period, the contractors and Sydney Ferries generously opened the wharf and cleaned it up for the day just for us and sent us an e-mail wishing us well. Can you imagine that?

John's willingness to share his experience of previous Gaffers Days and his cheerful response to all our phone calls and e-mails gave the leadership which is necessary to pull off such an event and set the tone for a happy day.



Photo John Jeremy

The Australian National Maritime Museum's *Akarana* with another classic Sydney icon

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 your boat gains one entry in the draw for the trip to Lord Howe Island. The more races, the more chances you have!

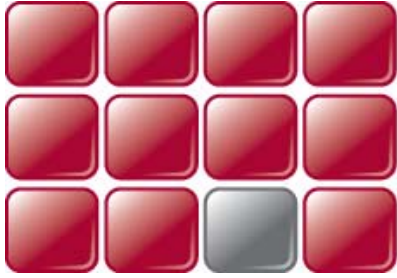
The trip for two will be drawn after the completion of the last race in the series.

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The firing of the Club cannon set the fleet off for the start in Athol Bight where Charles Maclurcan and his starting team waited to send them on their way.

The sailing instructions and courses developed by Captain Peter McCorquodale and past-Captain Guy Irwin were simplified this year to give an uncomplicated timed start and four courses around the harbour, designed to suit the performance of such an enormous range of yachts. The impossible task of the handicapper, Bill Gale, to get all the yachts to finish at the same time proved most effective and provided a wonderful show for the onlookers of a cloud of spectacular sail at both start and finish.

The returning crews were welcomed by the Riverside Jazz Band of Peter Johnson's Trio and another of Liam's sausage sizzles to ward off starvation on the long and arduous journey back to the rum tent.

RESULTS

Division 1 — Bermudan

First: *Fidelis* (Nigel Stoke)
 Second: *Warana* (Fred Bevis)
 Third: *Julnar* (John Griffin)

Division 2 — Bermudan

First: *Mermaid* (Martin French)
 Second: *Sparkle* (Stephen Prince)
 Third: *Yum Sing* (Mark Hunter)

Division 1 — Gaff-rigged

First: *Oenone* (Brendan Hunt)
 Second: *Rob Roy* (J. B. Rousselot)
 Third: *Retreat* (Graeme Proctor)

Division 2 — Gaff-rigged

First: *Akarana* (ANMM)
 Second: *Jenny Wren* (Neville Olliffe)
 Third: *Tio Hia* (Beverley Bevis)

Division 3 — Gaff-rigged

First: *Merlin* (Don Taylor)
 Second: *Mixed Blessing* (Chris Anstee)
 Third: *Lady* (David Perrett)

Historic 18-ft Skiffs

First: *Tangalooma* (Peter Legrove)
 Second: *Britannia* (Ian Smith)
 Third: *Scot* (Dick Notley)

Ladies Choice Winner

Tio Hia (Beverley Bevis)





Photo Bruce Dover

Nerida and Jameil

Photo Peter Pangas

Action on the water



SASC NEWS

First prize for each division was a beautifully-framed poster of Neville Olliffe's *Jenny Wren*, composed and drawn up so purely by Dermer Bennett. Dermer has done many of these posters in the past and we can now enjoy them around our clubhouse walls. Second and third prizes were monogrammed sets of Club wine glasses.

The winner of the Ladies Choice Prize was Beverly Bevis in her net boat *Tio Hia* and the prize was presented by associate member Mary Kinsella. Mary was responsible for the beautiful floral decoration of the Club which contributed so much to the welcoming atmosphere when we first arrived on the day. This was also helped by Frank's careful preparation of the club grounds and gardens.

Behind the scenes, of course, were all those who dotted the Is and crossed the Ts and who saw to all the details that made the day. Tony Saunders, merchandiser par excellence, who ran the Club regalia sales, Merrill Barker who was always there to help with whatever was needed, John Jeremy, our strategic adviser and whose photographs capture the beauty of our yachts and harbour, Ian Macdiarmid who provided pennants and much-appreciated back up for emergency sail adjustments, Marni Raprager who freely gave of her experience in sailing procedures and organisational skills, Peter Scott, who kept the committee minutes and quietly ignored all our irrelevancies and Simon Sadubin who rallied the Pittwater fleet to sail down the coast and join us.

Sao, Kilkie and Etrenne heading for the finish

Mention must also be made of Past Commodore, Rob Evans and Kathryn whose experience in running previous events was so valuable to us.

Photo John Jeremy





Photo John Jeremy

Nerida looking magnificent in the perfect conditions

SASC NEWS

It was very encouraging to see the Australian National Maritime Museum generously allowing our national yachting treasures *Akarana* and Couta boat *Thistle* and crew to join us on the day. Tim Phillips, who restored *Thistle* for the museum, flew up from Victoria with his wife, Sally, and Col Anderson and helped the museum prepare and sail the boats on the day. It is twenty years since Tim brought a fleet of Couta boats from Victoria for the 1988 Gaffers Day and gave us all a lesson in how they do things in Victoria.

How can we adequately acknowledge and thank the real team behind the success of the day, Megan Keogh and Maggie Stewart. Maggie, as executive racing secretary and her twelve years of Gaffers Days experience has pointed us in the right direction and built the foundation of success in this premier Club event. Megan's first Gaffers Day as executive secretary without the support of Patrick Munn has shown us what a treasure the Club has, cheerfully and calmly taking all that was loaded on her and tactfully fielding all the late entries and unreasonable requests from the committee members and entrants alike.

Lastly, our thanks must go to all members and visitors who prepared and entered their boats, some sailing for a considerable distance from Pittwater and Lake Macquarie, even to a wood-fired steam launch coming down from the Blue Mountains on a trailer to join us.

The collective effort of getting these wonderful boats prepared and sailing is a tribute to the men and women who treasure them and without them Gaffers Day would not be.

Heading for the finish

Photo John Jeremy



A Life Member of the SASC, Kevin Tindall passed away on 8 November 2008. Kevin was a lecturer at Sydney Teachers College as well as running a small business printing point-of-sale stickers. Sailing became one of his primary means of relaxing in his leisure hours, unusual for a bloke who grew up in Bathurst.

Kevin's first sailing adventure began in 1962 following the purchase of a 'Sea Skip' inflatable raft complete with sail, centerboard and rudder bought on a whim at auction in Rozelle. Further small-boat sailing followed with a mate in a Heron, racing regularly out of the Snails Bay Sailing Club between 1964 and 1966.

Having cut his teeth with dinghies, sailing a yacht was the obvious next choice. *Impala*, a blue fiberglass 22-ft Bluebird was purchased in 1966. The shake-down sail was down the coast from Pittwater, just making the shelter of Sydney Harbour before a southerly hit.

After several seasons racing with the Parramatta River Sailing Club, Kevin joined the SASC and raced his first season in 1968–69. He continued to race with the Amateurs every year since then, rounding out over 40 years of sailing. Kevin and his crew not only enjoyed their time on the water but proved to be pretty good at it as well. In its first season the Bluebird *Impala* gained a Silver Medal. Over the many seasons *Impala* managed 10 Gold Medals. Kevin upsized to a Triton 24 in 1972. He liked the class so much he traded her in for a newer model in 1975. This same boat, *Impala*, continues to sail with the now-familiar 298 sail number.

Grahame Tindall

Kevin Tindall

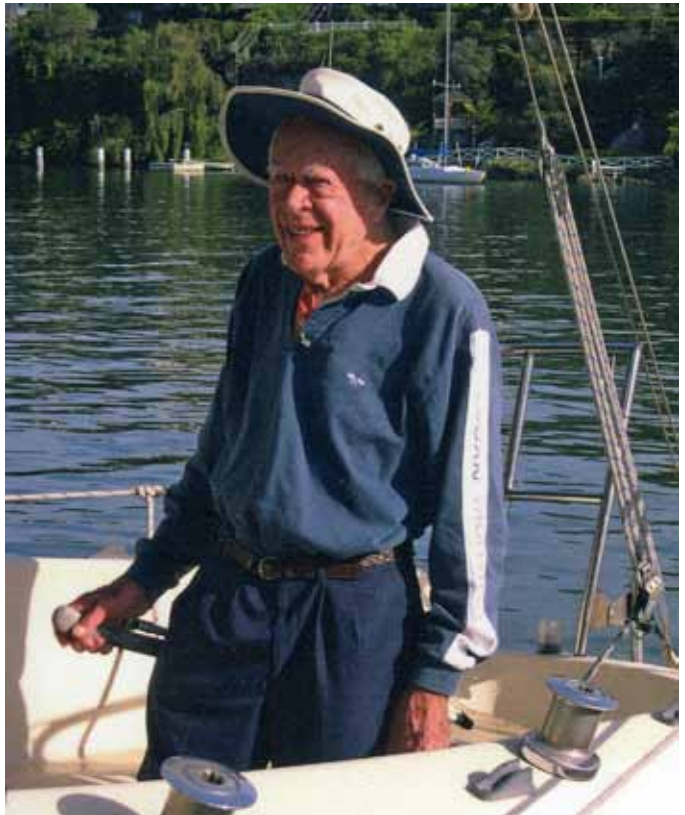


Photo courtesy Grahame Tindall

THE LES ARDOUIN CANNON

by
Tony Saunders

This gun, which was fired by Gunner Philip Kinsella on Gaffers Day, is also the trophy for second place in the Idle Hour race and sits just inside the door to the deck.

As I was a friend of Les, who unfortunately is no longer with us, I have been asked about his background. Quite a number of our longer-term members would remember Les around the Club. He was large of stature, as was his brother Harry and their mother, who I also met. After Les's father passed away, Les and Harry inherited a small factory at Mascot called National Saw Works/Churchill Grinders which specialised in surface grinding.

I visited the factory a few times and Les used to lift the heavy steel pieces without any assistance. He was a big strong man.

Les was a generous person. Some members may remember Northcott Day at the Club when we used to take out crippled children and their helpers for a sail. Les, with one of his staff, used to bring down a large barbeque and set up and cook a meal for somewhere up to 100 people. Les provided it all at his own cost — he said it was his charity thing for the kids.

Les had a Columbia 27 named *Lakatoi* and his brother Harry had an H 28. We used to be part of a group of (mainly) Amateurs members who rafted together in Castle Lagoon off Cowan Creek — full details are in *The Amateurs — The Second Century Begins* in the section about the Castle Lagoon Sailing Club — the pennant hangs on the wall of the clubhouse. Les was elected Commodore of the CLSC as he used to provide prizes for the annual dinghy race in the lagoon and supplied all the tee shirts and pennants. Just as an aside, I must mention his brother Harry who had a bum leg and couldn't really climb out of his vessel to go visiting others in the raft so it was a case of us visiting Harry from time to time. He used to sit in his cockpit drinking the cheapest/worst whisky you could purchase (remember Bond 10) and he became known as "Battery Acid". For a treat he would give you a glass of the awful Doctor Jurd's Jungle Juice instead — remember that!

Les was into cannons. He had a house just beneath the Gladesville Bridge at Drummoyne and from memory had at least three, if not more. He used to bring a small field cannon on his ute to Cottage Point, load it onto *Lakatoi*, and take it to the lagoon to start the dinghy races. The dirt from the cannon became ingrained in his deck forever.

The cannon we have in the Club was left to us in his will when he passed away around 1990 and Vic Dibben tells me he went and picked it up for us.

It's great to see we are now putting it to use on ceremonial occasions — well done Philip! Les would be pleased.



Yeromais crossing the finish line to win the Captain Slocum Trophy for 2008

The happy crew of *Yeromais* — Ian Macdiarmid, John Stanley and John Diacopolous

Photos John Jeremy



REDPA'S 100th ANNIVERSARY

by
Tony Tyson

Four SASC members, plus family, took advantage of the pointscore lay day on Saturday 4 October to travel to Tasmania to mark the centenary of the yacht *Redpa*. Many members will recall *Redpa*, the 31-foot gaffer, then with sail number A6, which raced in the Classic Division at the Club for three seasons between 2003 and 2006. She was skippered for the first two seasons by her owner, Tony Tyson, and for the third by Peter Scott. Tony and Peter, together with Claire Rowlands and Costa Rozakis, who crewed on *Redpa*, were the four who travelled south.

Redpa left the Amateurs in July 2007 and was shipped to Tasmania, arriving eventually at the Pilot Station Museum, Low Head, at the mouth of the Tamar River. She will be kept in the water at the Museum and sailed regularly. She was originally designed and built in Launceston, some forty miles to the south, but due to silting in the Tamar, sailing in Launceston for anything much bigger than Optimists and Lasers is no longer possible. For this reason the Tamar Yacht Club (TYC), founded in Launceston in 1837, has moved its yachting activities to Beauty Point which is some eight nautical miles upstream from Low Head. It was in Launceston that *Redpa* originally raced between 1908 and 1912. The TYC has built a new club house and excellent facilities at Beauty Point and 4 October was the appointed day for the opening of the new club house and the Season Opening Regatta.

The new Tamar
Yacht Club club-
house



The plan was for Peter to skipper *Redpa* in the Regatta with Claire and Costa crewing, together with two locals, Robert Cassidy and Paul Heron, who knew where all the sand banks and shoals are — a major feature of yachting on the Tamar. We went to the boat on the day before the race to check the rigging and bend on the mainsail. Standing on a pontoon bending on a large gaff-rigged main in 35 knots of wind, occasional rain and about 14° C reminded us of why we are so lucky to sail on Sydney Harbour. It also quickly became clear why all the trees lean to the east, and the locals call Low Head, Blow Head. It's Roaring Forties country.

Saturday 4 October dawned bright, sunny and cold, with a building nor' wester. We noted that Robert and Paul showed up in knee high sea boots — for a race around the cans in a river! *Redpa* got under way and sailed up to Beauty Point — a very-fast broad reach under full sail in the steadily building breeze. With four knots tidal assistance, she arrived at the TYC's marina in good time, however, upon lowering the main it was found that a large crack had developed in the carbon-fibre gaff. The crew attended the formalities for the opening of the new club house at which Tony Tyson presented a framed SASC burgee, provided by Commodore John Crawford, to Commodore Richard Fisher of the TYC. The burgee is captioned to mark the opening of the new club house and the centenary of *Redpa*.

Following the opening it was onto the water for a sail past, followed by a race. With the wind now a steady 30– 35 knots and *Redpa* facing an eight-mile trip upwind and into the tide back to the Pilot Station, it was decided not to risk further damage to the gaff and the main was not set again. She participated in the sail past under jib only, then set off for the return trip which was cold, wet and lumpy. She was clocked doing a steady seven knots. This won't surprise Southerly, who used to rejoice in the little gaffer's speed when she was racing at the Amateurs.

That's pretty much the end of the story, with our party of eight disappearing in different directions to be tourists for a week. It was an excellent experience only slightly marred by the cracked gaff but when we showed up for sailing on Saturday 11 October, it was warm, it was Sydney and it was the SASC. Enough said, really.

Tony Tyson presenting the SASC Burgee to Commodore Richard Fisher



Photos courtesy Claire Rowlands

AUSTRALIA DAY REGATTA 2009

The 173rd Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Monday 26 January 2009. 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 is available at www.sasc.com.au and copies of the Australia Day Regatta programme are available at the clubhouse.

The Australia Day Regatta Race Management Committee is chaired by SASC Past Commodore John Jeremy, and 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, an aerial display by the RAAF 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.

A CAPTAIN AGAIN

It is great news for the Club to again have the traditional position of Captain as a Flag Officer, particularly in the competent hands of Peter McCorquodale.

To enable members to recognise the Captain's Burgee on the harbour, I have written this aide memoire:

There was a young man of the sea
Who at last achieved Club Captaincy.
His burgee, specific,
On his mast looked terrific:
Three balls for all members to see.

Philip Kinsella

MALUKA DVD AVAILABLE

The ABC program about the restoration of *Maluka* was produced in 2006. It covers the restoration of the 1932-built yacht by Sean Langman and her voyage to Hobart as a competitor in the Sydney to Hobart yacht race.

DVD copies are available for purchase from the ABC at <http://www.abc.net.au/programsales/s2267647.htm>. A perfect Christmas gift for the old gaffer in your life or, indeed, any yachtie!



Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

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, normal service on the following days.

Saturday 20 December 0900 – 1800

Sunday 21 December 0900 – 1800

Friday 26 December 0900 – 1800

Saturday 27 December 0900 – 1800

Sunday 28 December 0900 – 1800

Wednesday 31 December 0900 – Sunset

Thursday 1 January 0900 – 1800

The office will be closed from COB Friday 19 December to the morning of Monday 12 January 2009. Racing will be off-line from COB Friday 19 December to the morning of Monday 12 January 2009. The boatshed will be closed from COB Friday 19 December until Monday 12 January 2009.

FRIDAY TWILIGHTS

Friday twilights are as popular as ever. If you plan to sail on Friday nights and to stay for dinner afterwards, please ring Megan or Maggie as soon as possible and definitely no later than Thursday when Megan will polish the Club's crystal ball and order 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!

CAVALIER 28 CHAMPIONSHIPS



The SASC conducted the NSW State Championships for Cavalier 28s on 9 and 16 November. The sailing was very competitive and sail handling demonstrations were, at times, interesting

Photos John Jeremy





Photo John Jeremy

Close sailing in the Cavalier 28 Championships

KATHLEEN VOYAGE AT THE ANMM

A new exhibition at the Australian National Maritime Museum commemorates Jack Earl's voyage around the World in 1947–1948 with four companions in his ketch *Kathleen Gillett*. After 18 months away *Kathleen Gillett* returned to Sydney sixty years ago, on 7 December 1948.

The Colin Archer-designed ketch was restored to its 1940s condition and presented to Australia as a Bicentennial gift from the Government of Norway. Now part of the National Maritime Collection, *Kathleen Gillett* can be seen at the Museum's wharves at Darling Harbour.

The Exhibition continues in the Tasman Light gallery until 22 February 2009.

For Sale – SPARKLE

Winner Kelly Cup 1967

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(one of the few boats to be able to win a series 40 years apart)

Launched 1956 — 90% restored, new sails, cover, varnish — ready to sail.

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NEW MEMBERS

We welcome the following new members:

Matthew Campbell
Richard Bamford

SOUTHERLY REFLECTIONS

The Gaffers Day held by the SASC on Sunday 19 October was an unforgettable experience for participants and spectators. Convenor Philip Kinsella and his committee, as a result of a great deal of effort, presented us with this wonderful event.

By personal effort Philip contacted many of the rally boats and ferry spectators and all the many people I spoke to were delighted. The Friday before Philip and his glamorous wife Mary filled the clubhouse with flowers and beautified the gardens. We were very fortunate to have Mary supervise the floral decorations.

Southerly

NEW BLUE BOOK AVAILABLE

Copies of the new 'Blue Book' — the *Racing Rules of Sailing 2009–2012* — are now available from the office. Don't delay — the new rules take effect on 1 January 2009. \$37.50 per copy.

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 (2005–2008)	\$29.95
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	\$49.00



NEWSLETTER DEADLINE

The next SASC News will be the February 2009 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 January 2009. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo: John Jeremy

The date is 29 July 1978. LFB 445 is being slipped at the SASC for survey. Bought by the Club soon after, this typical NSW fishing boat is now well known to members as our starting boat *Captain Amora*



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