



# SASC NEWS

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

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December 2012

**SYDNEY AMATEUR SAILING CLUB**

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Racing Secretary	Maggie Stewart

**Cover:**

*Antares* (A42) and  
*Camilla* approach-  
ing the finish in  
a fresh breeze  
during the first  
Sunday race of  
the season

Photo John Jeremy

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# COMING EVENTS

## FRIDAY 18 JANUARY 2013

First Friday twilight race for 2013

## SATURDAY 19 JANUARY 2013

First pointscore race for the summer season for Super 30 Division (long and short series), Division 2 (long and short series), Classic Divisions and Cavalier 28 Division

## SUNDAY 20 JANUARY 2013

Pointscore race for Division 6 and Gaffers Division

## SATURDAY 26 JANUARY 2013

177th Australia Day Regatta

## SATURDAY 2 FEBRUARY 2013

Pointscore race for Super 30 Division (long and short series), Division 2 (long and short series), Classic Divisions and Cavalier 28 Division

## THURSDAY 7 FEBRUARY 2013

Third Classic Twilight Race

## SATURDAY 9 FEBRUARY 2013

Pointscore race for Super 30 Division (long series), Division 2 (long series), Classic Divisions and Cavalier 28 Division

## SUNDAY 10 FEBRUARY 2013

Pointscore race for Division 6 and Gaffers Division and third Classic Rally

## SATURDAY 16 FEBRUARY 2013

Pointscore race for Super 30 Division (long and short series) Division 2 (long and short series) and Classic Divisions

## SATURDAY 23 FEBRUARY 2013

Pointscore race for Super 30 Division (long series), Division 2 (long series), Classic Divisions and Cavalier 28 Division

## SUNDAY 24 FEBRUARY 2013

RANSA Regatta

## SATURDAY 2 MARCH 2013

Pointscore race for Super 30 Division (long and short series) Division 2 (long and short series) and Classic Divisions

## SUNDAY 3 MARCH 2013

Pointscore race for Division 6 and Gaffers Division

## THURSDAY 7 MARCH 2013

Fourth Classic Twilight Race

December 2012

## **NEED THE TENDER?**

**Call Mike, Alan or Dennis  
in Nancy K on  
0418 678 690**

Sat: 0900-1800  
Sun: 0900-1700

**On race days  
you can contact the fast  
tender on  
0418 678 819**



At last the summer has arrived — on 24 November it was a nor'easter and off to Manly for the Super 30s (after some pressure was applied to the Starter).

There was a good roll up at the recent rules night and I, as did many others, learnt of the new rules which will apply from 1 January next year. The rest of the rules which apply “when boats meet” were clearly explained and illustrated — not only the actual rules themselves, but the interpretation of them out on the race course.

Talking of learning new things I enrolled in the Club-arranged Marine First Aid Course last month. So be wary, I have learnt how to stitch up cuts (in chicken breasts) and perform intramuscular injections (into oranges). This intensive and highly-practical course is recognised by most of the institutions we sailors have to deal with.

I have a couple of housekeeping matters to raise which are pertinent at this time of year. Firstly, Club members are encouraged to entertain their family and friends in the Club at any time, parties of up to 12 people do not need Board approval. However it is most important that you book your group in with the office to ensure that the Club is not being used by others at the same time. Multiple small groups should talk to each other to prevent clashes in the kitchen. This should not interfere with impromptu crew BBQs etc. around the Club premises.

The Club dinghy, wharf and pontoon etiquettes are addressed in full later in this newsletter. The Rules to apply at the Green Shed are still in the development stage; to date you must book your vessel's place with the Office. It is intended that berthing at the Green Shed will only be available for vessels which are actually being worked upon (weather permitting). A maximum booking time of four weeks will be the general rule and a daily charge will be applied to vessels on a 24 hour basis. You will be allowed to moor overnight without being on board. The charges approved by the Board are \$15 per day for the first seven days, \$20 per day for the second seven days, \$25 per day for the third seven days etc. These charges will help towards paying for the recent expenditure of \$40,000 and the expected continued improvements estimated to cost over \$10,000. Club members who wish to carry out smaller daily repairs and servicing are permitted to do so, if space is available, at no charge in the same way as applies with the Clubhouse piles.

On the matter of tenders, please do not ask our tender drivers to travel beyond a line between Robertson Point and Musgrave Street Wharf as it is off limits. Obviously, emergencies are an exception.

I would like to poll SASC members about membership cards — do you use/want one? Please let us know. As all members will have a YA card that lists your Club, issuing separate Club cards may not be necessary.

I would like to wish all members, our great staff and our teams of volunteers a happy and safe Christmas on or off the water. I look forward to seeing you all again on Friday/Saturday 18–19 January 2013 at the start of the Summer Series. Here we go again — a great new year of sailing for us to enjoy.

*Bill Hogan*

# TRAGIC LOVER

December 2012

by  
*Martin van der  
Wal*

Over the many years that I have owned *Hoana* I have been asked innumerable times — what does her name translate as? The answer is one which has kept me awake at night, pondering life, its strange byways and coincidences, its curious way of seeming to mean something but never being able to quite put my finger on what that meaning is. What brings such musings on I hear you ask, it's just a boat? If only. I have never pictured myself as a tragic lover, but in retrospect this is the only way I can parse the equation. *Hoana* in its most common Polynesian usage means “a willing woman”.

In February *Hoana* was hit from astern by a nine-ton ex-naval launch travelling at nine knots. The insurance write-off, the buy back and subsequent repair undertaken by Sydney Harbour Wooden Boats are now part of her eighty-seven year history. A history, it has to be said, punctuated by more than her fair share of drama.

Yes I know she is attractive, but why does she attract such dramatic encounters. Her first was in 1926, a year after her launching, when she was driven off her mooring headfirst into a low tide-cave on the shores of Sirius Cove. The second, which drove Joe Adams into apoplexy, occurred when a weekender's Halvorsen hire boat came straight though her starboard bow planking which would have sent her immediately to the bottom without Joe's quick action. In my nearly thirty years of racing a number of incidents have seen various insurance companies make good other helmsman's mistakes. All to the ultimate good of *Hoana* I might add.

However not since her initial wrecking in Sirius Cove had her fate been held so delicately betwixt and between. The damage seemed catastrophic. Over thirty fractured frames port and starboard, sponson, sheer-clamp and planks shattered. The cabin top was uprooted and the decking split open. The survey list went on and on and my hopes of salvage went into a downward spiral. Why not just take the cash and move on, there are plenty more fish in the sea. Something low maintenance, something not quite so threatening to domestic harmony, but I could not do it.

Having been her custodian for twenty-seven years, she had inveigled her way so thoroughly into my affections that despite sleepless nights of racking my brains thinking of alternatives, no alternative held the slightest attraction. Yep. Tragic Lover Syndrome. No alternative, press ahead whatever the consequences. Consequences, coincidences and fate but, most of all, the people. Those people known to me and barely known to me who stepped forward and played their hand in the old girl's resurrection. The prominent Sydney yacht surveyor who helped draft the letter of demand and then convinced me that express listing on the

## SASC NEWS

Australian Maritime Museum's Australian Register of Historic Vessels was a must do. David Payne who facilitated the listing and made sure it was ready for public viewing as the insurance issues began their pas de deux. Tim Phillips in Melbourne and Maurice Drent in Sydney who gave professional valuations and advice. Surveyors from both interested parties who had her best interests at heart without compromising their professional positions. Last but not least, it has to be said that if you're going to be mown down by a vessel on Sydney Harbour it helps if it is owned (if not driven) by John Winning. John's generosity and commitment to the Sydney Harbour classic boating scene is well known and when the time came to put his hand into his own pocket to help see the job finished there was no quibbling.

*Hoana* approaching the finish line to win the Captain Slocum Trophy Race on Sunday 4 November

Then there were the club members — people I had known in a 'how're you goin'?' fashion for years — who helped with advice, moral support and practical help. Many stepped forward but standouts were Bill Hogan

Photo John Jeremy



with good advice on the insurance realities, Tony Curtis with a mooring in the quietest bay on the Harbour and Denis Williams who spent days helping me burn off the bottom — surely the grimmest task of all on a wooden boat — and then capped that by donating a Hydralign propeller to the refit.

There had never been any question that *Hoana's* rebirth would be entrusted to anyone else but Simon Sadubin at Sydney Harbour Wooden Boats. His connection with her went back over twenty years starting with five seasons as her foredeck crew. His scope of the work, his access to the highest quality materials, rigorous workmanship and encyclopaedic historic knowledge ensured that, when she emerged from his shed five months later, she was in the very best condition that she had been in for over fifty years.

The past months have been spent painting her inside and out, refitting a more original interior and making her systems as simple and seaworthy as possible. Mark Pearse from *Cherub* and I are setting her up for her first long sea voyage since her world circumnavigation. We intend to leave Sydney on 20 January taking her down to Hobart for the Wooden Boat Festival in early February,

*Hoana*

Photo John Jeremy

giving plenty of time to pick the weather windows. In one of the many letters I exchanged with the late Joe Adams he described her sea going abilities as “without equal” and how, in all his designs, he had incorporated what he believed to be her best qualities. Her easily-driven hull, graceful motion and general stamp of authority have always impressed me when outside the Heads and now that she is substantively rebuilt her strength is no longer compromised by age. This will be an opportunity to take a remarkable little ship into her element on a well-planned unrushed voyage to a very interesting destination. If you feel like jumping aboard for a leg or two please let me know.



## LHI BBQ CRUISE CELEBRATES TENTH ANNIVERSARY

*Amateurs' yachts and crew were well represented in this year's cruise-in-company to Lord Howe Island. David Salter reports:*

For the first time in almost 40 years, Lord Howe Island did not host the annual swarm of thirsty offshore racing yachties in the first week of November. After 38 consecutive Gosford–Lord Howe races — all beginning on the last Saturday in October — the organising club cancelled this year's race through lack of interest and announced a change of date to the first Saturday in April next year.

Nature abhors a vacuum and there are few pursuits quite as natural as sailing a well-found yacht 420 n miles across the Tasman to the stunning LHI lagoon. So, as the blue water racing ranks have thinned, the “cruise-in-company” fleet has grown. This year marked the tenth anniversary of the grandly titled “Lord Howe Island Classic Yacht BBQ Cruise” and the event was declared a rousing success by everyone involved.

Now an established fixture on the east-coast offshore calendar, the BBQ Cruise boasts many unique features, not the least of which is that it doesn't officially exist. It has no foundation club or organising authority, no officials, no sailing instructions, no starting date and no sponsors.

The only requirement is that participating crews should arrive at Lord Howe Island in time to join an all-in BBQ at Ned's Beach on the evening of the first Tuesday after the Melbourne Cup. Since its inception, the BBQ has been a fund-raiser for the local public school and has donated more than \$30,000 for the Parents and Citizens group over the past decade.

Three yachts on the SASC register participated in the event this year. Nigel Stokes' *Fidelis* completed the round trip in swift time and is the only yacht to have sailed in all ten BBQ Cruises. Hugh O'Neill and Dal Wilson took *The Indefensible* over to the island for the second year. Despite some stern gland issues when setting off on the return trip, they report an uneventful and enjoyable passage both ways. *Maris*, under the command of Tiare Tomaszewski (and with paterfamilias Tomo doing the navigational guesswork), also completed her umpteenth passage to Lord Howe and made a pretty sight bobbing on her mooring in the North Passage.

Other yachts which reached Lord Howe to join the BBQ this year were *Aria*, *C Star*, *Commitment*, *Landfall*, *Taratibu* and *Touchstone*. *Gypsy Soul* was also in the lagoon at the time and joined the festivities. More than 60 yachties gathered at Ned's Beach in perfect weather for the BBQ and \$4,000 was raised for the Lord Howe Island School. The ‘Classic Yachtsman of the Year’ award went to Glen Picasso (better known to everyone in the offshore community as ‘Cyril’).

As has been the case in the past few years the cruise week coincided with the annual LHI Golf Tournament, making accommodation difficult to secure. There was some discussion among participants that they might delay the BBQ by a week next year. Those considering taking part in the cruise should note that the second Tuesday after the 2013 Melbourne Cup is 19 November.



# JUANITA'S DEBUT

December 2012



Photos John Jeremy

Graeme Wood's beautiful brand new 8 m *Juanita* was christened recently at the SASC. Designed by Garry Lidgard and built on the Gold Coast by Keith Dobson of Huon Pine and other high-quality timbers, the boat is a work of art.





*Juanita* will head to Europe early next year to compete in the lead-up races for the World Championships to be held in Helsinki in July/August 2013



177TH

# AUSTRALIA DAY REGATTA



2013

The 177th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Saturday 26 January 2013. 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](http://www.sasc.com.au) and [www.australiadayregatta.com.au](http://www.australiadayregatta.com.au) and copies of the Australia Day Regatta program are available at the clubhouse and on the web.

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 *Newcastle*.

A sausage sizzle will be again be available at the SASC after the Regatta.

***Members are asked to keep the pontoon, piles and holding moorings clear for visiting yachts on the afternoon of Australia Day.***

Touch-and-go for dropping off guests will be possible at the end of the pontoon.

Other attractions on the water on the day will include an aerial display by RAAF F/A 18 fighters and SAR demonstrations by a RAN Sea Hawk helicopter. Five Tall Ships will race from Bradleys Head to the Bridge at 1400.

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.

*The Australia Day Regatta is proudly sponsored by*

**Commonwealth**  
Private



# CLASSIC TWILIGHT RACE



Photos John Jeremy

*Gretel II* and *Fidelis* gliding away from the start of the first of four classic yacht twilight races planned for the season (above)

The fleet lit by the sun against the predominantly grey sky (below)





*Celeste*



*Grete II* with escort



*Fidelis* approaching the finish (above)

*Antares* (343) and *Reverie* (below)



# SAILING OFFSHORE THIS SUMMER?

by  
Rod Gillespie

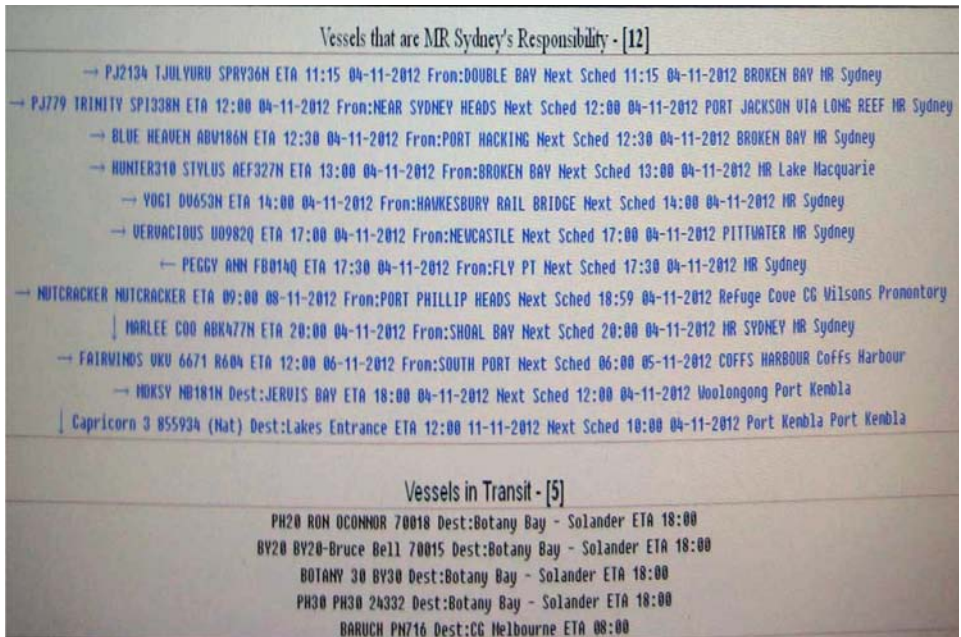
The heroic rescue by the Marine Area Command Vessel *Nemesis* on 17 October of the lone sailor on the stricken 11 metre yacht *Streaker*, which was 270 n miles offshore, has prompted this update on the radio base network now operated by the volunteers of Marine Rescue NSW.

There are 51 bases along the NSW coast from Point Danger in the north to Eden in the south. Of these, 16 are Search and Rescue Control Centres (SARCC), which means that they operate 24/7. They are: Marine Rescue (MR) Point Danger, MR Kingscliff, MR Ballina, MR Yamba, MR Coffs Harbour, MR Pt Macquarie, MR Foster/Tuncurry, MR Nelson Bay, MR Lake Macquarie, MR Sydney (Terrey Hills), MR Port Kembla, MR Shoalhaven, MR Ulladulla, MR Batemans Bay, MR Narooma and MR Eden.

Each of the 51 Marine Rescue bases is equipped with a new electronic offshore tracking system (EOTS) which tracks each logged-on vessel as it transits the coast. The vessel's description, needed to make identification in a safety event possible, together with number of crew (POB), skipper and shore-contact details are recorded with the voyage plan of every vessel. An alarm is activated when a vessel is overdue for a position report or its ETA. Attempts are then made to contact the vessel, initially by VHF 16 and, if necessary, by phone.

It takes just a few minutes to log on with Marine Rescue for any transit from, or return passage to, the home port. It is a free service operated

A snapshot of the EOTS screen at approx. 0930 on 4 November 2012, which was visible to all bases





by volunteers. For privacy and potential security reasons some skippers do not want to provide details by radio when logging on for a voyage. This problem is easily solved by taking out a membership of the Marine Rescue Safety Service (MRSS) where a call sign, e.g. SY xxx, is issued and vessel details are recorded and can be retrieved quickly so that you need only to provide any changes. The joining fee is \$25, the annual subscription is \$40 and a three-year subscription is \$100. To get a membership form email [admin.terreyhills@marinerescuensw.com.au](mailto:admin.terreyhills@marinerescuensw.com.au) or telephone 9450 2468.

Without specific details it is not possible to reconstruct a safety event. However the skipper of the yacht *Streaker* appears to have succumbed to the “So far so good” syndrome — i.e. “it can’t happen to me” — by not logging on for his voyage to Eden. It has been reported that he struck severe weather conditions off Wollongong. Had the skipper logged on to Marine Rescue Sydney as he left Broken Bay on 4 October, providing his voyage plan to Eden together with estimated positions and times when he would be near a few of the many Marine Rescue Bases along the south coast, an alarm would have been raised within one hour of a missed sked, not weeks later when he was in serious trouble with his yacht dismasted and running low on fuel when he activated his EPIRB. This prompted AMSA to launch a dangerous and expensive rescue mission.

The incidents which are likely to prompt a maritime rescue mission, how the mission is activated, the multiple maritime rescue agencies which may become involved and the resources which may be deployed may be covered in a further article.

## CLASSIC COCKTAILS AT THE CLUB

Nick Cassim and Southerly are the only members actively racing who attended the monthly meeting at History House in the city prior to the Club acquiring our present premises in 1962. In early September Nick organised a cocktail party at the SASC for the Classic divisions.

The idea was for skippers and crews to socialise as contact is limited in some cases as yachts moor in diverse locations around the harbour. The function was extremely successful — some of those present had not been to a club function before and were delighted.

James Johnston of *Varuna* donated a range of premium wines which were much appreciated. As always there were a number of very attractive ladies present — I do not think any other club can match the SASC for an event of this nature.

*Southerly*



# FRIDAY TWILIGHTS



The ever-popular Friday twilights are on again — *Anitra V* and *Sanuk* compete in Division 3 (above)

The start of Division 2 on Friday 2 November (below)





The start of Division 1 on Friday 2 November (above)

Division 1 on the way to the first mark (below)

Photos John Jeremy



# SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS  
EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR  
A HAPPY CHRISTMAS SEASON AND GOOD SAILING  
FOR 2013

*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, JUDY AND  
MAGGIE (ADMIN AND RACING) ROD AND JEFF  
(BOATSHED), FRANK (CLUBHOUSE), MIKE, ALLAN  
AND DENNIS (TENDER DRIVERS) AND THE STARTING  
TEAMS





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Rob Landis, SASC Member and owner of *Thara*, is a Marine Surveyor specialising in timber yachts for pre-purchase and insurance surveys

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Photo: John Sligar



The starter's view of the start of Division 6 on 7 October — *Star Ferry*, *Hotspur 2* and *As You Do*

Gaffers away (below)

All photos John Jeremy





*Magic and Supertramp II crossing tacks near the finish (above)*

The crew of *Cherub* making sure that *Ranger* was actually behind them (below)





Vanity and Celeste near the finish on 4 November





Competitors in the Captain Slocum Trophy Race before the start (above)

*Hotspur 2* overtaking *Gretel II* (yes, really) (below)



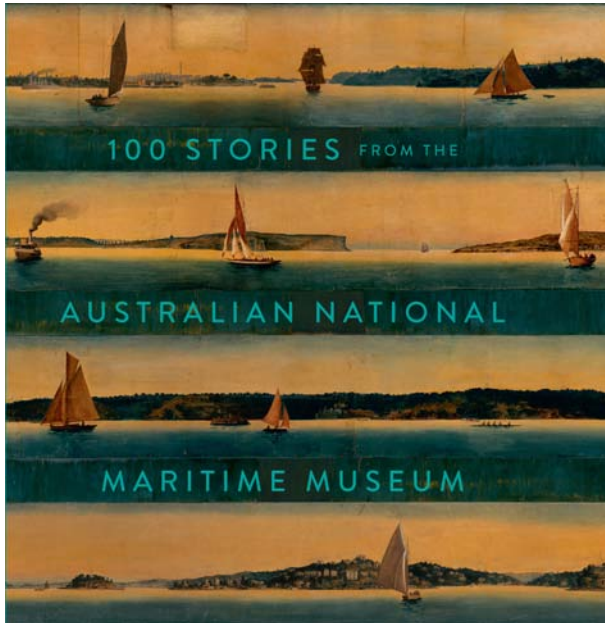
## BOOK REVIEW

*100 Stories from the Australian National Maritime Museum*,  
 Australian National Maritime Museum,  
 NewSouth Publishing, Sydney, 2012

One of the great challenges for any museum is to tell the stories behind their collection to the public they serve. The attention span of many people is shorter today and not everyone can spend the time they might like in a museum to get the most benefit from exploring the displays, let alone the wider collection.

This beautiful book has been published to celebrate 20 years of the Australian National Maritime Museum in Darling Harbour. In that time the Museum has accumulated a remarkable collection of more than 130,000 items ranging from paintings and documents to the destroyer *Vampire* and submarine *Onslow*. Written by the Museum's curators, the book tells the story behind many of the diverse items in the collection giving the reader the opportunity to absorb far more interesting information about them than would otherwise be possible.

Australia is a maritime country and our relationship with the sea extends to times long before European settlement. The book opens with stories of Australia's first mariners and watercraft, well represented in the collection. More modern history is also there, including *Kathleen Gillett's* circumnavigation in 1947–48 and attempts, successful and unsuccessful, to paddle across the Tasman Sea.



Naturally, it is impossible to do much more than sample the Museum's enormous collection in a single book — about one thousandth part of it is included, but it is an excellent selection beautifully illustrated with original images and photography by Andrew Frolows of the ANMM.

The book would make an ideal Christmas present, and retails for recommended price of \$39.99.

# REBIRTH OF WOODEN DINGHY SAILING

December 2012

*by  
Stan Bland  
and  
Peter Scott*

In 2004 I bought a wooden Mirror Dinghy from Balmoral Sailing Club for a few hundred dollars which had been unused for some years with a view to teaching my children to sail.

In 2008, needing to get some structured sailing to keep my children interested, I joined a local club but was discouraged from introducing it as a class — the vanilla plastic solution was preferred. I found it hard to believe that with such a beautiful harbour there were no real options for low-cost family sailing and I felt that there must be other people who wanted to sail with their children like myself.

In 2009, after not being able to find a local club willing to let me start a Mirror Class, I bought another two Mirrors and started sailing the three boats with some friends from Tingira Park Beach, adjacent to the sailing club on Rose Bay.

At the end of that year I realised that I needed the facilities and structure of a sailing club and when I approached Woollahra this time they were more encouraging so I joined up again.

So I started sailing alone regularly at the Woollahra Sailing Club in 2010 and promoted the class as much as possible, advertising on the Notice Board, participating in Try Sailing Day, contacting other clubs with fleets, and soon the interest started.

By the end of 2010 I had sold one boat to another club member for \$500 and had a few others interested.

At the end of that season in 2011 we had grown to six boats but we recognised that we had a few challenges:

- The full cost of boat ownership was an issue for many parents
- Available boat storage was a limiting factor.
- The boats coming up for sale were selling for \$500 but typically required about the same amount spent on them to make them seaworthy.
- There was limited supply of old boats.

To overcome these issues we introduced the \$500 buy-back/share scheme which gives people a way in which they can own a boat and get to sail as much as they like at a low cost of ownership and importantly, if they are not sailing, then we allow less frequent members to access these boats at a minimal cost of \$5 per person per Sunday session. The \$5 goes into the pool to reduce the subsidy/repairs. This allows us to get the maximum sailing from a limited supply and keeps the costs to a minimum.

The benefits to the club are:

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- All users become happy members with low sailing costs,
- Stored boats have a high usage rate translating into more people on the water sailing, and
- Being a two person, adult/child, or all-junior boat it encourages family participation and community spirit in the sailing club.

### Why the Mirror Dinghy?

The Mirror Dinghy was introduced as wooden kit boat in the 1960s as a low-cost family boat resulting from a competition sponsored by the *Daily Mirror*. It was sold (and still is) as a kit of marine ply and many were constructed at people's homes using the stitch and glue method with glass-fibre tape and polyester resin. There were about 5,000 sold every year during the 60s and early 70s. Only a few of the old boats have been sailed in recent years as they have become worn out with the copper nails and brass screws corroding and poor maintenance. However, many still exist in Australia, stored for years in garages and under houses. Those left outside would rot away in a few years but it is the older stored boats which we can buy and recycle with a bit of basic carpentry.

No wind — water cannons at the ready, prepare to repel boarders

With the improvements in affordability of power tools and advances in epoxy glue the time required for renovating these old boats has lessened to a great extent making renovations a more viable option for the enthusiast.

Photos courtesy Peter Scott



Being wooden the repairs can be done to a fairly high standard by the home handyman and the finish can be as good as, or better than, the original.

Wherever possible we try to strip the deck back to the timber and revarnish. Although the wood is often stained it is still in the majority of cases preferred.

The Mirror Dinghy has all the basics to learn to sail — a mainsail, jib and spinnaker and it is a one design making fair competition. It has a hull weight of approximately 50 kg and can be handled, transported (easy on a roof rack) and launched by one strong adult. It is stable, safe and comfortable with built-in buoyancy tanks. It is ideal for holidays as it can seat six people, can be rowed and will take a small outboard. In the UK it is a recognised training and development class with most being made from glass fibre today.

The only similar two-handed boat for youth in Australia is the Flying Eleven but this is a mini skiff and an attractive option for the more competitive juniors. Other wooden boat classes exist but not in sufficient numbers to be a realistic option.

With all these things in its favour it is easy to see why people are attracted to this offering. We are hoping to expand this scheme to other clubs around Sydney.

Utilising modern power tools and internet booking technologies we are able to recycle a hidden treasure of old wooden dinghies to bring affordable and fun sailing back to the community.

It is really rewarding and we are very appreciative that so many people are interested in seeing this succeed and are making donations including, of course, old Mirrors waiting to be sailed again.

*Peter Scott adds:*

I met Stan in 2011 just after he had started the Mirrors at Woollahra. There were only three boats racing at times and I wasn't sure that it was going to work out. So the rent and buy back scheme allowed us an easy option to give the Mirrors a try. It was soon evident that the Mirror was a great family boat, very flexible in crewing options and quite safe in difficult conditions. I discovered as we got to know the other crews that there was a connection with the classic fleet at the Amateurs. Three parents who were teaching their sons to sail on Sundays were also racing in the classic fleet on Saturdays. *Vanity*, *Antara* and *Cherub* all have Mirror sailors in their crew rosters.



Red sails are a good idea with seaplanes about



His first trophy as skipper

Is it the love of wooden boats, the gunter rig or just the cheap entry price and forgiving nature of the boats themselves? To my mind there is something of the Amateurs' spirit in this group which has grown in the space of two years from three boats to over fifteen regular starters. There is a love of competitive sailing, certainly, but that is tempered by the Mirror kids' desire to just have a good time. The thrill of water fights, piratical adventures and capsizing are held in equal esteem with the challenge of getting home in twenty knots, understanding buoy room and not sailing into the sea wall. When ashore, the rigging and unrigging of boats is often delayed by a spontaneous game of football in the park, or the setting out on a major kayak expedition to rescue a stranded boat on the sand flats. After all, there's always the parents to put the boats away! Feels to me like we are growing the next generation of Amateurs — they will be good sailors but they are there to have a good time too.

Recovery vessel with stranded dinghy in tow





Photo John Jeremy

HMAS *Choules* (an all-electric propulsion ship) has been laid up in Sydney since June following the failure of two propulsion transformers. Those transformers have now been replaced but all remaining transformers have now also been inspected and similar signs of premature ageing have been identified. The ageing is within operational limitations and at varying levels.

Following consultation with the transformer manufacturer, the Defence Materiel Organisation, the Defence Science and Technology Organisation, Lloyds Classification Society and the UK Ministry of Defence, the Chief of Navy has made the decision to replace the remaining four transformers in *Choules* before the ship returns to sea.

The total cost of the replacement is expected to be in the order of \$10 million. The replacement transformers are currently under construction. HMAS *Choules* is scheduled to return to work by April 2013.



RAN Photograph

The International Fleet Review to be held in Sydney in October 2013 was launched on board HMAS *Parramatta* on 22 October. *Lady Hopetoun* and *Endeavour* added to the colour of the occasion. More details will appear in coming editions of the SASC News

# LHD PROGRESS



The future HMAS *Canberra* arrived in Melbourne on 17 October from Spain for completion by BAE Systems at Williamstown (above)

*Canberra* was inspected recently by the Defence Minister, Stephen Smith, Minister for Defence Materiel, Jason Clare and the Attorney General, Nicola Roxon (below). The first 300 tonne super-structure block was erected on 19 November and all blocks will be erected by the end of this year. *Canberra* is expected to be completed in early 2014

RAN Photographs







Photo John Jeremy

The cruise ship *Carnival Spirit*, recently relocated to Sydney as her home port, backs out of Circular Quay for her first overnight cruise on 19 October. Cruise ship visits this year are expected to total 265, up 30% on last year and the ships are getting bigger



Damen photograph

Two new tugs have appeared on the Sydney scene. Named *Elwing* and *Waree*, they were built by Damen Shipyards in Vietnam for DMS Maritime and will be used in support of RAN operations in Sydney. They are part of an eleven ship order with Damen to renew DMS assets in Australia which includes a submarine rescue ship due to be delivered in 2016

## **FLOATING HELIPORT FOR SYDNEY HARBOUR**

On 20 November the Deputy Premier and Minister for Trade and Investment, Andrew Stoner, said that Sydney Harbour will be home to a new floating heliport from December 2012 in a bid to attract high-net-worth visitors to NSW and to provide more convenient CBD-airport shuttle access for business executives.

Sydney has been one of a handful of global cities without a city-based heliport, after a Darling Harbour-based service ceased operating in the late 1980s due to the redevelopment of the area.

“Industry leaders have long advocated that a CBD-based heliport be established and today’s announcement cements Sydney’s role as a truly international city,” Mr Stoner said.

“Lack of helicopter access to and from the CBD impacts on Sydney’s potential both in terms of the visitor experience and on the city’s reputation as a centre for international business when compared to cities like London or New York.

“Sydney’s new world class financial and business district Barangaroo will be well served by public transport but helicopter access will further enhance the site’s attractiveness — helicopters currently only operate from Sydney Airport, Bankstown Airport and a private heliport at Rosehill.

“Much like BridgeClimb, the Sydney Harbour Floating Heliport is a new signature experience that will help entice visitors to Sydney and make it easy for them to enjoy a bird’s-eye view of the harbour.

“The harbour-based heliport will also encourage visitors to Sydney to explore areas further afield such as the Hunter, the Blue Mountains and the South and North Coasts.

“From early next month, Sydney Harbour will be home to an innovative new flat-top powered barge accommodating at least two helipads and sufficient deck accommodation to manage passenger operations.

“People and cargo will be taken to and from the heliport by existing water taxis and other commercial operators.

“By mid-2013, the Sydney Harbour Floating Heliport will be a purpose-built vessel with meeting rooms, aircraft storage and re-fuelling facilities.

“NSW Trade & Investment has been working with Newcastle Helicopters, and the company has now achieved the necessary approvals to operate the heliport,” Mr Stoner said.

The heliport will operate from agreed locations remote from shipping channels and residential areas and will be made available to any pre-approved helicopter operator during agreed operating hours of 7am to dusk. Helicopter flight paths will conform to existing routes and follow established procedures in the Sydney Harbour airspace.

The Club has sought further information on the operation of the heliport in order to assess the likely impact on our use of the harbour.

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.

Members who wish to moor their boats at the Mosman Boatshed for work for longer than one day must make a booking with the office.

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 22 December 0900 – 1800

Sunday 23 December 0900 – 1800

Wednesday 26 December 0900 – 1800

Saturday 29 December 0900 – 1800

Sunday 30 December 0900 – 1800

Monday 31 December 0900 – Sunset

Tuesday 1 January 0900 – 1800

The office will be closed from COB Friday 21 December to the morning of Monday 14 January 2013. Racing will be off-line from COB Friday 21 December to the morning of Monday 14 January 2013. The boatshed will be closed from COB Thursday 20 December until Monday 14 January 2013.

## MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense**.

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

**Please** — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.

## WHARF RULES

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

Obstruction of the dinghy launching area on the pontoon by moored yachts causes considerable inconvenience to those members who use dinghies.

Please keep this area clear at all times



## NEW MEMBERS

December 2012

We welcome the following new members to the Club:

Simon Barnes  
Nigel Biggs  
Georgette Grezak  
Maggie Loaney  
Ross Maxwell  
Benjamin Morgan  
Mark Sproule

## RECENT LAUNCHING

Our elegant and admiral Club assistant secretary Megan Keogh is at present over the moon with happiness. Her daughter Jessica has presented the Keogh's with a gorgeous little grand daughter named Coco. Every member of the Club will be delighted to be informed of this wonderful news. Possibly I might be invited to Coco's 21st Birthday party but it is quite likely that I will be otherwise engaged.

*Southerly*

## SASC LOCKERS

We currently have a few lockers available for rent. The cost is \$5.50 per week which is charged quarterly in advance at \$71.50 per quarter (incl. GST). Contact Megan or Judy in the office for details.

## SASC SHOP

*(AKA The Office)*

The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$30.00
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	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00

## NEWSLETTER DEADLINE

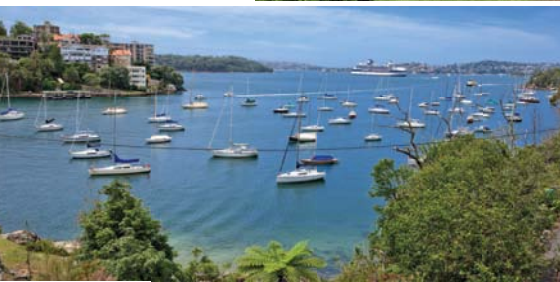
The next *SASC News* will be the February 2013 edition. Contributions from members, which are always welcome, should reach the editor by Friday 1 February 2013. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Royal Australian Historical Society Collection

The SASC Clubhouse and boatshed site about 1933



**Cremorne Point** 6/5 Green Street

*The Laurels*

### Grand Waterfront Reserve Apartment

Charming and luxurious, this federation apartment is perfectly positioned on Cremorne Reserve with intimate views of Mosman Bay and Sydney Harbour. This landmark property in "The Laurels" is one of only 6 superb apartments and offers a unique lifestyle. Ideal position close to the Sydney Amateur Sailing Club and only 100 metres to Old Cremorne ferry wharf.

- Immaculate building in estate-like grounds
- L-Shaped living rooms open to extensive verandas on both sides
- Lock-up garage plus 2nd parking space on title
- The perfect combination of genteel living and generous proportions on magnificent Cremorne Reserve

### VIEW

By Appointment

3 

2 

2 

### PRE AUCTION

Announcement

### AGENT

Ivan Resnekov  
0411 500 240  
9968 1700



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# Sydney Yachting Centre has joined forces with Yacht Sales Australia... (Official Brokers to the SASC)

Yacht Sales Australia is the coming together of three successful boat brokerages – Sydney Yachting Centre and Australiawide Boat Sales (Scarborough QLD and NSW) into one dynamic entity - *Yacht Sales Australia*. This exciting development brings together over 30 years boat broking experience, offering buyers access to high quality new and used yachts and power boats. **We're the only Brokers to run a listing and sales register classic yachts!** Our team are all dyed in the wool long term boaties, with passions ranging from racing, cruising and refurbishing boats of all descriptions. We're only too happy to use this knowledge to guide and assist owners and buyers alike when listing or looking for your new or used boat.

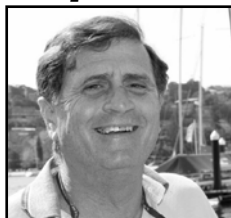
## The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

List your boat with us for quick results. Every sale earns income for your Club.

**For a complimentary valuation on your boat or to list, call 9969 2144 or email: [sales@yachtsalesaustralia.com](mailto:sales@yachtsalesaustralia.com)**

*...we're still at Middle Harbour Yacht Club*



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