



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2023

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Finance Manager	Sophie Tong
Racing Secretary	David Pryke

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An excellent start
for *Nike* (A25)
in the Classic
Division 1 Non-
spinnaker in the
187th Australia
Day Regatta
(Photo John Jeremy)

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COMING EVENTS

April 2023

WINTER AT THE AMATEURS

The SASC Winter Series 2023

Winter in Sydney offers some stunning sailing on the Harbour — why not organise your crew and enter the SASC Winter Series to be held during May, June and July this year. The Series consists of six point-score races with a start at 11.30 am in Athol Bay. Winter racing can be great fun with smaller fleets and the chance to get involved in racing. We are proposing four divisions including spinnaker and non-spinnaker

You can enter online via the website: <https://sasc.com.au/entry/>

Winter Series Calendar

Race 1 — Saturday 6 May 2023

Race 2 — Saturday 20 May 2023

Race 3 — Saturday 3 June 2023

Race 4 — Saturday 17 June 2023

Race 5 — Saturday 8 July 2023

Race 6 — Saturday 22 July 2023

SASC courses will include a race around Cockatoo Island in a westerly breeze — a very popular course in the past. After the racing join everyone back at the Clubhouse for the prizegiving and hot food. Sailing Instructions will be available on the website shortly.

Contact David in the Sailing Office with any queries or help with your entry – racing@sasc.com.au

SAVE THE DATE

The SASC Annual Prizegiving this year will be held on

Saturday 24 June 2023

Put the date in your diary now and plan to celebrate the winners with lunch at the Club with your crew.

NEED THE TENDER?

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



SIGNALS FROM THE COMMODORE

And so the 2022–23 Summer Season comes to an end. As I write, the Kelly Cup is imminent, the twilights have ceased and casks of salt beef are being stowed for Easter's Bob Brown race. We are still short a few piles off the main wharf, but the pontoon has survived another summer, *Jack Millard's* bottom has not entirely rotted through and none on the Board have been taken up on serious charges or otherwise brought the Club into disrepute.

Praise is due to old hands and new for the way in which the racing has been conducted this season. Paul Elvstrom wrote that "if in the process of winning, you have lost the respect of your competitors, you have won nothing." Post race our small society also maintains a meretricious affectation of goodwill and long may it remain so.

Demonstrative goodwill was certainly on display following the season's final twilight race. Michael Chapman from *Vivaldi Fore* again donated six bottles of sparkling wine to go to the winner of the Geoff Driscoll Trophy (a trophy donated by *Vivaldi Fore* in memory of Geoff Driscoll, one of their owners) it is awarded to the skipper with the most first places in the twilight season and was won this year by Kylie Twible's *Yvonne* in her first twilight season with us.

Tony Brown of *Ariel* fame has donated one dozen bottles of wine to each twilight division for a few years now. The award is named after Tony's late wife and are referred to as the Sally awards. This is a participation prize and goes to the vessels that participated in the most twilight races in each division. This season the wines went to *Clewless?* in Division 1, while Division 2 was shared between *Vivaldi Fore* and *Ping* and Division 3 was won by *Ariel* but shared between their crew and those of *Cherub* and *Camilla* who tied for second place.

Some of the allure went out of officialdom when we were obliged to replace the Winchester with a horn, but each season we manage to put volunteers aboard the *Captain Amora* thus allowing us to race. On behalf of all at the Amateurs our most sincere gratitude is extended to our starting teams.

Our starters this season on Fridays were Maz Kivi, John Jeremy, Gary Donovan, Alice Murphy, Chris Arnold, Mike Skippington, Dennis Wood, Michael Cranitch, Graeme Robinson, Charles Maclurcan and Michael Davies. On Saturdays the starters included Mike Warner, Tony Clarkson, Tony Barry, Bernadette Kerrigan and Geraldine Wilkes while on Sundays John Jeremy, Charles Maclurcan and Gary Parsons fired the horn.

The work of David Pryke in his first very busy season as Racing Secretary has been excellent and Alice Murphy remains a phenomenal Club Captain. Karen Ewels in the office is the only reason we end up



with food and drink at the Club and Sophie Tong makes sure we all pay our fair share.

April 2023

Not only has the Board avoided incarceration during the season, they have been active in many areas ranging from finances, member acquisition and retention and infrastructure. We are of course not immune from economic pressures but most will agree that where discretion may be applied to a dependent's nourishment, education or cladding, sailing with the Amateurs is an essential. See you on 6 May for the first winter race.

Sean Kelly



Photo John Jeremy

Double Dutch (5719), Shearwater (A46) and Delinquent (A101) approaching the finish during the Friday twilight race on 10 February



Photos John Jeremy

Ariel secured at the pontoon as Jim Paskalis delivers sailors in *Jack Millard*



Paella night at the Club is always popular and this year was no exception



Charles Maclurcan and Chris Manion with Alex Curtain and Ross Littlewood of *As You Do*

Ready for a great evening — the crew of *Shambles*



The team from The Roo Brothers produced magnificent paella

The *Double Dutch* crew at the end of one of the long tables in the Club





Happy faces in the clubhouse....

....on the wharf...



....and in the boatshed



To round out the evening the weather provided a show in the clouds

TO HOBART ABOARD KIALOA II

April 2023

Readers may recall Herschel Smith's article in the February edition of *SASC News* — a tale of four gentlemen on a gentleman's cruise to Lord Howe Island for the 20th BBQ last November. I won't recount much of that return voyage except to say that if you had asked me at the 11th hour (out of a total of 36 hours spent lying ahull in a confused Tasman) if I was interested in going offshore again in 2022, the answer would have been an emphatic **no**.

However, spending six days aboard *Double Dutch* beating/floating into a westerly must have unfortunately stirred the deep masochistic pull of offshore sailing and only seven days later I found myself suited up with the opportunity to race with *Kialoa II* to Cabbage Tree Island. What followed was champagne sailing. Coming out of Sydney Harbour under the full wardrobe (reaching conditions with the jib, staysail, main, mizzen staysail and mizzen main), followed by a lightning fast reach all the way to Cabbage Tree and back with no swell and clear skies. This offshore business is easy! Somewhere off Terrigal I was also provided an opportunity (at the expense of a patient) to flex my day job in the Emergency Department and put six stitches in the navigator's leg. A ride to Hobart was offered in lieu of remuneration.

Kialoa II is a true beauty, initially designed as a sloop in 1963 by

Photo John Jeremy

by
Tim Manion

Kialoa II sailing
in the Sydney-
Hobart Classics
Regatta last
December



Sparkman & Stephens for the American yachtsman Jim Kilroy as a part of the decade's long *Kialoa* program. A defining feature of *Kialoa II* was her aluminium construction, a significant step away from the typically wooden construction of her rivals at the time. At 73 ft long, she was one of the first purpose-built ocean racing maxis and toured the globe winning most major ocean races at least once, the most notable of these was perhaps the 1965 Transpac line honours in nine days and 19 hours. After being converted in 1968 to her current yawl configuration, she came to Australia for a single Sydney to Hobart start — a reportedly gruelling upwind race in 1971, taking line honours in three days, 12 hours and 46 minutes.

Jim Kilroy donated *Kialoa II* to the US Coast Guard in 1973 as he moved his attention towards *Kialoa III* (the yacht that went on to set the Hobart speed record which stood for 21 years). *Kialoa II* remained a training vessel until 1978 when she was sold to private owners and maintained as a cruising vessel for close to 40 years.

Her current owners, Paddy and Keith Broughton, bought the yacht in Europe in 2016 with a plan to return her to former racing glory and compete in the classic ocean races as she did under Kilroy. This included maintaining systems as close to original as possible with only two concessions — modern instruments and modern sail technology. They have done a truly incredible job with what was essentially a complete refurbishment of the standing and running rigging, and have since completed the Fastnet, Transpac, and multiple Sydney to Hobarts — beating Kilroy's time of three days 12 hours on each occasion.

The author on the winches before the start of the Rolex Sydney to Hobart yacht race

Photo John Jeremy



And so, after some further racing in the Sydney to Hobart Classic Yacht Regatta and a few extra training days thrown in, it comes to Boxing Day. A stunning Sydney day with a moderate NE sea breeze and sun for the flotilla of spectators. After an exhausting beat up out of the harbour for us winch monkeys (yes that original technology includes 60-year-old coffee grinders connected to the primaries via a horizontally-laid bike chain — not the most efficient) it was time to pop the kite and rip down the coast. Things remained fairly uneventful for the following 36 hours, as the northerlies continued to build down past Gabo and into the paddock.

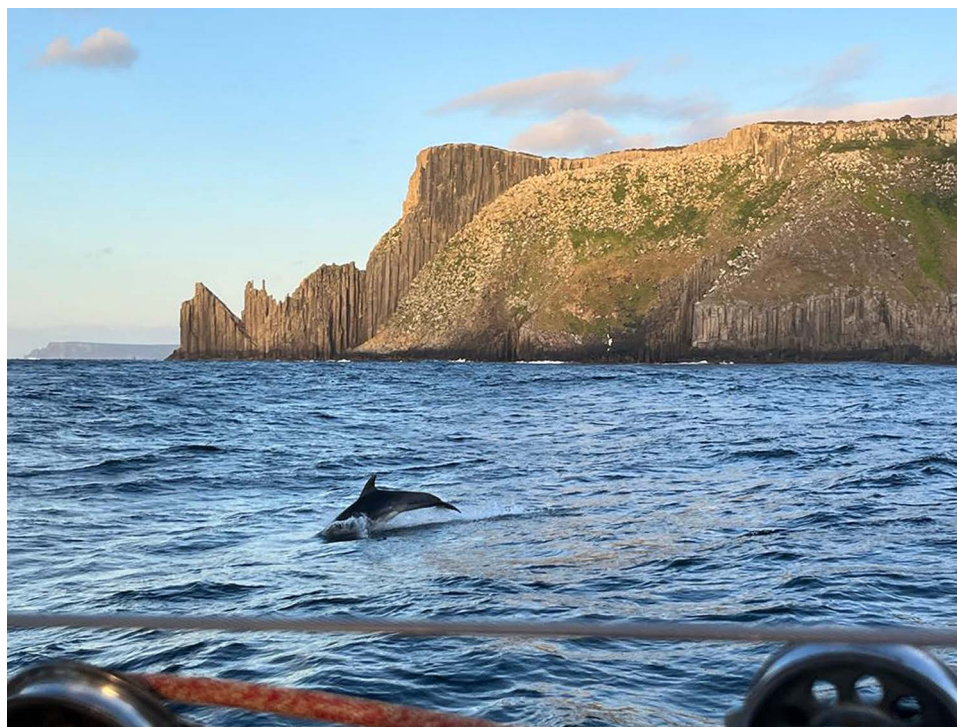
What followed was some exciting downwind sailing. With wind speeds of up to 45 knots from behind, simple manoeuvres became all 18 hands on deck and up to 45 minutes of planning and execution just to safely gybe the 45-ton bucking bronco. As seas picked up through Bass Strait a number of helmsmen began to set new boat speed records for *Kialoa II* (previously at 17 knots) — much to the chagrin of the off-watch owner Paddy. Adding to Paddy's woes was the third (!) blocked head of the race, which, to his utter credit, was immediately addressed with none of the cursing or carry-on that it probably deserved.

This was all soon to change on the following watch. Unsatisfied with boat speeds of 20 to 21 knots, (given the new record is set at 21.7 knots) the skipper lines himself up and holds on with white knuckles as *Kialoa II* charges down a wave. 23 knots! With a poled-out yankee and a reefed main! The crew rejoices.

Storm Bay jib repairs with Cape Raoul in the background

Photo Tim Manion





Rounding Tasman
Island at dawn

With the northerly carrying us across the strait, all attention was on how to address the southerly change expected on the NE coast of Tasmania. Unfortunately for *Kialoa II* this meant a big soft patch and around two hours of searching for breeze on the afternoon of the 28th. As the front pushed through we didn't have to look any further as we entered a long night of upwind slogging. There was plenty of work to do in a breeze that was shifting between 20 to high-30 knots on the nose — leading to calls of reef-in, reef-out, reef-in, second reef-in, second reef-out, both reefs out, one reef back in... and so on.

All was forgotten by morning as we were treated to a dawn rounding of Tasman Island, abating winds, a couple of dolphins and maybe even a Bloody Mary (courtesy of the cook Dani Blackmore who kept the entire crew satiated and hydrated throughout). A frustrating morning through Storm Bay was punctuated by some urgent repairs to the new No.1 off Cape Raoul.

Finally rounding the Iron Pot in the early afternoon, we were able to pop the kite and scream up the Derwent on a great fun shy reach. As we approached John Garrow Light it became apparent we may have bitten off a little more than *Kialoa II* could chew. With the E/NE winds taking us further left, Keith Broughton on the helm pushed the boat to its absolute limit with serious concerns about the safety of the kite and the



Photo Salty Dingo

rigging being shared amongst the bow team. Adding to the excitement was the media boat and a number of spectators in close proximity.

With some great steering aided by expert trim from Chris Harmsen, the rounding was made and *Kialoa II* was home and hosed. A 4 pm finish not only meant a new course record for *Kialoa II* of three days, three hours and 15 minutes, but also a primetime drive-by of the Taste of Tasmania festival. The reception in Hobart is legendary and we were not disappointed.

Nothing much happened over the next few days in Hobart... There was a quiet crew lunch at Shippies with a few awards — the Rolex tie going to the Most-Valuable-Player Sandy McWilliams, and the presentation of the preventer pad eye that was ripped out the boom in a certain unintended manoeuvre going to helmsman Rowdy McCullum.

Another highlight was sharing our arm of the marina with the gaff-rigged beauty *Maluka*, skippered by Peter Langman to a division win, and another classic S&S 34 *Azzurro* with Shane Kearns and crew. It was also particularly special to be alongside *Currawong*, the Currawong 30 sailed

A shy reach at the limit to make it around John Gar-row Light

Crew lunch at the legendary Shipwrights Arms Hotel



two-handed by Kathy Veel and Bridget Canham into Constitution Dock as the midnight fireworks exploded overhead.

On 1 January we were joined by SASC Rear Commodore Chris Manion who joined us for the return delivery which departed on the 2nd. A skeleton crew of eight left at mid-morning, and it soon became apparent that our idyllic delivery of sightseeing and paddle-boarding was not to be. A window of three days in which to beat some heavy weather meant that we were racing back to home in Pittwater. Without dropping anchor, we came home in style under storm gear which went up somewhere off Gerringong, and settled the helm down to allow us to smoothly come around Barrenjoey Head in just over three and a half days.

Kialoa II is certainly a yacht put together by the efforts of its crew. Special mention must go to the legendary Lindsay May, prolonging his record for the most consecutive Hobarts which now stands at 49. Aside from those mentioned throughout the article, special effort was put into safety by Genevieve White, and into preparing the boat by Ian Goldsworthy and Andrew Cutler. The crew was rounded out by the expert bow-team of Jeff Beaton, Richie Snow and Paul Runyan, trimmer Dave Cummins, and my three fellow grinders — the brothers Mallee, Aero

The return delivery with the author on the helm, crew member Aero Leplastrier and SASC Rear Commodore Chris Manion



and Ek Leplastrier-Lambert. Most thanks, of course, go to owners Paddy and Keith Broughton, and the effort of Mel Broughton in wrangling 18 crewmembers and spearheading the preparation/shore team of a big crew.

By the time this article goes to print *Kialoa II* will hopefully be in Antigua racing in the Classic Yacht Regatta, halfway back to the UK to compete in this year's 50th Fastnet. It is unknown when she'll be back to Australian shores, if ever, leaving a bittersweet taste for this historic yacht's second wind as a racing machine.



THE CAPSIZED TUG — A POSTSCRIPT

April 2023

In my article *Nature or Nurture?* (SASC News February 2023) I mentioned the sinking of a steam tug in Swansea docks. I've since found an account of the accident in *Swansea in the 1950s*, by Geoff Brookes (Amberley Publishing, 2015). Geoff writes "There was an accident in the Kings Dock in May 1954 when the tug *Harrington* sank and two men drowned. They were Chief Engineer Frank Williams, and Second Engineer Archie Kane, a father of nine children. They recovered the body of Frank but Archie was thought to be in the engine room and the entrance was too small for a diver in a large suit and helmet. Four other members of the crew were rescued."

The tug's name led me to a website about the tugs on the River Tyne (www.tynetugs.co.uk/harrington1903.html).

She was built at South Shields, but moved to Swansea in 1938. The notes say "14/05/1954: Pulled over and sank at Swansea, whilst stern tug on (the tanker) *Stanmore*. Two of the crew died. She was subsequently raised, repaired and returned to service. 1959: Broken up by TW Ward Ltd at Briton Ferry" (the yard in the river Neath). The photo (courtesy of Alan Hughes) shows her being raised in Kings Dock. The date means that I was only nine years old at the time. I think she may have been moved to a graving dock after being raised, and that was where I saw her.

by
David Jones

Raising the tug
Harrington in
Kings Dock





Photos John Jeremy

The weather was perfect for a harbour spectacle on Australia Day this year. *James Craig* and *Duyfken* made a fine sight during the usual Tall Ships Race, dwarfing *Eventide* (A38)



The Flagship of the 187th Australia Day Regatta was HMAS Sydney



Shambles heading for the Regatta starting area off Double Bay



Gaffers aplenty at the start of Classic Division 2 Non-spinnaker



Modern yachts made a fine sight at the start of Division 1



Etrenne (A8) crossed clear ahead of these Division 1 yachts as they headed for the first mark

MEMORIES OF NICK

April 2023

Nick Cassim, our oldest active member, passed away in late January. Nick was interviewed last year by David Salter for the 150th anniversary 'Reflections' project. Here are some excerpts which give an insight into the distinctive character of this much-loved SASC stalwart.

“My parents were Greek speaking. Dad came here in 1910 as a boy of 10. He was on a ship for six weeks by himself — couldn’t speak English — with a little sign around his neck with his name on it. At the age of 23 he wrote a screenplay that he sent to Paramount, and they knocked it back.

“When I left school in 1947 I became an articled clerk. I was lucky to get articled to a Greek firm. I was on 7/6 a week. I really wanted to be — of all things — a journalist and a playwright. Anyhow, I finished my articles and became a bushwalker. I ended up walking all over the Blue Mountains and down the South Coast. I was admitted as a lawyer in 1952, started to practice in 1953.

“My social circle was very strong among the Greek kids growing up. We formed a club called the Olympic Club — a sporting and social club. We played in a cricket competition in Centennial Park. I got very friendly with Bill Psaltis. I go back with Bill god knows how long. Billy was then sailing. He had an 8 metre. I got very keen on sailing with him.

“A friend said he was moving out of his flat and said he had an old VJ. He said ‘Do you want it?’ So he gave me this VJ. This one wasn’t plywood — it was planked, and painted inside with pitch. Anyhow, with a friend of mine, without knowing anything about sailing, we took it down to where Middle Harbour Yacht Club is now. We got in the thing

Lolita with Nick Cassim on the helm, 1 March 2020

Photo John Jeremy



and off we went — it was a very light day — we got about half way into the stream and the thing sank! That was my introduction to sailing.

“I looked up in the paper and found another VJ for sale for 25 quid. I got that, and believe it or not it leaked like a sieve as well! We were out off Grotto Point and the whole thing filled with water. It looked like a long swim home but fortunately we were towed in by a motor-boat. I needed to learn to sail properly. Bill Psaltis was the accountant for the Sydney Amateur Sailing Club and he talked me into joining the club. That was before the club had a clubhouse. If I may make the bold statement, there wouldn’t be a clubhouse except for me.

“I used to see *Lolita* in front of the CYC. She had a broken stump of a wooden mast. We’d heard the story of how she’d done the roll in the Hobart. Nobody wanted her. The story was that she’d been wracked when she went over. The skipper was a bloke called Bob Young. He used to tell the story at the club every night. So anyway, one time he started telling me the story for the hundredth time. So I sat and listened, and he told me some of the fine detail, which was quite interesting. I asked him ‘But wasn’t she wracked?’ and he said, ‘No, the bloody boat’s as good as new!’

“So I went and had a look at her. She wasn’t screwed, she was nail clenched — a lot of old shippies say that’s the best method. She’s made of 35-foot lengths of Huon Pine. No butt joints at all. So we bought the boat. Still doesn’t leak.

“When I became Commodore in 1963 I wanted to be the first Amateurs commodore to win the Hobart race. Those days there was an engineer working beside the CYC. Before the race I wanted a new rudder assembly for the boat, which he did.

“Second night out we’re off Green Point, just about ready to jump into Bass Strait. Very hard Southerly blowing. I was down below and the helmsman says, ‘Skipper, I’ve got no steerage!’ So we ran up the coast, steering with sails only and the breeze slowly went round to the East, Nor’ east until we got to Ulladulla. There was no Co-op there at the time — just a long sloping beach. So we swam a guy out with the anchor, swam it ashore. As the tide came in there she is, high and dry. We managed to pull the rudder assembly apart. Guess what? They’d forgotten to put the key in the keyway! So we found a big bolt, filed it down to make a key, hauled ourselves off and started to race again.

“The Amateurs means everything to me. It’s the cornerstone of my life. It’s got a unique quality about it that’s not apparent in any other club. It has all the features of camaraderie and that sort of thing that you don’t get in modern yacht clubs — even the CYC. You go to these clubs and you mix with the crew on your boat and maybe one or two others. But look what happens when you go down there at the Amateurs!”





Photos John Jeremy

On 5 February the SASC conducted a rally for Metre-type yachts.
Tanami, *Scarlet O'Hara* and *Eudoria* shortly after the start



Peter Chapman's *Maybe XI* about to cross the finish line



Josephine finishing on a perfect Sydney day



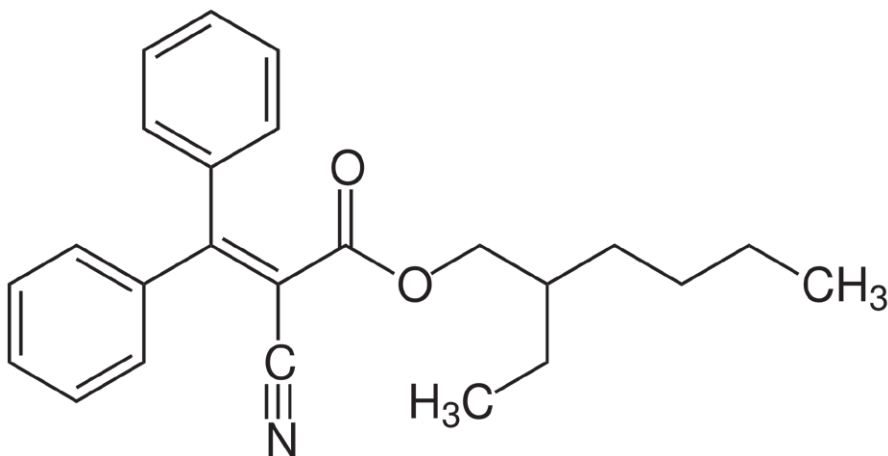
Rally winner *Tanami* looking absolutely perfect alongside the pontoon

by
Stuart Anderson

Where would a sailor be without that great Australian invention, the chemically-based sunscreen? With the Sun beating down and reflecting back off the boat and the surface of the water any exposed skin has a very high risk of Sun damage. The average person starts to burn within as little of 10 minutes of Sun exposure. Sunlight, made up photons, is particularly damaging when the photon wavelength is between 280–400 nanometres (nm). These are called ultra violet (UV) rays since the photons are below the violet end of the visible light spectrum (380–750 nm). These photons carry energy and will penetrate up to 0.2 mm into the skin to cause sun burn and eventually alter our DNA, resulting in photoageing, immune suppression and skin cancer.

Mineral-based sunscreen have been used since before the ancient Egyptians were building pyramids and these days contain zinc oxide and/or titanium oxide. They work to reflect and scatter the damaging rays from the Sun. Their main drawback is that, being topical, they need to be applied quite thickly and are relatively easy to wipe off.

Chemically-based sunscreen, invented in 1932 by Australian chemist Milton Blake, is absorbed into the skin and converts harmful Sun-rays into heat that is then able to dissipate into the skin. One widespread protecting chemical is Octocrylene ($C_{24}H_{27}NO_2$), see sketch below, a clear, colourless, viscous, oily liquid organic compound. The right-hand part of the molecule absorbs a broad spectrum of damaging UV rays with wavelengths from 290 to 360 nm. This type of UV filter is also commonly used in plastics to limit Sun damage.



The Octocrylene molecule

Being oil-based, the UV blocking active ingredients do not readily mix with water. To make a water-based sunscreen emulsion, the oil-based ingredients have to be slowly added to a soap-like compound in water under intense mixing. The process is a little like making mayonnaise which is made by adding oil to an egg and water mix. A typical formulation of sunscreen is in the table below.

Amount	Ingredient	Purpose
70%	Water	Diluting agent that helps to spread the active ingredients in a thin (e.g. 20 micron) even coating over the skin.
5%	Surfactant	A soap-like compound that allows the oil-based ingredients to be mixed into a water-based formulation.
15%	Octocrylene, Homosalate, Octyl-Salicylate, Avobenzone	A mix of several ultra violet filters that block photons that have a wavelength of between 280-400 nm and are oil-based.
2%	Silicone oil	Provides a smooth feeling on the skin, controls evaporation and flow.
5%	Silicone or acrylic polymer	Film formation on the skin and to provide water repellency so the sunscreen resists washing off.
1%	Thickener	Keeps the mix in suspension and makes a creamy viscosity.
1%	Preservative	Stops the formation of mould and bacteria.
0.5%	pH additive	Balances the pH of the formulation to similar to that of the skin.
0.5%	Fragrance	Pleasant perfume smell.

In accordance with Australian Standard 2604:2012, a high-protection sunscreen will be labelled SPF 50. This SPF, sun protection factor, is a measure of the amount of sun damaging UV rays that reach the skin. SPF 50 means that if it takes 10 minutes for skin to start to burn, i.e. the skin becomes red, then with sunscreen it will take 500 minutes for skin to start to burn with that sunscreen applied.

On the negative side of sunscreen, in 2018 the Republic of Palau banned the use of Octocrylene and other sunscreen ingredients on the basis that they are reef-toxic. There is also some concern that this particular chemical might degrade over time into the harmful compound benzophenone. However, most experts agree that the benefits of using a sunscreen far outweigh the potential harms. Sunscreen is also on the list of the portable supplies that must be carried on a yacht to achieve a Category 7 Australian Sailing safety certificate.



THE SEASON DRAWS TO A CLOSE

April 2023



Photos Geraldine Wilkes

The last Saturday pointscore race was held on 25 March.
This is the start of the Cruiser Racer Division



Amity, a competitor in the Cruiser Racer Division, suffered an unfortunate gear failure and had to retire



XC3SS approaching the finish in the light easterly breeze



Centaurus was one of four starters in the Cavalier 28 Division



Hoana was the winner of the final race for the Classics



Roger That about to finish. She sailed in the Super 30 Division

After an absence of some weeks it was good to see Commodore Sean Kelly's *Lonely* out sailing again

Many more of Geraldine's photos can be found on the SASC Facebook page



Photo Alice Murphy

The happy crew of *Lonely* after winning the Kelly Cup during the Club Championship on 1 April



Photos John Jeremy

Camilla (4670) and *Sanuk* (A88) had the line to themselves
for the Division 3 start on Friday 10 February



Shearwater (A46), *Andiamo* (7163), *Ping* (6571) and *Delinquent* (A101)
at the start of Division 2 on 10 February



Flying Brandy, Tula and Cloud IX after the start of Division 1 on 10 February



Up-N-Adam and Double Dutch at the Division 1 start



Hotspur² and Samphire starting in the Sunday Non-spinnaker race on 26 February



*The happy crew of *Clewless?* at the finish on Sunday 26 February*



Trixie at the finish on Sunday 26 February



Cherub leading L'Oubli to the finish line



Photos John Jeremy

The Bob Brown Trophy Race to Pittwater at Easter has been an important part of the Club's program for many years. This photo, taken on Good Friday 1985, shows Charles Maclurcan's *Qui Vive* rafted alongside Vice Commodore David Willis' *Innisfree*

Sailing to
Pittwater on a
silver sea during
the Bob Brown
Trophy Race
1985 — *Sisu*,
sailed by then
Club Secretary
Denis Williams



**THANK YOU
MAC MARINE**

Mac Marine are generously providing a work boat for use as a tender at Coasters Retreat on Friday 7 April after the Bob Brown Trophy Race

A photograph of a man wearing a cap and gloves, working on a boat hull with a spray gun. The image is overlaid with the Mac Marine Group logo and text.

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NEW MEMBERS

April 2023

We welcome the following new members:

Andrew Case	Benjamin Dodd
Alexander Godfrey	Helen Impey
Margaret Keen	Marie Morey
Sinead O'Neill	Roberto Padoan
Geoff Summerhayes	Bradley Tulloch

SASC SHOP

Subject to availability — Stock is very limited but will soon be replenished — Check with the Office

SASC Branded Merchandise

Racing 'A' Flag	\$27.00
Burgee (Medium – 30 cm x 54 cm)	\$41.00
Club Tie	\$25.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve) — white and navy in limited sizes	\$75.00
Polo Shirt Quick Dry (long sleeve) — white and navy in limited sizes	\$60.00
T-shirt — Anniversary and Gaffers in limited sizes	\$30.00
Stubbie Holder	\$75.00

TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

TENDER DRIVERS NEED A BREAK TOO

On some days the demands on the duty tender driver never slacken. They need a break just like everyone else, so please avoid calling them between 1245 and 1315 so they can grab some lunch.

NEWSLETTER DEADLINE

The next *SASC News* will be the June 2023 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 May 2023. Contributions can be in hard copy or sent by email. Photographs are very welcome.



Clewless?, *Cloud IX*, *Tula* and *Flying Brandy* all trying to occupy the same bit of water during a Friday Twilight Race
(Photo John Jeremy)

