



# SASC NEWS

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

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**December 2023**

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A close finish for  
*Le Mistral* (7208)  
and *Daydream*  
(A120) on Sunday  
15 October  
(Photo John Jeremy)

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# COMING EVENTS

December 2023

## FRIDAY 12 JANUARY 2024

First Friday Twilight race for 2024

## SATURDAY 13 JANUARY 2024

Pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28s

## SUNDAY 14 JANUARY 2024

Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

## SATURDAY 20 JANUARY 2024

Pointscore race for Classic and Mixed Fleet Divisions. Sheep Station Series Race 3 and Commodore's Cup Race 4

## FRIDAY 26 JANUARY 2024

188th Australia Day Regatta

## SATURDAY 27 JANUARY 2024

Pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28s. Around Islands Teapot Trophy race for Super 30s and Codock Trophy for Cruiser Racer Division

## SATURDAY 3 FEBRUARY 2024

Pointscore race for Classic and Mixed Fleet Divisions. Sheep Station Series Race 4

## SUNDAY 4 FEBRUARY 2024

Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

## SATURDAY 10 FEBRUARY 2024

Pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28s

## SUNDAY 11 FEBRUARY 2024

RANSA Regatta

## SATURDAY 17 FEBRUARY 2024

Pointscore race for Classic and Mixed Fleet Divisions. Commodore's Cup Race 5

## SUNDAY 18 FEBRUARY 2024

Metre Boat Rally

## SATURDAY 24 FEBRUARY 2024

Pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28s

### **NEED THE TENDER?**

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



## SIGNALS FROM THE COMMODORE

Over the last 50 years the Amateurs has often been thought of as a “men’s shed”—with the older blokes working on their boats, or on the clubhouse, and enjoying a beer or two. Not to say there weren’t skilled female sailors around, it’s just they escaped the attention of the blokes who were too busy with all the things they had to do! As our society increasingly celebrates women’s participation in all sports, so too we see more women involved in sailing at the Club. I think the “Amateurs” is a better club and we are better sailors for this change, and we can happily say it is a “shed for all of us”.

Women have always played a great part in the life of the Amateurs, for the first 100 years this was in support of their families who grew up around the Club. In the early 1900s women demanded boats have cabins and a whole new life of family cruising opened up. Our women’s membership has increased from just 3% in 2015 to approximately 17% this year. Australian Sailing reported in their national club’s survey that women’s participation is currently at 32% and they have set a target of 50% for 2030.

For many years several of our yachts have had mixed crews, we now see more women skippers regularly starting in races. Last month we held our first twilight race with a women’s helm division in which 15 yachts competed. The prizes went to Leatitia Roo steering *Camilla* in first place, with Vanessa Dudley in *Par Avion* second and Susan Hardy in *Clewless?* in third place. Notably, Sarah Scott, in her first race helming, came fifth in *Cherub*. Elsewhere in this issue of the *News*, Kylie Twible (*Yvonne*) writes of further successes of Amateurs women racing at the RPEYC.

In the last few months the “Water Women” group sponsored two fascinating evenings at the clubhouse. The first linked our Club to an inspirational webinar by Australian Sailing’s “SheSails” group on leadership. We were introduced to two young women who are leaders of the engineer’s team developing the Kiwi’s America’s Cup yacht. Women will be racing in the next America’s Cup and generally stepping up in all areas of sailing.

The second was a talk by Bill Thompson (*Isabella*) on the first solo round-the-world sail by an Australian woman, his aunt Ann Gash from Pittwater. What made her trip even more fantastic was that she did it in a timber Folkboat and, for the most part, without an engine. She learnt navigation as she went, with a well-stocked library and rudimentary equipment.

As more women become involved at the Club, the directors are aware that new services might be offered to keep things interesting. Over the last six months a small group of members started a yoga class spending





an hour each Thursday evening stretching, breathing and listening to the wind and waves in the comfort of the clubhouse. Easily the most worthwhile thing I did for my body all year, improving my balance and enjoyment of sailing.

On behalf of the Board, I offer thanks to all our members — for your passion and participation and for your volunteering around the Club. It's been a big year, we have lost some wonderful members, we have gained some new members, we have held working bees, cruised to far off places and raced hard and with good spirit. Best wishes to you and your families for those few weeks off between sails.

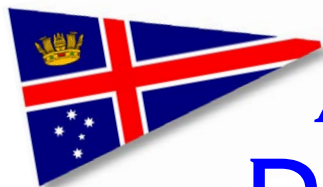
*Peter Scott*

Commodore



Photo John Jeremy

*Yvonne*, sailed by Kylie Twible, approaching the finish on Sunday 15 October



# 188TH AUSTRALIA DAY REGATTA



***The 188th Australia Day Regatta will be  
sailed on Friday 26 January 2024***

The Notice of Race is available at  
**[www.australiadayregatta.com.au](http://www.australiadayregatta.com.au)**  
and

**[www.sasc.com.au](http://www.sasc.com.au)**

*Proudly sponsored by*



# SEASONS GREETINGS

**THE COMMODORE, FLAG  
OFFICERS AND DIRECTORS  
EXTEND THEIR BEST WISHES  
TO ALL MEMBERS FOR A HAPPY  
CHRISTMAS SEASON  
AND HAPPY AND REWARDING  
SAILING FOR 2024**

*BEST WISHES TO ALL OUR STAFF ON BEHALF  
OF ALL MEMBERS WITH THANKS FOR THEIR  
SUPPORT AND EFFORTS DURING 2023*

SEASONS GREETINGS FROM KAREN, SOPHIE  
AND DAVID (ADMIN AND RACING) ROD,  
ANDREW AND CURTIS (BOATSHED), PETER  
(CLUBHOUSE), AND ALL THE TENDER DRIVERS  
AND STARTING TEAMS



## IF THESE WALLS COULD...

by  
*John Brady*

For a stately old premise such as the Amateurs clubhouse, it's not unusual to consider "if these walls could speak". My current concern, however, is more that these walls can hear.

Discussion at the Membership Committee over recent weeks has broached many topics, one of which was a lament, from those who can remember different times, of the one-time tradition of the Idle Hour Race.

There was a time when it involved a firm rule that every boat towed a dinghy, that people would sail to and stay overnight off Store Beach, and that the beach itself would host a barbecue to remember (and in most cases a hangover to forget).

In the course of this conversation at Lord Salter's generous table one Saturday morning a few weeks ago, I recounted my teenage story of following the Idle Hour fleet in a 17ft Red Jacket trailer-sailer with my mum and dad.

The top batten was lost at the Gladesville Bridge, the mast came down (thankfully not lost but subsequently lashed to the deck) just short of the Harbour Bridge and the Honda four-stroke outboard spluttered along with a clear threat it was going to give up the ghost at any moment. We did make it to Store Beach albeit some hours behind our family friend, the late Brian Woods, who was a stalwart of the Amateurs.

The trip home the next day involved the Honda giving up the ghost just past the Heads and Brian towing us under sail back to Woodford Bay, only to find, as he engaged the engine in sight of the wharf, that the propeller had come adrift on his 29ft Vanderstadt, *Elaine*. We got there in the end (thanks to his seamanship) but it remains a trip to remember.

Recounting these events in the Club that Saturday morning, with Brian's name looking down on me from the Commodore's Board, was not meant to summon the ghosts of sailing adventures past but...

Coming back from a windy southerly that day I downed sail in the south-western 'hook' of Mosman Bay with the engine running (an achievement in itself for the owner of one of the world's most troublesome Bukhs) only to find that as the sail dropped and the revs nudged up ... the boat went nowhere (a morning dip the following day would diagnose the propeller had in fact come off).

With only a third of sail still showing and very little liquid real estate to play with, I headed back towards the last line of moored yachts and the bay, only to find no momentum and the inevitable risk of drifting back onto a rocky shore line.

A last-minute heart-in-the-mouth jibe towards the rocks picked up just enough wind power to get out between the moorings and, with it,



a lasting nightmare about how close a bow can come to the shoreline without touching.

Thanks to tender driver extraordinaire James who stayed close by and ultimately helped me back onto the mooring, and to Tony Cousins in *Nancy K* for their efforts that day.

Having entertained the dock (not the for the first time in my life with such failure) I recalled the advice Brian (an extremely competent yachtsman) had once given me. It was essentially that no matter how bad you think you have done, don't think you are that clever that you have invented something new — that's sailing.

So too is finding new ways of getting together on the water. The Membership Committee is looking at ways of helping people get value out of the Club, retaining our membership base and growing it into the future.

To get back to where this started, with the Idle Hour having come and gone for 2023, if you have any suggestions about how it could look in years to come, or about the ways the Club can grow its value to members either on the water or off, feel free to send an email: [John@johnkbrady.com](mailto:John@johnkbrady.com).

Photo Geraldine Wilkes

December 2023

John Brady's  
*Wind Shadow*  
finishing on 7  
October



## LETTER TO THE EDITOR

Sir,

I was interested to read David Salter's *Letter to the Editor* in *SASC News* (October 2023, p16). Although it is so much more elegant to be able to glide to a stop at the buoy, when that ambition is thwarted, for whatever reason, using the engine has its uses. However, planning a more rapid approach which entails a serious burst of "astern" comes with its own risks.

The photograph shows the bow of the PS *Waverley* (the World's last remaining sea-going paddle steamer) after colliding head-on with the ramp at Brodick Pier (Isle of Arran). The MIAB report concluded: "On the afternoon of 3 September 2020, the paddle steamer *Waverley* made contact with the pier while berthing at Brodick. In the final stages of the approach there was a delay in response when astern thrust was requested. Although the paddle wheels started going astern, this could not prevent *Waverley* overrunning the intended berth and making contact with the concrete pier ahead. As a result of the accident, 24 passengers and crew were injured and the stem of the vessel was damaged above the waterline."

So we now have three ways of coming to a stop; in order of increasing ease and decreasing elegance — glide, full astern, and crash.

*David Jones*

PS *Waverley* after  
the collision





*Inspired by recent learned papers published in the SASC News on the science of boat-handling and sailing, David Salter was pleased to contribute this short treatise on another crucial aspect of our sport.*

As Sir Isaac Newton, the inventor of differential calculus, so memorably once said: “For every action there is an equal and opposite reaction from your spouse or partner” [*Newton’s Fourth Law of Interpersonal Dynamics*]. This aspect of physics has a direct relevance to time spent in recreational sailing [ST]. Participation is usually only possible in return for a balancing quantum of consenting sentiment from the non-participating spouse or partner. Scientists measure this value in units known as Brownie Points [BP].

The principle is easily understood. An afternoon spent away from the family home sailing with mates is enabled by the prior accumulation of a modest sum of BPs (earned by, *say*, doing the washing up, cleaning out gutters or oiling a stiff gate). More substantial outings such as a two-day regatta require a proportionately greater number of BPs. These are gained by such traditional initiatives as taking the spouse or partner out for a three-course dinner or an extravagant bunch of flowers.

There is, however, a significant qualifying factor. The relationship

between approved sailing time and BPs cannot be assumed as a fixed equivalence. Brownie Points lose their value over time. What might have seemed like a hard earned 'leave pass' will begin to evaporate if left unused for more than a week. This characteristic diminution is expressed in the following simple formula:

$$ST = \frac{BP}{Time}$$

If we then apply Einstein's principle of relativity it becomes obvious that Brownie Points can soon dwindle to vanishing point well before infinity (and with the consequent spectre of rapidly mounting moral indebtedness to the spouse or partner).

At the opposite end of the spectrum, extended sailing absences for major events such as the Hamilton Island Regatta or Sydney-Hobart Race demand a heightened level of BP. These range from first class flights to Europe and luxury accommodation in Portofino to a generous divorce settlement.

It would, however, be misleading to suggest that the exchange of BP for sailing time can be universally applied for a satisfactory outcome.

There are familial relationships in which a mutually agreed (but limited) weekly period spent on the water is enjoyed without expending a balancing reserve of Brownie Points. This becomes quite common in marriages of more than 50 years where the children no longer need to be driven to sport on Saturdays.

But equally there are partners and spouses who deny the validity of the BP-to-ST equation altogether. This can be problematic. When asked for his advice in finding a workable solution to the impasse the eminent theoretical mathematician and philosopher Sir Bertrand Russell told *Yachting World*, "Just go sailing, and sort it out later." Wise words indeed.

Meanwhile, we can confirm that Australian Sailing has prepared a detailed submission to the federal government urging them to fund further research into this important aspect of our sport. There is much still to learn.





# WOMEN ON WATER 2023

December 2023

This year's annual RPEYC Women on Water event was held on 24 September as a combined event with the SASC Sunday Non-spinnaker Series. The SASC was well represented with 13 boats participating across two divisions.

In Division 1 Suze Hardy on *Clewless?* took first place. *Yvonne* placed second and *Daydream* third.

In Division 2 Ruth Daniell helmed *Cherub* to win by an impressive margin and was also awarded the overall female helm trophy for the day. *Anitra V* placed third.

Many thanks to all the owners who generously lent their boats and to the RPEYC for running the event and warm post-race hospitality.

by  
Kylie Twible



Placegetters *Cherub* (above) and  
*Clewless?* (left)  
(Photos David Stenhouse RPEYC)

*Anitra V*'s lady skipper and crew  
celebrating 3rd place in the WOW  
Regatta at RPEYC





# THE ANTIDOTE

## *A 21st Century Sailor's Yarn*

by  
Martin  
van der Wal

‘Sparrowfart!’ — 19 May 1924. Charles Hayes walked into his boatshed hearing the clatter of timber on timber from the lean-to on one side. “Morning Mr Peel.” “Aye Mr Hayes” the other Charlie replied, as he examined a stack of rough-sawn Kauri. Planking stock was required. A City Stockbroker with a sailing reputation wanted a new yacht. The sweet scent of the Kauri filled their nostrils. Were they aware that all smells are particulate? Volatile molecules released from the fine honey-coloured sap lodged in olfactory receptors just millimetres away from the cerebral cortex. That sap had begun its journey skywards at about the time Saladin rode triumphantly into Jerusalem, that sap had held its breath as the forest shivered from Krakatoa’s shock wave. The tree had reached for the sun for over a thousand years. Now particles of this history wafted on the autumnal breeze and congealed in the seasoning timber. Hayes eyed each fitch expertly, no shakes or run-out grain here. Plenty to pick from for the full-length planks the well-heeled owner had commissioned for a hull thirty feet between perpendiculars. Over twenty-million years of evolution on Planet Earth had provided one of the best boat-building timbers money could buy. Critical eyes and sharp judgements will accompany her first races.

Cruiser-class rules stipulated that a comfortable interior must be supplied. “What have we got for the bunks, Peel?” “Expecting Redwood from California any day now!” Super-wide boards cut longitudinal from the vast girth of Jurassic giants. Queensland Coachwood for the cabin, a species stranded in Australia after the break-up of Gondwana. ‘Red Gold,’ for the interior from the now-vanished Cedar ecosystem which had graced the entire East Coast of Australia for millennia. Tough, resilient Spotted Gum for her steam-bent frames and structural timbers. The shapely basket of copper fastened sticks which, a year later, slipped into its element represented an organic core sample of at least a millennia of history. Her first starting Line in 1925 was set by volunteers of this same club flag she still races under today. But what a varied history she has had. Cruised across the Tasman to New Zealand in the Sixties. On her return she set off on a two-handed world circumnavigation. Homeward bound five years later she survived a Pacific cyclone. She has been wrecked, written off, and rebuilt twice by owners. Against all common sense, we simply refused to let her die. Boat builders, yacht designers, sail makers, dreamers and doers, all have successfully raced and cruised her, not one has let her slip away without regret.

Physicists tell us that matter is an illusion of solidified energy. My humble vessel is therefore a manifestation of all the energies gathered in her ancient structure. Solar, atmospheric, magnetic, sub-atomic, heat

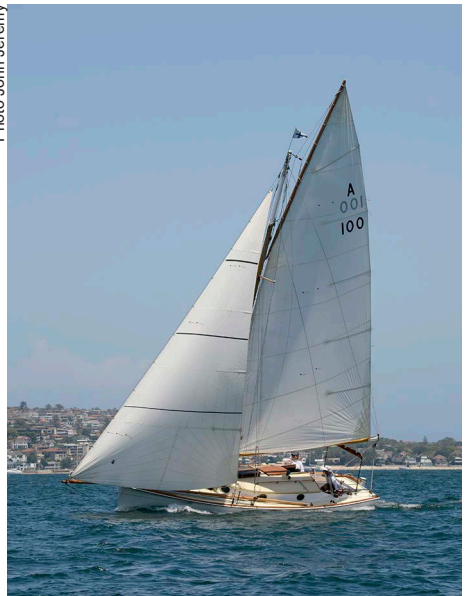
from the Earth's core and, finally, human energy which ended form in one life only to resurrect and use it in another. "Enough! Enough!" I hear you cry: "Clap a stopper on this Blavatskian babble!" I'm sorry! I agree with that wise old sailor Albert Einstein, who famously said that the world is divided into two types of people, those who think everything is miraculous; and those who think nothing is miraculous! What does a person of my temperament require in a world whose heartwood is being hollowed out by a Tereido worm of eco-distress? Just one example will see the Amazon reaching a likely tipping point, transforming a large part of this major lung of our planet into dry Savannah! Such a person requires an antidote.

What a paradox? My antidote is owning, restoring, and sailing a collation of timbers with at least a millennia of collective growth years in the grain; ripped from trees constituting now destroyed archaic forests. The Danish physicist philosopher Niels Bohr once said "How wonderful that we have met with a paradox. Now we have some hope of making progress." My romantic soul somehow believes vessels fashioned from living organisms are on some quantum level continuously absorbing the characters of their fellow travellers, all the while carrying forward the Qualia of an un-folding genesis dating back to the germination of seeds in ancient forests. In other words — she's alive!

*Hoana*, like most old wooden boats, has a tenuous monetary value. Humanity's notions of progress place little value on the thousand-year-old particles in her veins, even less on her vanished forest ancestry. However this priceless artefact responding to wind and wave beneath my feet has already seen off a few human generations. For thirty-eight years her tiller has been in my hand as I too journey towards inevitable decay under times relentless gaze. When that hand becomes too feeble to take her forward I can rest content knowing she will go ahead rejuvenated by the countless careful interdictions, major and minor undertaken under my stewardship. Let's hope coming generations will also prize the miraculous antidote to spiritual malaise resulting from the sensual pleasure of her paradoxical timbers giving a spritely toss of the head at the first hint of a zephyr then leaning into it with a warm chuckle as her resonating bow-wave leads the music. A defiant chant of wood, wind, and water, as she carries her way towards a hazy horizon.

(First published in *Classic Boat* magazine September 2022)

Photo John Jeremy



*Hoana*

by  
Stuart Anderson

When racing it is not uncommon for one yacht to just miss another, most likely at a crowded start line or around a sailing mark. If a collision does occur, just how large are the forces involved when one yacht hits another?

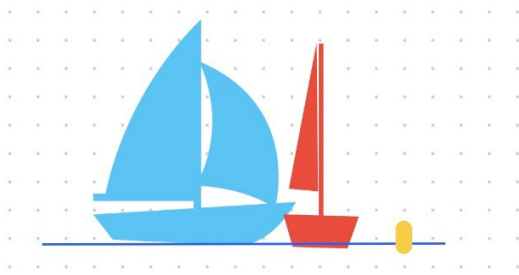


Figure 1. Blue yacht collides with red yacht amidships

To illustrate these forces, imagine that a 5800 kg yacht is traveling at 3.6 metres per second, approximately 7 knots, when it hits the middle of another yacht going around a racing mark. The yacht penetrates 150 mm into the other boat and comes to a complete stop and they stick together. To work out the forces involved it is useful to consider the conservation of energy, that is to say the energy before the crash is the same as it is after the collision. The kinetic energy of the yacht is the form of energy it possesses whilst it is moving before the collision.

$$\begin{aligned}\text{The kinetic energy before collision} &= \frac{1}{2} \times \text{mass} \times \text{velocity}^2 \\ &= \frac{1}{2} \times 5800 \text{ kg} \times (3.6 \text{ m/s})^2 \\ &= 37,584 \text{ Joules}\end{aligned}$$

Since energy is conserved, the kinetic energy of a moving object is also equal to the work energy the yacht can do as it is being brought to rest. In other words, all that moving energy that the yacht possessed before the crash is consumed whilst it moves through the slow-down distance of 150 mm.

$$\begin{aligned}\text{Work energy} &= \text{force} \times \text{slow-down distance} \\ \text{Rearranging, force} &= \text{Energy} / \text{slow-down distance} \\ &= 37,584 \text{ J} / 0.15 \text{ m} \\ &= 250,560 \text{ Newtons}\end{aligned}$$

To put this force into some perspective it is useful to look at the equivalent falling height of the yacht as if it were dropped. The kinetic energy of an object falling at the moment of impact is the mass  $\times$  acceleration due to gravity  $\times$  falling height.

$$\begin{aligned}\text{Energy} &= F_{\text{weight}} \times h_{\text{falling height}} \\ &= m \times a_{\text{gravity}} \times h_{\text{falling height}}\end{aligned}$$

If the dynamic energy from the fall is converted to impact work energy then:

$$\begin{aligned}F \times \text{slow down distance} &= m \times a_{\text{gravity}} \times h_{\text{falling height}} \\ F &= m \times a_{\text{gravity}} \times h_{\text{falling height}} / s\end{aligned}$$

Now,  $s = 0.15$  m, the slow-down distance. Rearranging,

$$\begin{aligned}h_{\text{falling height}} &= F \times s / m \times a_{\text{gravity}} \\ h_{\text{falling height}} &= 250,560 \text{ N} \times 0.15 \text{ m} / 5800 \text{ kg} \times 9.81 \text{ m/s}^2 \\ h_{\text{falling height}} &= 0.66 \text{ m}\end{aligned}$$

So the impact energy of the collision of the yachts is the same as if the yacht doing the ramming were dropped from a height of 0.66 metres.

To determine the effect of the collision on the crew it is worth remembering that the force, in Newtons (N), that an object exerts on another object is equal to the mass of the object times its acceleration. Acceleration is the object's change in speed over time. Objects involved in crashes quickly decelerate to a stop.

Force = mass  $\times$  acceleration

Rearranging, acceleration = force / mass

$$\begin{aligned}&= 250,560 \text{ N} / 5800 \text{ kg} \\ &= 43.2 \text{ m/s}^2\end{aligned}$$

By comparison the acceleration due to gravity is  $9.81 \text{ m/s}^2$  so crew who have a firm hold of the yacht at the time of impact will experience a G-force of 4.4 ( $43.2/9.81$ ). This is unpleasant but survivable. Since acceleration is change in velocity over time there is enough information to determine the time the collision takes.

$$\begin{aligned}\text{Force} &= \text{mass} \times \text{acceleration} \\ &= \text{mass} \times \text{velocity} / \text{time}\end{aligned}$$

Rearranging, time = mass  $\times$  velocity / force

$$\begin{aligned}&= 5800 \text{ kg} \times 3.6 \text{ m/s} / 250,560 \text{ N} \\ &= 0.083 \text{ seconds}\end{aligned}$$

The collision occurs in just 0.083 seconds. This is a very small amount of time considering that most people only have a reaction time of around 0.4 seconds. Any crew who are not firmly holding onto something at the time of impact will keep moving at the original yacht speed of  $3.6 \text{ m/s}$  until they are brought to an abrupt stop by colliding with the yacht itself. A 80 kg crew member whose shoulder hits the companionway and their body compresses 60 mm will experience the following force.

The kinetic energy before collision =  $\frac{1}{2} \times \text{mass} \times \text{velocity}^2$

$$= \frac{1}{2} \times 80 \text{ kg} \times (3.6 \text{ m/s})^2$$

$$= 518.4 \text{ Joules}$$

The kinetic energy of a moving object is also equal to the work energy the person can do while being brought to rest: force  $\times$  slow-down distance.

Work energy = force  $\times$  slow-down distance

Rearranging, force = Energy / slow down distance

$$= 518.4 \text{ J} / 0.06 \text{ m}$$

$$= 8,640 \text{ Newtons}$$

Force = mass  $\times$  acceleration

Rearranging, acceleration = force / mass

$$= 8,640 \text{ N} / 80 \text{ kg}$$

$$= 108 \text{ m/s/s}$$

In this case the crew member will experience a G-force of 11 (108/9.81). This is likely to cause an injury. It becomes particularly serious if the crew member, instead of impacting with a relatively soft shoulder, it is their head which hits first. The slow-down distance for their head would be tiny and consequently the G-force would much higher and possibly fatal.

The forces involved when two yachts and their crew collide are quite sobering, highlighting the first rule of racing, avoid a collision at all cost and, in particular, stay away from fast-moving big yachts!

## AFFORDABLE HOUSING

The rental crisis now seems to be affecting accommodation in Mosman Bay.

Boats on SASC moorings have become accustomed to hosting the odd seagull nest on the foredeck or stern. But the current shortage of vacant properties has now forced some gulls to extremes. These three nests, side by side, appeared beside the mainsheet traveller on *Mister Christian*.

*David Salter*

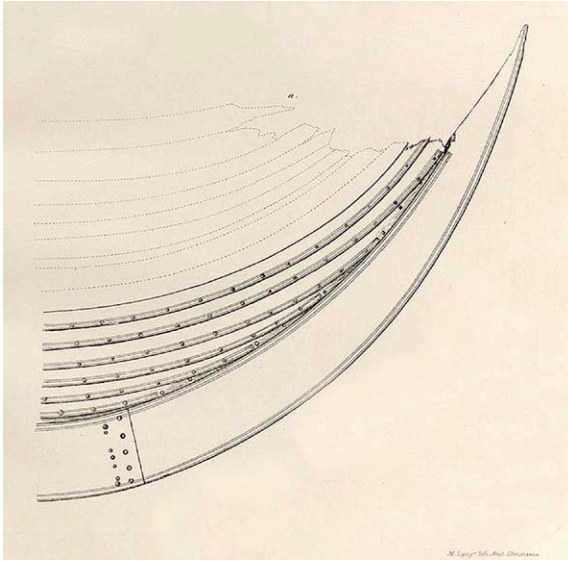


Mosman Bay  
housing crisis?



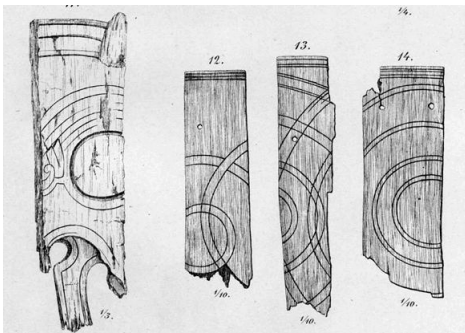
By

*Martin  
van der Wal*

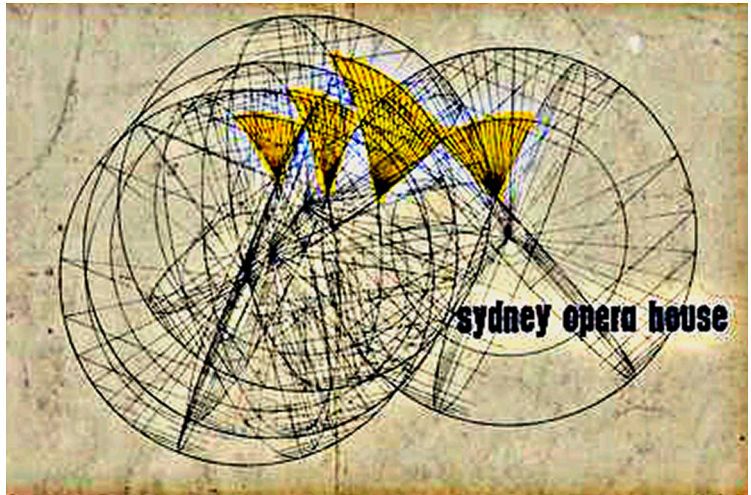


'The Gokstad Ship' Nicolaysen 1887

Jorn Utzon, a Danish architect/sailor with Viking origins, designed our most famous architectural form, the Sydney Opera House. Utzon's father, Aage Utzon was a naval engineer and the young Jorn grew up fascinated by the Danish boat-building workshops he frequented with his father. With a whole family of dedicated sailors, and his father famous for designing a distinct class of classic yachts developed from traditional hull forms, it should be no surprise that the ribs and shells of the Opera House share a strong geometric and functional connection with traditional Viking and Scandinavian boat forms. Utzon even named the load bearing beams as you drive under the steps after his father's ultimate sailboat design, the 'Sisu' beams. Aage Utzon's 'Sisu' design was of the Spidsgatter type he made famous. The upright prows have curved over our harbour for fifty years like a stack of dinghies half buried in their Mayan rock shelf.

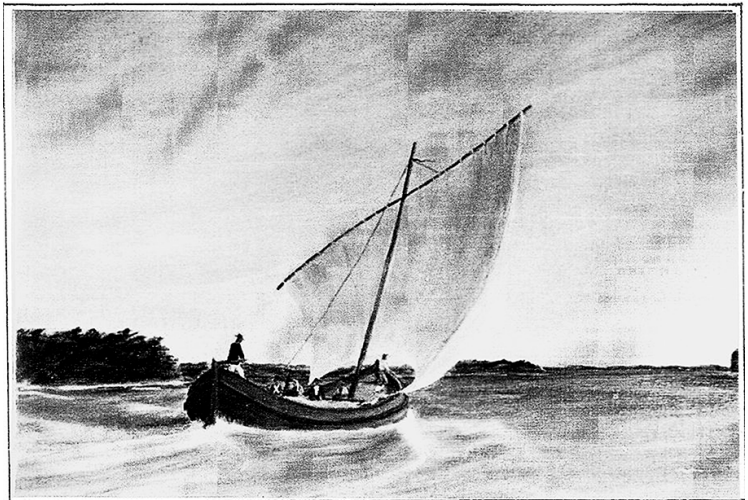


Fragments of vessels bottom boards —  
original Gokstad ship — Nicolaysen 1887



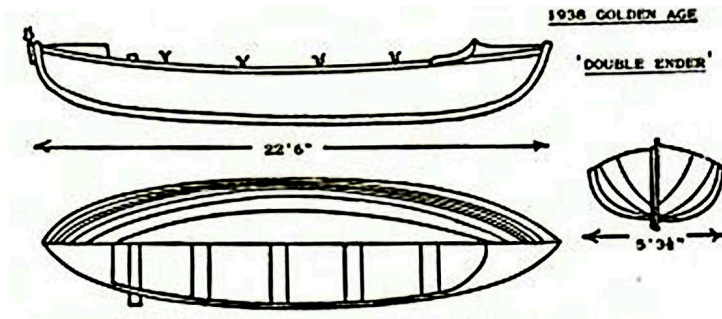
Sydney Opera House — generation of the shells — Jorn Utzon

But the Opera House with its Scandinavian roots did not arrive as an alien art form. The Rosehill Packet, the first boat ever built in the new colony of New South Wales was a distinctively double-ended generic Baltic hull shape.



Artist's impression of The Rosehill Packet — Daniel Hardie, *Forgotten Fleets*

Another quintessential Scandinavian craft, the Australian Lifesavers surf boat, has a direct lineage via the Port Jackson pilot gig, through the whale boat as used by Bass and Flinders and from there straight to the Greenland Whale Pinnace and the Viking sexaering. And we must not forget how, emigrating to Australia in 1925, Norwegian Lars Halvorsen



Australian Lifesavers Surf Boat

brought his family's century's old Scandinavian boat-building traditions to Sydney Harbour. His classic early 20th Century launches, as owned by ex-prime minister Paul Keating and many aficionados of traditional timber motor yachts, are now the most sought-after collectible on Sydney Harbour. They are distinctly Scandinavian with clean attractive lines and elegant suitability to purpose.

So, yes, congratulations are due to our fine Opera House with its IKEA interior which still has poor Jorn spinning in his grave, but Sydney's Scandi history goes all the way back. Much further than a mere fifty years.



Photo John Jeremy

Sydney Opera House opening day





Photos John Jeremy — mostly

*Manu Kai* passing Chowder Bay during the Cruiser Racer Division Race on 7 October.  
She finished third on handicap



*Tamaris* crossing the Etchells fleet in the Western Channel on 7 October  
She also finished third in her race



*Cherub* about to lose the wind as *Fidelis* passes to windward shortly after the start on Sunday 15 October





*Clewless?* approaching the finish on Sunday 15 October



It was third place for *Double Dutch* on 15 October



The start of Division 1 in the Lady Helm Twilight Race on 3 November



Rear Commodore Alice Murphy at the helm of *Samphire* on 3 November





*Tula during the Lady Helm Twilight Race on 3 November*



*Barranoa (7) crossing Mezzaluna (5972) and Trixie (62) on 3 November*



Robyn Field sailed *Mezzaluna* in the twilight race on 3 November



*As You Do* (Alexandra Curtin) heading to the Beashel Buoy on 3 November





The very light wind on 3 November resulted in a 'raft-up' as the Twilight fleet approached Shark Island



Photo Maz Kivi

Rounding Shark Mark in line abreast on 3 November.  
The race was shortened at the Point Piper mark





Plenty of smiles on board *Clewless?* at the finish on Sunday 5 November



*Venger*, sailed by Mark Jacobs, came second in her race on Sunday 5 November



(Photo Geraldine Wilkes)

*Lolita* (A156) crossing the finish line to win Race 3 in the Commodore's Cup Series



(Photo Geraldine Wilkes)

Folkboats together — a close finish for *Isabella* and *Horace* on 11 November

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## SKYLARK RESCUE

On the October long weekend, *Skylark's* solar-powered bilge pump failed. She was seen to be very low in the water, with the wake of passing ferrys breaking over her.

In true Amateurs' spirit, Bruce Dover and Trevor Cosh went to the rescue, taking out *Nancy K* to pump *Skylark* back to a safe level. I arrived as soon as I could, and was able to replace the pump and dry out all that had been floating around the cockpit. Thank you very much to Bruce and Cosh.

*Simon Rice*





Nielsen Park in Vaucluse has been closed since March 2022 for the replacement of the sea wall. The protracted (and very expensive) project is planned to be largely complete by next April. Shark Bay has changed in the last sixty years with the removal of the ferry wharf and the diving tower and platforms. This photograph was taken in 1966



Photos John Jeremy

The old sea wall, dating from the 1930s, had been damaged by heavy seas reflected from Middle Head and was judged to be beyond repair. This photograph was taken in March 1976

# HOLIDAYS AT THE SASC

December 2023

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.

As usual, New Year's Eve in Sydney will be a special day and many members may 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 23 December 0900 – 1800

Sunday 24 December 0900 – 1800

Tuesday 26 December 0900 – 1800

Wednesday 27 December 1000 – 1700

Tuesday 27 December 0900 – 1800

Saturday 30 December 0900 – 1800

Sunday 31 December 0900 – Sunset

Monday 1 January 0900 – 1800

Wednesday 3 January 1000 – 1700

The office will be closed from COB Wednesday 20 December 2023 to the morning of Monday 8 January 2024. Racing will be closed from COB Monday 18 December 2023 to the morning of Monday 8 January 2024 (first Friday Twilight 12 January). The Boatshed will be closed from COB Friday 22 December 2023 until Monday 15 January 2024.

## 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.

## REMEMBER THE NEIGHBOURS

We share our little patch of paradise with our neighbours. Please ensure that you and your guests avoid parking inconsiderately and, when leaving the Club, do so quietly and without inappropriate behaviour.



## WHARF RULES — A REMINDER

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.

More people use the dinghies during the holiday period and the launching area can be in high demand. Please do not obstruct the dinghy launching area!



## NEW MEMBERS

December 2023

We welcome the following new members:

Brandon Buyink  
Freddy Edwards  
Emma Pintaur  
Richard Wood

David Criston  
Robert Gilchrist  
Bruce Richards

## SASC SHOP

*Subject to availability — Check with the Office for Specials on  
150th Anniversary stock*

### 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
Rugby Shirts <i>NEW</i>	\$82.00
SASC Caps <i>NEW</i>	\$35.00
T-shirt — Anniversary in limited sizes	\$30.00

## TENDER HOURS

Members are reminded that the normal hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

### WEDNESDAY TENDER SERVICE

Starting from 11 October, the Club will operate a tender service on Wednesdays from 10 am to 5 pm. The service will operate for a trial period of three months.

## NEWSLETTER DEADLINE

The next *SASC News* will be the February 2024 edition. Contributions from members, which are always welcome, should reach the editor by Friday 2 February 2024. Contributions can be in hard copy or sent by email. Photographs are very welcome.

Articles and reports published in the *SASC News* reflect the views of the individuals who prepared them and, unless indicated expressly in the text, do not necessarily represent the views of the Club. The Club, its officers and members make no representation or warranty, expressed or implied, as to the accuracy, completeness or correctness of information in articles or reports and accept no responsibility for any loss, damage or other liability arising from any use of this publication or the information which it contains.



The start of the third race for the  
Commodore's Cup Series on  
Saturday 11 November  
(Photo Geraldine Wilkes)

