



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2019

SYDNEY AMATEUR SAILING CLUB

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Cover:

*Cherub, Rev-
erie and Vanity*
approaching the
start of Classic
Division 2 in the
183rd Australia
Day Regatta
(Photo Steve Oom)

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COMING EVENTS

April 2019

SATURDAY 4 MAY 2019

First race in the Sydney Harbour Combined Clubs Winter Series.
First race in the SASC Trophy Series

SATURDAY 11 MAY 2019

Second race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 18 MAY 2019

Third race in the Sydney Harbour Combined Clubs Winter Series.
Second race in the SASC Trophy Series

WEDNESDAY 22 MAY 2019

General Meeting of members at the Club

SATURDAY 25 MAY 2019

Fourth race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 1 JUNE 2019

Fifth race in the Sydney Harbour Combined Clubs Winter Series.
Third race in the SASC Trophy Series

SATURDAY 8 JUNE 2019

Queen's Birthday Long Weekend — no racing

SATURDAY 13 JUNE 2019

Sixth race in the Sydney Harbour Combined Clubs Winter Series

NEED THE TENDER?

**Call Allan,
Will, Gavan
or Bob
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

**On race days
you can con-
tact the fast
tender on
0418 678 819**



GENERAL MEETING

THERE WILL BE A GENERAL MEETING OF MEMBERS ON
WEDNESDAY 22 MAY 2019 AT 1930 AT THE CLUBHOUSE,
1 GREEN STREET, CREMORNE, NSW

The Notice of Meeting and Agenda will be forwarded to members shortly.

D. Salter
Honorary Secretary

SIGNALS FROM THE COMMODORE

*“The line it is drawn, the curse it is cast
The slow one now will later be last
As the present now will later be past
The order is rapidly fadin’.
And the first one now will later be last
For the times they are a-changin’.”*

Judging by the average age of the Amateurs’ membership, it is probably a fair bet that most of us would recognise the above verse from Bob Dylan’s archetypal protest song of the mid-1960s calling for change. Well, “change” is what the Board is proposing for the Club at the moment and we are certainly hopeful that all members “heed the call”.

As I wrote to members earlier last month, the Board is of the view that we need to act now in order to we start the process of broadening our appeal to crew, cruisers, females, partners and younger sailors.

To that end we have proposed changes to our membership categories with the addition a new Sail Pass or Temporary Membership designed to provide online registration, an Australian Sailing (AS) number, basic insurance protection for crew on the days that they race and compliance with RRS 46 for skippers; and a Crew Membership — an entry-level category for non-boat owners including those many regulars who currently crew on many of our boats.

To put these changes into effect, the Board is also proposing we adopt a new Constitution for the Club which replaces our former Articles of Association which, apart from some updating over the years, have been largely unchanged since 1962. The new Constitution would mean a reduction in the number of directors on the Club Board from 15 to 9, in line with other clubs on the Harbour and the implementation of a new Club Committee structure which will allow a broader group of members to contribute their talents and expertise to the Board’s decision-making process.

The Board believes a new committee structure drawing on the abundance of member knowledge and expertise which exists within the Club, would allow us to make better decisions around key areas such as finance, governance and risk; infrastructure and capital spending; membership, diversity and training; clubhouse, social and special events; communications and an extended racing and cruising offering.

To date the feedback from members to the proposed changes has been, in the majority, very positive and accepting. There have been some very good suggestions about ways we could further broaden the appeal of the Club to a new demographic, improve communications and offer a range of other benefits to add to the value proposition of club membership.



At the same time I have spoken to some members whose preference would be for the Club to remain a predominantly boat-owner's club and who are of the "if it ain't broke, don't fix it" school of thinking. I am not suggesting there is no merit in their arguments and they make some good points, but from where I sit, and from what we know of the challenges facing all sporting associations, not just sailing clubs, what we know about the change in people's lifestyles, the demands on their free time and the general pace of life — we can not afford to sit on our hands and do nothing in the hope that given time, things will once more change in our favour.

When the Sydney Amateur Sailing Club was established nearly 150 years ago in 1872 it's stated aims were to "to encourage and promote the sport of amateur yachting and boating and cruising for pleasure and the building and sailing of yachts and boats". To that end, nothing has changed. The Amateurs will always be first and foremost a sailing club, run and managed by sailors.

There are no plans for it to become any sort of social club with sailing a distant option, although I might add, the original Articles of Association do proscribe that the Club should *"provide for the members and their friends the conveniences and accommodation including reading, smoking, and writing rooms; library, residential accommodation and refreshment rooms; sports games and pastimes of all kinds whether indoor or outdoor"* and that it offer *"all kinds of liquor (whether intoxicating or not) tobacco, cigars, cigarettes papers, magazines, books and stationery"*!

So in some respects we might well have fallen short of some of the more ambitious aspirations of our founders, but today the Board remains committed to the Amateurs' original stated goals of promoting the sport of sailing and encouraging and organising amateur yachting races in and around Sydney Harbour. The changes we are proposing to our membership categories to the Constitution and our operations do nothing to change that. What they do is create a pathway to bring new people to the Club while at the same time protecting the rights and privileges of current full-fee paying members.

They are changes that set us up to ensure that future generations will have the opportunity to benefit from the extraordinarily unique place the Amateurs has become.

However to make those changes we still need your support. To adopt the new Constitution, including the new membership categories, we need a healthy quorum at our planned General Meeting on 22 May with 75 percent of voting members present to vote in favour of the proposed changes.

We will be putting out more information ahead of the meeting. I stress again — I or any of the Flag Officers are happy to meet with you and discuss any concerns you may have about the proposed changes. It's important that we get a good turn up on 22 May, so please put the date in your diary. Or, if you cannot attend in person on the night, make sure you provide a proxy to someone you trust to vote on your behalf. Because, as the man says, "the times they are a changing".

Bruce Dover

THE WET KISS

There is no place like home.

by
Martin van der
Wal

Curious isn't it how the mind plays tricks on us? A favourite one — that game played between needs and wants. I 'want' this, I 'need' that, how rarely we stop and consider the difference. Personally, for a number of years, years where I battened the hatches riding the storms 'Donna Fortuna' sent my way, I truly believed that I 'needed' a dream, a dream of sailing the Med. 'No plans just options' was the mantra I muttered as I embarked on the adventure. High hopes of satisfying this pressing 'need' to shake myself loose. Loose of ghosts, memories of ghosts, and ties that bind.

My few possessions went under a friend's house, the car was sold, the boat safe on a beefed up mooring with a proper sailor promising to keep an eye on her. I looked down, the country's red heart slipped away. Droning engines backgrounded my determination to be dockside Antibes for the first Classic Regatta of the Mediterranean Season, ready to accept whatever fate apportioned. The flickering dance between the fire of fate and the smoke of free-will mesmerises and amuses the observant sailor. Heathrow dawn entry hall war-zone, an email from a friend: Mahler's 9th at the Barbican tonight, Haitink conducting, "Do you want to go?" Standing ovation after standing ovation, I'm swaying from exhaustion and emotion. A haunting, elegiac, overpowering performance dedicated by the LSO to all the fresh young lives torn to bits the night before in Manchester. I detect an uneasy siege mentality brooding in the basement of people's minds.

Antibes turns on its warm charm, little changed, but acutely aware of what had happened on the Boulevard at Nicé. Six-packs of heavily armed troops patrol quaint alleyways, the town holds its breath, awaiting the summer onslaught of holidaymakers. Busy dockmasters bark into their radios as one fabulous Classic after another come stern-to onto the

unforgiving basalt sea-wall. The Press Pass dangled from my neck, tangling with a brace of cameras at every opportunity. Everyone was arriving. All the boats I had read about. Many others of equal beauty and interest. Australians and Kiwis disproportionately represented amongst the crews. On the wall late in the day, catching some golden light, a large schooner lines up a gap and begins her unassisted reverse. Not a dock-hand to be seen. Bloody cameras! They make catching a line pretty difficult as they swing around your neck. I managed it. A broad Kiwi voice sings-out, "Thanks a lot mate, where are they

Deck swab boogie



Photos Martin van der Wal



all?” A swift tie up during which I throw out the question, “Does she need crew?”

Gaffers Rule —
OK

Morwenna (waves of the sea), a 1914 Linton Hope 55 foot topsail gaff schooner, was to be my home for almost a month. A Classic amongst Classics, restored to period perfection by her Swiss interior architect owner, an ideal platform for a photographer and a challenging vessel to rig and sail. Totally ‘old school’ — timing and brute force required for every manoeuvre. I had to pinch myself as we left Antibes heading for our next Regatta, Argentario on the Tuscan coast. We were just two-up, the owner and myself dodging stubborn Bowhead Whales as our local Star purple hazed. Flashing buoys surrounded us, unmarked on any chart!

It turned out that under every buoy a hydrophone recorded whale songs. The sea floor was more than 2000 metres below us we were sailing through a compression zone, whales spouted all around. Such a brilliant night, huge full moon casting shadows under the lip of every gloaming wave. Alone on the helm at three in the morning I hear a deep sigh. Moon-silvered water shedding, nickel-plated gleaming, high-rail leaping, a porpoise looks me full in the eye and disappears soundlessly. I run forward to catch a glimpse of several more gamboling in our phosphorescent bow-wave, they vanish in a flash.

The owner hears my footfalls, he’s an hour late for change of watch, but who’s counting on this magical night. Reluctantly I turn in only to awaken as the vast golden disc of the sun dominates a shimmering dawn,



Mariska and
Cambria

a sailor in sight, endless delicious anti-pasta free with the excellent local wine. I have realised that pretty well every boat here except ours is professionally crewed. A youthful full-of-it-ness camaraderie characterises their beery off-duty hours. My introverted soul finds it all a bit unnecessary. The Regatta is over — some crazy days in Rome follow. I genuflect to a heroic bronze of Giordano Bruno on my way to a black truffle feast with friends at the Cantina Lucifero. Battling a hangover at Fiumicino I hopelessly explain to Italian border officials why I don't have an entry stamp in my passport. "Lei avrà ragione," 'she'll be right' — they wave me through. A hectic Art and Music fortnight courtesy of my friend in London, then on to Spetses for the first of the previous stories you may have read in this journal.

Cambria hardens
up — Oops!



Elba to port, Corsica to starboard, Monte-Christo on the bow. Fabled shorelines dribble past. We tie up stern-to between S&S yawls *Argyle* to port and *Skylark* to starboard. The warm evening passeggiata segues into raucous dining on the bustling Corse di Porto Santo Stefano. Welcome to Tuscany! Argentario does not disappoint, fresh breezes, warm days, long legs triangulating the spectacular bay. We race all day, everyday.

At days end my retreat is a cool wine bar overlooking the fleet. Young cosmopolitans mixed with grandmothers and priests, not

"When are you going back?" A question I've fielded more than once. Of course it is in the fielding of such a question that one finds answers lurking in the anchor locker. Answers perhaps quite surprising to

myself. I'm not the first traveller to come home with a freshened appreciation. An unexpected response, needing some reflection — I have always been a hopeless Euro-tragic. Old stones oozing with literature, multilingual sophistication, philosophy embedded landscapes, time-worn traditions of food, art, music, culture, the sacred aspirations of architecture, men tinged with ennui, women with dusty voices. All this comes to nothing as I once again check the rolling hitch keeping the 'A' pennant taut on the aft-lower, casting a weather-eye towards Manly to ascertain the thickness of the haze. Looking up to Beashel, the Heads loom. Sea and rock, timeless, wild, and unforgiving. I haven't seen a fraction of



Some of the fleet at Argentario



Cambria powers up



Training on *Cambria*



Our *Morwenna* on a romp

what the world has to offer, but from what I've seen, Sydney Harbour, once memorably described as the "Wet kiss from the heart of the city" is a sailor's paradise. In the first twelve months of my return *Hoana* crossed more than fifty starting lines. Year round racing is a certainty here. Unpretentious sailing — honesty largely characterises our delightfully picturesque Club. As for my boat — well here I had better bite my tongue. Suffice to say, her tiller 'needs' my hand, her tell-tales 'want' my eye. There is no place like home.

Savannah charges past





Halloween near hull speed



Photo John Jeremy

For the first time in several years the weather in Sydney was fine and sunny for Australia Day. The Ferrython with its usual escort of highly-decorated vessels added a lot of colour to the celebrations



HMAS *Choules* moving to take up her position for the midday Salute to Australia



With the midday celebrations complete, the spectator boats raced to their next appointment, whatever that may have been



Vanity passing competitors in the Tall Ships Race on the way to start in the 183rd Australia Day Regatta



Celeste — winner of Classic Division 1 in the Australia Day Regatta



Kelpie won Classic Division 2



Fagel Grip, Fidelis and Margaret Rintoul at the start of Classic Division 1



Woodwind, Sana and Warana after the start of Classic Division 2



Josephine (24) in the midst of the big boats at the start of Division 1



Lunacy approaching a busy Nielsen Park mark



Photos Steve Oom

The Australia Day Regatta prizewinners were the guests of the Lord Mayor of Sydney, Clover Moore, at the Town Hall on 19 March. The Lord Mayor was represented by Councillor Philip Thalís who hosted the evening



Rob Evans was presented with the Centenary of Federation Medal by Philip Thalís for his win in *Celeste* in Classic Division 1. The trophy is the Sainora Medal, first won by Rob's great grandfather in the Federation Regatta in 1901

SASC SWEEPS THE PITTWATER CLASSICS

All three Amateurs entrants secured podium finishes at the recent Pittwater Classics Regatta. David Salter reports.

For some reason (known only to themselves), the organisers of the Sydney Harbour Regatta offer no racing for classic yachts. So, faced with a weekend without sailing, we again journeyed north to Newport for the Pittwater Classics Regatta which the Royal Motor Yacht Club has established on the same Saturday and Sunday.

The SASC entrants were *Vanity*, *Cherub* and *Mister Christian*. As has become traditional, we all sailed up on the Friday afternoon to secure our berths and enjoy the hospitality of the RMYC. The passage was uneventful. A sprightly ENE breeze provided a comfortable fetch to Bangalley Head, followed by eased sheets to Barranjoey, a gybe into Pittwater and a gentle reach down to the club. Coming alongside we paused to spare a thought for all the poor buggers still slaving away at work — then promptly forgot about them.

The racing for this regatta is divided into spinnaker and non-spinnaker divisions with the Rangers opting to go “no extras” and *Mr C* choosing to fly all the kites. For the first race on Saturday the starters sent us away on the longest course — a zig-zag up Pittwater all the way around Lion Island then a long run back with a gybe thrown in before finishing just off the club marina.

Mister Christian approaches Bangalley Head

Photos courtesy David Salter





As we rigged to go out we were surprised to see Maurie Evans and his *Malohi* crew walking down the dock. But where was their boat? Nowhere to be seen. It transpired that they had come up to crew on *Response*, the Tasman Seabird skippered by *Malohi*'s regular mainsheet trimmer, Andrew Terry. A nice gesture of comradeship.

In a solid NE the Amateurs Division 2 stalwarts *Cherub* and *Vanity* soon showed the local classics how quick the Rangers can be in the right conditions. *Vanity* was first with *Cherub* second. In the extras

The RMYC always provides safe, comfortable berths for visitors

Mister Christian charges off the line at the start of Race 1



race *Mister Christian* was third over the line after the crack 5.5 m *Skagerrak* and the majestic early Alan Payne-designed *Fare Thee Well*. But *Skagerrak* then withdrew (they failed to round one mark), so the handicap adjustment gave *Mr C* the win. You beauty!

Dinner in the RMYC bistro is always a jolly affair — good food at fair prices, a well-stocked bar and the endless recitation of increasingly unbelievable sailing yarns. The regatta organisers had thoughtfully reserved a few distant tables for us, perhaps to protect their members from the excesses of Sydney sailors on a weekend away. Replete and mellow, we repaired to our bunks to savour the familiar pleasure of sleeping aboard.

Conditions were very light for the start of the Sunday race, which now begins at 1100 to give visiting yachts a fair chance of getting home before sunset. *Cherub* and *Vanity* again demonstrated how to pick the shifts. *Cherub* took the win on handicap with *Vanity* fourth, giving *Cherub* the regatta championship from *Vanity* by two points.

Meanwhile, enthusiasm had got the better of *Mister Christian* and *Fare Thee Well* as they stalked each other, America's Cup-style, in the pre start. We both ended up OCS and had to comply with the "round the ends" rule on recall. But that little delay in a ghosting breeze proved to be an advantage. Ahead of us, *Skagerrak* was serving as a seeing-eye dolphin: their speed and headings showed us just where the lifts and knocks were, and the holes.

By noon the breeze had filled and we settled into a good, hard match race. Second over the line was good enough to secure *Mister Christian* our second win on handicap, and therefore the championship. You bloody beauty! We gybed around the finishing boat, thanked the starting team and headed straight back up Pittwater for the sail home.

A few palate-cleansing ales on the sail home



Again we were greeted by a lovely reaching breeze once Barranjoey was behind us. We were abeam of North Head in the record passage time (for us) of 2 hours 14 minutes. Suffice to say that there was a significant amount of rehydration going on during the trip. All in all, it was a splendid weekend's sailing. We urge more of the SASC classics fleet to join us next year.



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PUT THE DATE IN YOUR DIARY NOW

SASC ANNUAL PRIZEGIVING

The annual prizegiving will be held at the SASC Clubhouse,
1 Green Street, Cremorne on

Saturday 29 June 2019

The prizegiving will commence at 1200 sharp, lunch will follow

Cost \$65 per head (incl. GST)

Includes a voucher for one drink

Bookings essential — please telephone Megan, Judy or Karen on 9953 1433
no later than Friday 14 June 2019

The 2019 Sydney Harbour Regatta, organised by the Middle Harbour Yacht Club, was sailed on the weekend of 2 and 3 March. Once again the SASC supported the event by assisting with race management on the water.

This year the club was asked to team with the Royal Prince Edward Yacht Club to run the racing on Course Area D. Racing on the first day was windward-leeward races for Super 30s, Adams 10s and Cavalier 28s, with the Super 30s moving to another course area for passage races on the Sunday with more windward-leewards for the Adams 10s and Cavalier 28s on Course Area D.

The SASC provided *Captain Amora* as the start boat for both days and *Jack Millard* as a mark boat on Saturday. The Edwards provided another mark boat on Saturday and two mark boats on Sunday. Race management duties were shared, with Ian McKinnon as Race Officer on Saturday and Charles Maclurcan the Race Officer for Sunday. Volunteers from the SASC included John Jeremy, John Sturrock, Gary Lucke, Jim Paskalis and Alice Murphy with Adrian Broadbent, Andrew Goldfinch, Judy Soper, Tom Begg, Peter Taylor, Cheryl Yarrow and Andrew Strange from the RPEYC.

This year the weather for the regatta was perfect and the combined team worked seamlessly, ensuring the enjoyment of the two days on the water. The sailing was very competitive providing some spectacles for those with a camera. There was no evidence of sailing fatigue with the last race for the Adams 10s on Sunday demonstrating an absolutely perfect start, with all nine boats neatly along the line at the starting signal for a text book start. The sight drew spontaneous applause from the team in *Captain Amora*. You don't hear that very often!



Photos John Jeremy

Captain Amora alongside at the Royal Prince Edward Yacht Club



Adams 10s and Cavalier 28s approaching the gate including *Powderhulk* (MH192), *Centaurus* (A7), *Contentious* (MH171) and *U2* (4541)



Super30s on the run from Mark 1 including *Very Tasty* (6045), *Foreign Affair* (AUS6133), *Balmain Tiger* (no visible sail number) and *Calypso Magic* (AUS6100)



Super30s at the gate - *Ophir*, *XC3SS* and *Very Tasty*



Scuttlebutt (5969) and *U2* (4541) at the gate



A competitor in a non-spinnaker race at the wrong place at just the wrong time!



Super30s at the gate



Photo John Jeremy

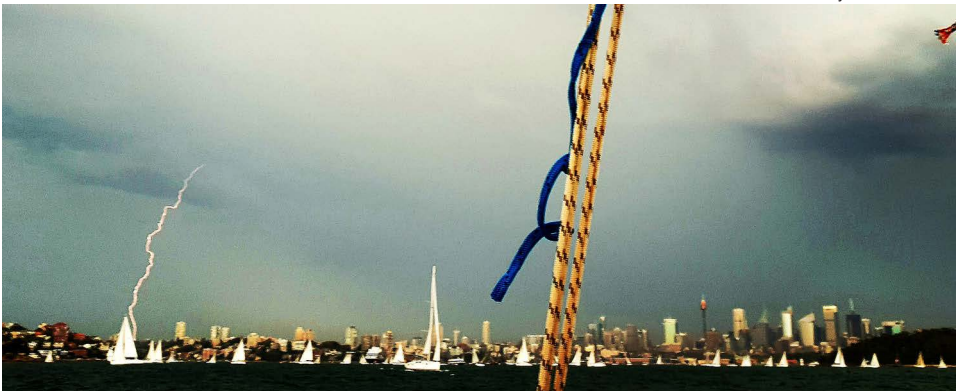
The view from the start line as the storm approached

As the start time for the usual twilight race approached on 8 February, an ominous sky revealed a storm brewing and approaching from the west. A check of the radar suggested that the storm cells might pass to the north and south of the harbour, allowing the race to proceed without adverse effect.

The lightning added some excitement to the race

It was not to be. After the start it became clear that the twilight fleet might get a drenching — and the lightning was impressive, to say the least. Moreover *Crystal Serenity* was anchored in Athol Bight and, if the wind swung to the west, she might wish to occupy the same bit of water in which *Captain Amora* was anchored. It was therefore decided to

Photos courtesy Denis Williams





move to Point Piper for a finish at the rounding mark. On the way there the storm hit, with 20-30 knots of wind from the west and pouring rain. Three boats had already rounded Point Piper but were ‘finished’ as *Captain Amora* took up a position somewhere in the vicinity. Finishing the rest of the fleet was made more challenging because *Captain Amora* was underway and had to dodge the RANSA fleet passing by. Most boats were finished despite the conditions, subject to later correction in a few cases, although not all saw *Captain Amora* and were puzzled when there was no sign of her in Athol Bight. The twilight fleet made it home, wet but safe.

Approaching storm

Tempus Fugit passing *Le Laperouse* in the pouring rain





Photos John Jeremy

The twilight race on 25 January was sailed in much more normal conditions — a sunny day with a fresh north easterly. This is the start of Division 3



Division 1 underway on 25 January



The last twilight race of the season was sailed in very light conditions. Bathed in the golden glow of a spectacular sunset, *Samphire* just managed to finish before the time limit



The end of the twilight season on 22 March was celebrated with paella for dinner. Chef Will worked his usual magic in the boatshed



The Club was full with over 150 people sitting down for dinner on 22 March



Happy faces in the boatshed



Bill Hogan in *Jack Millard* keeping an eye on the first race in the inaugural Sail GP event held on Sydney Harbour on Friday 15 February. The F50 foiling catamarans gave a great demonstration of sailing fast in light winds



The French catamaran showing the way for the USA boat during the first race



Six catamarans took part in the inaugural event on 15 and 16 February. The Australian team led by Tom Slingsby won this first event which comprised six races



High-speed action at the lower mark. The next SailGP event will be held in San Francisco in early May 2019



Part of the large spectator fleet at anchor. The mass of boats was well controlled and had cleared well in time for a late start for the usual SASC twilight race



Some spectators did not seem to be paying much attention to the racing



The usual SASC Saturday races were postponed until Sunday 17 February to make way for SailGP.
Tamaris waits her turn as the Super 30 fleet heads off to the first mark

LETTER TO THE EDITOR

Dear Sir,

Interesting to see old photos of *Captain Amora* — a little bit of history. I think it was around 1988 and I was a director responsible for development that I noticed that Middle Harbour Yacht Club had a sponsor for their start boat — Channel 7. CYC also had a sponsor for their starting vessel. So I put to the Board the idea of getting a sponsor for our boat. Most were in favour, but Bill Merrington, our longest serving director (to date) was against the idea as he thought it was not conducive to our image. However, it was passed by the board and I went about seeking a sponsor. I contacted a number of organisations and our selling point was exposure of their brand name. The *Captain* would be seen by all ferry passengers in Mosman Bay plus out on the harbour on race days. One reply received from Macquarie Bank sticks in mind. They misconstrued our offer and wrote back to us saying they had exhausted their charitable “giving budget” for the year. So in the end, AGC came on board and it was a good financial deal. Not only did they pay us cash, they also agreed to pay for all the external maintenance which, of course, was done on our own slipway. The proviso was that we had to agree to a different paint colour for the hull so that their sign could be seen. So *Captain Amora*’s orange hull was painted white at their cost. After the AGC deal expired, Tony Clarkson had a relationship with the Australian distributors of Volvo Marine. He arranged a great deal in 1999 where we got new engines for *Captain Amora* and *Nancy K* on a very favourable basis providing we placed their name on the hull. That’s the end of the story as far as I remember.

Tony Saunders



Photos John Jeremy

The Sunday series has enjoyed some beautiful weather in the past season. *Solveig II* (the winner of this race) and *Hotspur*² head to windward shortly after the start on 3 February



Sana, *Reverie*, *Cherub* and *Woodwind* shortly after the start on 3 February.
Reverie was the winner of this race



Fidelis powering to the finish ahead of *Crackerjack*



Caprice of Huon about to finish



Vivienne Marie



There was a bit more traffic on the Harbour than usual on Sunday 31 March for the last race of the season. Competitors like *Paper Moon* (centre) had to contend with a cruise ship in Athol Bight, the usual ferries and a fleet of OK dinghies on the last leg to the finish



Caprice, *Cherub* and *Camilla* heading to the finish of the race on 31 March.
Camilla and *Cherub* were both winners on the day



Photo Michael Jansen

What's in the Box?

Ian Smith gave an absorbing presentation on shipwright's and cabinetmaker's tools at the Club on 19 February. Organised by Rob Evans, the tools were the contents of a box owned by George Anderson, shipwright, and Rob Evans' aunt's great grandfather

Photo David Salter



The Club ensign flew at half mast on 18 March in sympathy with the victims of the Christchurch shooting

SAD NEWS OF RAPIER

On Tuesday 12 February 2019 at 6.09 pm, I received a phone call from my daughter who lives on the Central Coast. She had just seen a news bulletin on NBN about a yacht on fire moored off the Gosford Sailing Club. It was *Rapier*, our now departed but much loved family yacht which I had owned for 35 years. My daughter sent me a link to the TV news and there she was, flames and dense smoke coming from the cockpit area and the boom cover alight. Authorities were pouring water down below. It was distressing to see that the yacht is now destroyed. I am now having a stiff drink and am in mourning.

What can I say? She was on the SASC register for 35 years until about two years ago and proudly carried our Club burgee. She was our family holiday home for all of that time with numerous trips for holidays to the Pittwater region and she was on the “register” of the Castle Lagoon Sailing Club (see *The Amateurs: the second century begins, 1872–1997*, pp 91–94).

During those 35 years, *Rapier* won the Gale Trophy on three occasions and she has two mentions on the Centenary Plate. For the last ten or fifteen years, I had raced her in the twilights with many a bottle or glass won. She was sold about two years ago to someone in Gosford who promised to look after her. About ten weeks ago he contacted me because the motor wasn’t working. So, one Sunday, I went with him and had a look. What a sorry affair it was on board. It was very sad to see the state of my previously much loved *Rapier* on which I had spent so much time and effort keeping up to standard. Water was up to the floorboards, broken stanchions, cupboard doors fallen off, steering no longer connected to the rudder and mould everywhere. The batteries were flat and the motor had no compression due to lack of use. I told him a mechanic needed to pull it apart and have a look at it.

We may all wonder what happens to our beloved yachts when sold and sailed off into the distance. We may never hear of them again. But in this case, I guess you can say I have had “closure” and, yes, I realise that we must all let go. At least I know what happened to *Rapier* — RIP.

Tony Saunders



Photo John Jeremy

Dawn and Tony Saunders in *Rapier*, January 1991

REPLACEMENT FOR YOUNG ENDEAVOUR

April 2019

On 1 April the Government announced that the project to replace the sail training ship *Young Endeavour* is progressing and will be due for consideration by Cabinet later this year.

The then Minister for Defence, the Hon. Christopher Pyne MP, said that the program is recognised internationally as a leading youth development program, with more than 500 young Australians taking part every year.

“More than 13,600 young Australians have participated in the scheme since January 1988,” Minister Pyne said.

“After 31 years of dedicated service *Young Endeavour* is now approaching the end of her operational life and this project will deliver a new vessel by late 2023.

“The search for a new design is progressing and once selected, the new vessel will be built in Australia”, he said.



Photo John Jeremy

STS *Young Endeavour* on Australia Day 2007

NEW MEMBERS

We welcome the following new members:

Nicholas Doig
Peter Inchbold
John Whitfield

TENDER HOURS

Members are reminded that the hours of operation of the Club's tenders are:

Saturday (all year) 0900–1800
Sunday DST 0900–1800
Sunday EST 0900–1700

SASC SHOP

(AKA The Office)

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$20.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Wide Brimmed Canvas Hats	
— small, medium and large	\$30.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$36.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$40.00
Rugby Top – S, M, L, XL and XXL	\$49.00

Gaffers Day Merchandise

Posters – Various Years each	\$ 5.00
Posters – Package of 5 various	\$20.00

Books

The Amateurs — The Second Century Begins	\$40.00
Ranger Sprint Series (very limited stock)	\$65.00
The Australia Day Regatta	\$35.00

SASC NEWS IN COLOUR

Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

NEWSLETTER DEADLINE

The next *SASC News* will be the June 2019 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 May 2019. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo David Critchley collection

A motley crew of gentlemen preparing for a picnic around 1927, somewhat reminiscent of our own RUTUS lunch group. The photo was taken from the Chowder Bay area, possibly from the rocks around the shore of Chowder Head, looking south east. On the left behind the launch is Nielsen Park (you can see the ferry wharf) and on the right is Rose Bay. A trek around the rocks today might even reveal the exact location

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