



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2018

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Cover:

The start of
race 1 in the
Sydney Harbour
Combined Clubs
Winter Series on
5 May 2018

(Photo John Jeremy)

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COMING EVENTS

June 2018

SATURDAY 23 JUNE 2018

Seventh race in the Sydney Harbour Combined Clubs Winter Series.
Fourth race in the SASC Trophy series

SATURDAY 30 JUNE 2018

Eighth race in the Sydney Harbour Combined Clubs Winter Series.
SASC Annual Prizegiving at the Club

SATURDAY 7 JULY 2018

Ninth race in the Sydney Harbour Combined Clubs Winter Series
Fifth race in the SASC Trophy series

SATURDAY 14 JULY 2018

Tenth race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 21 JULY 2018

Eleventh race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 28 JULY 2018

Twelfth race in the Sydney Harbour Combined Clubs Winter Series
Sixth race in the SASC Trophy series

SATURDAY 18 & 25 AUGUST 2018

Equipment Audits and Fire Extinguisher Service

THURSDAY 23 & TUESDAY 28 AUGUST 2018

Compulsory Skippers' briefing at the Club

SATURDAY 1 SEPTEMBER 2018

Lion Island Race

SATURDAY 8 SEPTEMBER 2018

Opening Day Regatta and first Spring point score race, all divisions

NEED THE TENDER?

***Call Mike,
Allan, Mitch,
Will or Gavan
on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1800

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

SAFETY REQUIREMENTS 2018-2019 SEASON

EQUIPMENT AUDITS AND EXTINGUISHER SERVICE AT THE CLUB

Saturday 18 August 2018

Saturday 25 August 2018

Ring the Club for a booking



SIGNALS FROM THE COMMODORE

It's often said that the SASC clubhouse is the best-kept secret on Sydney Harbour. Given the challenges that many sporting clubs, not just the Amateurs, now face with shrinking numbers and an aging membership, it might be argued that it has been kept too good a secret!

The Australian Sports Commission (ASC) has commissioned numerous surveys over the past decade looking at the future of sport and the common finding has been that, despite increasing population and this massive choice of sports, fewer Australians are participating in traditional, club-based sport — including sailing. More people are choosing to play and be active in non-organised and social forms of sport such as gym workouts, walking and cycling.

Long-time Amateurs sailors have remarked in recent times about the decline of fleet sizes at normal weekend club races over the last generation. It's a phenomenon seen, not just at the Amateurs, on at other clubs on Sydney Harbour and around the world.

It probably comes as no surprise that the ASC survey found that by far the most popular sports in Australia were in the order walking, gym/fitness, swimming and jogging. Sailing ranked 48th with 68,000 participants, just below skateboarding, aqua-aerobics, and motor sport, and just ahead of tenpin bowling, athletics and scuba diving. Interestingly, the same research suggests that sailing is a sport which many Australians would like to try.

So what's the problem? In the United States, an outfit called "Saving Sailing" did a nationwide survey to try and determine why people did not join sailing clubs, and if they did, why they left.

"Finding time" was the first answer given by people who would like to learn to sail but don't, and it was also the first answer given by people who used to sail but don't anymore. To the question: "Which factors affected your decision not to sign up (in our sailing club)?" most say: "I could not find enough time to take advantage of it." To the question: "What made you stop sailing?" most say: "I am too busy to find time to sail."

Perhaps surprisingly, the mean age of people who leave sailing clubs, according to the US survey, is 34, while the mean age of people still in sailing clubs is over about 55 which sounds about right at the Amateurs. Sadly, most people who leave sailing also added, "I don't sail anymore but I am still interested."

So that's the conundrum currently facing our club. How we attract new members, and how do we keep them.

It was an issue discussed at the recent General Meeting where it was resolved that a sub-committee be formed to look at our overall



membership strategy including the option of a new Crew Membership category. Rear Commodore Peter Scott assisted by members Tom Moulton and John Brady have formed the basis of the new Membership sub-committee but we are looking for input from other interested parties who believe they could or would like to make a contribution.

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The committee's goal is to come up with a membership program which increases revenue and member satisfaction, ensures compliance under racing rules and which protects the long term sustainability of the Amateurs.

Areas that we will need to take a look at include making it more attractive for current Sydney boat owners to join the club, encouraging more non-boat owning sailors to take up membership, developing engagement pathways which support people progressing from visitor to active participant, member and boat owner; and encouraging greater diversity within the membership base.

One point worth noting in the US experience was that nearly all sailing clubs reported that, in 1960, the average age of a new club member was 32 years. By 1993, the average newcomer was over 60, and the age has hovered around 55 ever since. So during the heyday, when sailing was growing, its advocates were right in the middle of the years of active parenting. They were bringing their kids and they were recruiting their friends who were often about the same age — and they were also bringing their kids.

Over the years, as the core group aged, the same advocates no longer had kids at home and their good efforts to introduce new friends resulted in newcomers of about the same age (and also without kids.) So clubs (and sailing) began to shrink when the typical club newcomer became an empty-nester or a retiree, and now sailing is no longer a sport enjoyed by families.

So perhaps as a starting point at the Amateurs we could think about ways to re-open our doors to people in the active parenting years. Just a thought, but it might be more vibrant and more fun for everyone.

Bruce Dover



Photo Mike Warner

The Club Championship race underway in a fresh breeze on 14 April

AN EVENING WITH GORDON INGATE

Gordon Ingate has been a famous name in Australian sailing for a very long time — from his 60-year dominance in the Dragons through to international offshore racing, the Olympics and the majestic 12 metres. After the General Meeting in May he talked about his life and sporting achievements with David Salter. This is an edited transcript of that conversation.

DAVID SALTER: Gordon, welcome to the Amateurs. We're told that the key to a long, happy and successful life is clean living and a clean mind. We all know that's rubbish, but you're still humming along like an old Bentley.

GORDON INGATE: An old Bentley? [Laughter] Thank you, David. I notice here tonight a lot of gentlemen but only one lady. I told one of my old crew that I perform a lot better in front of ladies. That's the secret of my life. [Laughter].

DS: Fair warning, mothers. Lock up your daughters.

DS: No! We changed all that! The average age of my crew in the 12 metres was 44, which was considered extremely old for that time in the America's Cup. So we put it the other way. Instead of 'Mothers of America, lock up your daughters', we said, 'Daughters of America, lock up your mothers'! [Laughter] But they didn't lock them up – and we had a ball.

David Salter with
Gordon Ingate

Photos John Jeremy





DS: Moving on rapidly. Where did you grow up, and how did you get into sailing?

Gordon Ingate

GI: I grew up in Willoughby. My father was an army man so he spent the weekend playing soldiers. My mother was an extremely good tennis player and she played tennis on Saturdays and Sundays. That left my brother and I at a loose end. The parents put me into the 1st Chatswood Sea Scouts at nine years of age, and that's where I started and got my early sailing.

DS: When did you realise that you were actually pretty good at steering boats?

GI: I always *employ* the good steerers! [*Laughter*]. Oh, I think it was when we came to the 6th Sydney Sea Scouts, which was alongside the Mosman Rowers. I joined there when I was 14 and at that stage I'd got myself a paper run and earned enough money to buy my first boat, which was a VJ. I taught myself sailing by sailing up and down Mosman Bay, missing the ferries.

DS: What about the famous Ingate competitive streak. How did that emerge?

GI: Wow, that's an interesting question. I just hate to lose. The thing is that I lost so often that I thought, 'Wait a minute. I don't want to lose, I want to *win*. Now how am I going to do that?' To this day I still lose more than I win.

DS: I think that's true of most of us. Half a century ago the Dragons and 5.5s were the hot classes and you soon established yourself as

GI: Oh, without a doubt. I've always thought it's a much more even challenge. Let me tell you a story about that. I'd left the VS class as State Champion and started in the Dragons, thinking I'd got to do well. In the first race I was so far last I couldn't see the second-last boat. Archie Robertson took me aside and said, 'Gordon, your trouble is you're trying to win.' I said, 'Isn't that the idea?' [Laughter] And Archie said, 'No. Pick out somebody that's winning and follow them. Do what they're doing.' So the very next Saturday I picked out Archie. When he tacked, I tacked. If he went into Bradley's Head, I went into Bradley's Head. Believe it or not, we came second. [Laughter] I met him at the bar after the race and said, 'Thank you Archie, I think I've got the message.'

DS: OK. Let's go offshore for a while. In 1950 Lieutenant-Colonel Saalfeld asked you to skipper his little yacht *Jasnar* in the Hobart Race. You were all of 24 years old, and you leapt at the chance.

GI: The boat was 28 feet 10 inches overall, canoe stern, designed by Wally Ward. The hull form was the beginning of the *Cadence* class. I approached the Colonel and asked, 'May I have your permission to take the boat in the Hobart race?'

DS: But the Colonel put one big condition on you taking his boat.

GI: Yes, he said, 'You can take the boat, but on one condition: you take my daughter.' I knew she was a good sailor, so I said, 'Yes, I think we can cope with that, Colonel.' Sally was the first female to do the Hobart race. We set off in the only Southerly gale that the Hobart race has ever started in. As we went around South Head I thought, 'My God! Is this what it's going to be like?' I was violently sea-sick but, thank heavens, Sally Saalfeld wasn't, and she looked after me most of the way to Hobart. Seven days to get there. No engine, no electrics, no lifelines.

DS: In the end you got on quite well with Sally.

GI: I was amazed. She was a good sailor. It was a very tough trip. We crossed the line at 6 o'clock in the morning. And as we go through that little drawbridge there at Constitution Dock, Boy Messenger yelled out, 'Why don't you marry the girl?' [Laughter] I looked at her — she was sitting right beside me — and I said, 'What do you think of that for an idea, Sally?' And she said, 'That's a very good idea'. That was a great proposal. [Laughter]

DS: It's taken us 10 minutes of story-telling to get you married! [Laughter] It wasn't long before you wanted to skipper your own ocean racer, so in 1962 you bought *Caprice of Huon*.

GI: I was involved in the 5.5s at the time and I'd done a deal with Bill Luders over in America to design me a new 5.5. Anyway, I went in to see Bill Northam to wish him well because he was leaving that day with Frank Packer with *Gretel* for the America's Cup. It was 11 o'clock in the morning and I asked him to look in on Bill Luders and see how my 5.5 was getting on. He said, 'Gordon, I think I've had enough ocean racing, I think I'd like to get into the 5.5s as well.' So I said, 'What are you going to do with your beautiful boat *Caprice*?' He said, 'I'm going to sell it.' Well, the numbers started to germinate in my mind. 'Would you sell me the boat?' He said, 'You haven't got that kind of money.' I said, 'I would if I asked my mother-in-law.' [Laughter] And as we talked he opened a drawer



and out comes a brand new bottle of Johnny Walker Black Label. He said, ‘Let’s have a drink.’ Well, Bill went over, saw Bill Luders, took over my design, built the boat — it was called *Barrenjoey* — and won the gold medal at the Tokyo Olympics. How about that! But we owned *Caprice of Huon* and from that day my life changed dramatically.

DS: The story of *Caprice* at the 1965 Admiral’s Cup is now part of our yachting folklore. Three straight wins in a 13-year-old boat. It’s a feat that’s never been matched, let alone beaten. But you’ve always given special credit to Bill Fesq, your navigator.

GI: Well, he was in the fast gunboats operating on the Solent during the War and he learned a lot about the tides there. And he found out that the University of Southampton had a full working model of the Solent and its currents for the commercial ships. He spent the whole week in there while we were out practicing. Bill really showed his expertise in the third race. We got round the first mark and I said to Bill, ‘There are no boats behind us.’ We were dead last out of 150 boats! All the others had tacked back towards Southampton. Bill said, ‘Don’t you tack!’ And within no time at all the other boats disappeared into the far distance. I said, ‘Bill, we’re sailing out of wind.’ He said, ‘Don’t you worry about that’ — like Bjelke Petersen [*Laughter*]. I’d given the race away by this stage. I asked the crew, ‘What’s Bill doing down below?’ All I could hear was this rattling sound. Rattle, rattle, rattle. One of the crew looked down the hatchway and there’s Bill sitting at the chart table playing Liar Dice! [*Laughter*]. ‘You can tack now, and pinch like you’ve never

Part of the attentive audience

pinched before!’ We tacked onto port and then I’m seeing the other boats starting to come back on starboard from Southampton. We had a current underneath us – four knots of current – and all the other boats are going sideways. ‘Bill, this is unbelievable!’ The only boat that beat us was a 70 footer. The press wrote it up as how we showed the English how to sail in their own waters. Bill Fesq won us the highest points in 1965. It was great fun.

DS: Moving on, the big game in town was now the America’s Cup. What was your first involvement in that?

GI: It was because we’d done so well in the Admiral’s Cup. The phone rings: ‘Packer here. Would you like to join my 12 metre team?’ I said, ‘That’d be exciting.’ ‘Right, come in and see me and we’ll have a talk.’ So I went in and saw him. ‘Have you ever sailed a 12 metre?’ ‘No, I haven’t.’ Well, he pulled out a set of keys from his desk and said, ‘Right, there’s the keys to *Vim*, go out and learn to sail it.’ How about that? For 18 months I got to sail *Vim*. It’s the best thing that ever happened to me. The boat was a joy to sail – it was fantastic.

DS: If we can steer away from sailing for a moment, can I ask what you’d been doing for a crust?

GI: I used to work for Norman G Booth up there at Mosman. I was employed as a used car salesman. After doing that for six months I finally said to Norm, ‘Look, I can’t tell lies like you blokes can.’ All I was doing was telling my mates lies about how bad their car was and how good the used car I was selling them was. But I knew some guys out at the Australian Aluminium Company and I became an aluminium roof contractor. In 1967 I got the contract for the roof of the new wool

Gordon Ingate
reflects



store out at Yennora. That roof was 56 acres. The contract was signed, and I retired. [Laughter]

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DS: Back to the racing. Just about the only thing in Australian yachting you haven't won is the Sydney-Hobart. But you came bloody close. In 1972 you entered *Caprice* again. Ted Turner had a whopping age allowance with *American Eagle*, and he won. You got second, but I reckon you should have won that Hobart. Is that a fair opinion?

GI: Can I tell you all tonight, we *did* win, but they didn't tell me until the 26th of January. They shouldn't have told me. I was very happy with second place. But Gordon Marshall, who was the handicapper and a very good friend of mine, told me after the Anniversary race down to Woollongong and back. We won that day but I did notice the handicap had been changed. So I said to Marshall, 'Why has the handicap been changed for this particular race?' 'Oh, I wish you hadn't asked, Gordon', he said. 'We've altered the handicap because you did, in fact, win the Hobart Race. Ted Turner beat you by 21 minutes on corrected time, but there was a mistake in his handicap. It should have been a two-year age allowance for *American Eagle*, not a three-year allowance. We re-calculated, and you won the race by six minutes.' Every single ocean race I did from that day on I flew the protest flag at the start and it was still flying at the finish. Just in case! [Laughter]

DS: Well, I doubt the CYCA is going to change their official record, but it's interesting to know the real result. Before we finish I think the members here might be interested in getting a bit of sailing wisdom from you tonight. What do you think is the most important factor in winning boat races?

GI: Crew. Because when I was sailing dinghies I used to abuse myself so much! [Laughter]

DS: The rules have changed a bit over the years. Are there any racing rules you think are wrong, or should be changed?

GI: Yes! It was well and truly wrong at the start of the Hobart race this year. *Wild Oats* should have been disqualified. It's the Number One rule in the book: port gives way to starboard tack. Richards could have ducked them by pulling away under their stern, or tacked early. But for him to attempt to cross – that was absolutely terrible. If they'd had a collision, who knows what could have happened. If they're going to give away the most important rule in the book by just giving a time penalty, well, they've lost me.

DS: What's your view about where the sport is headed at the elite level — the 100-foot supermaxis and the foiling America's Cup boats?

GI: I'd rather go back to a rowing boat. [Laughter] I don't like it. I think it's the wrong way.

DS: Last question. If there's one thing in yachting that you wish you'd achieved, but haven't, what would it be?

GI: Oh, that's a good one. It would have been nice to have won the Hobart race — correctly — and been recognized for winning it. And in the America's Cup challenger elimination in *Gretel* in 1977 we were beaten in the seventh race by 20 seconds — that's from about here to the back door. So I suppose my greatest regret is that we didn't win the America's Cup. We sure could have done it that year.

DS: Oh well, you're only 93. There's still plenty of time. Gordon Ingate, thanks very much for coming to The Amateurs.

KELLY CUP — A STARTER'S PERSPECTIVE

by
Mike Warner

So it's the last race of the summer, the Club Championship race when the cream of the SASC fleet is pitted against one another. Super-fast, super-slow and everything in-between, all in one race. This should be fun, particularly the start! Maybe we'll get to have a general recall. Tony Barry's averse to general recalls, but today he's in Bali, suitably far away, and we only have one fleet — a definite possibility.

The Kelly Cup is widely believed to be a lottery. Cynicism from unlucky contenders, or the view of sages who have been around longer than I have? As I made my way to the Club I contemplated the 'Lottery'. The wind was forecast to be strong, which would probably favour the Classics. Perhaps Nick Cassim in *Lolita* will get another win; the old girl (*Lolita*, not Nick) likes a good blow. *Mister Christian* has had a good season, perhaps Salts will get lucky. *Cherub* has had a mixed season, but Mark Pearse previously assured me that his attendance at church had been regular. *Maxstar* is the quickest boat in the fleet but has a propensity to shred sails in heavy conditions.

The Club Championship start on
14 April

We laid the starting pin and fine tuned the location of *Captain Amora*, we can't have a biased line for the Kelly Cup! There were boats out that we don't usually see on a Saturday, the winter series supremos. *Reverie*

Most photos by Mike Warner





Woodwind on the way in the fresh breeze



Hotspur2 chasing the fleet

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was out early and could be a contender in this breeze. Ah, there's *As You Do* with Alice Murphy aboard — Ross is obviously going for 'inside knowledge'. The lovely little ketch *Woodwind*, not a fast boat but the best handicap and, when Sean Langman popped his head up, expert knowledge. Could be an outsider. A relatively new boat to the Club, *Lady Anne*, nice to see — it'll be good experience for them. There was some discussion about the new colour of *Shambles* name. Would it make them go faster? Herschel later advised me that its called Teal and he'd recently painted a door that colour. Colour is a personal thing and, I was told, not grounds for disqualification.

As we approached the countdown and 'marked off' the competitors on the entry list a concern grew that some notable boats would not front. Where was *Tingari*, surely John Jeremy wouldn't miss the race? Just before the five-minute gun he reported in, but where was *Vanity*? It's not a handicap start John, you can't loll about on the mooring sipping 'Black Velvets' and then expect to chase the fleet down! Also missing were *Varuna*, and *Solveig II*.

Fortunately the start was a civilized affair with nobody over the line — there goes my opportunity for a general recall. Nearly everyone opted for a starboard tack. *Cherub* was looking good but, slightly early and running down the line, lost her advantage. *Mister Christian* was up there too and above the plastic fantastic — *Maxstar*, *Very Tasty*, *As You Do* and *Magic*. Then came the bulk of the fleet, close to the committee boat. *Clewless?* leading *Woodwind*, *Balmain Tiger*, *Supertramp II*,

Photo Clare Alexander

Cherub on the wind



Shambles and *Moonbeam* in quick succession. It was a brave move by *Woodwind*, the slowest boat in the fleet, mixing it with the Tupperware. Then came the Classics — *Warana*, *Fagel Grip*, *Lolita*, *Lady Anne* and *Reverie*. But who is this amongst them? It's *Hotspur 2*, the beer bottle swinging leisurely from the leeward safety line. Good luck Bill! *Vanity*, however, was taking a far more relaxed approach and, having let everyone clear the line, made a gentlemanly start.

As we cleared the anchor and set off to pick up the pin I notice a bold move from *Vanity*. Most of the fleet held the starboard tack towards Clark Island but *Vanity* soon tacked across the Harbour towards Athol Bight. Interesting!

We motored to Garden Island and, after picking up the GI mark, set off to retrieve KP. As we went I joked that *Varuna* would probably join the fleet as it passed Mosman Bay. The fleet was now rounding KP. *Maxstar* was out in front and not far behind was *Very Tasty*. With asymmetrics set they were flying along — the crew of *Maxstar* gathered at the stern. Further back we noticed *Mister Christian* was only just ahead of *Warana* and with them *Vanity*, its bold move had obviously paid off. The back markers were *Cherub*, *Reverie*, *Woodwind* and.... *Varuna*? Was I correct — had *Varuna* been hiding to sneak into the fleet? A later message advised that “an argument with the mooring line” and mainsail mis-configuration had delayed them and they were just “coming along for the ride”.

Vanity approaching the finish with *Tingari* close behind





Concentration
in *Tingari* at the
finish

Setting the finish line we sat back and awaited the fleet's return. First, of course, was *Maxstar*, but were they quick enough to be overall winners? Next was *Very Tasty* and, not long after, *As You Do*. It was a great effort from Ross; a dark horse in a fast boat? A minute and a half later came *Balmain Tiger* closely followed by *Clewless?*. Then five minutes passed before *Moonbeam* crossed with *Supertramp II*, with *Knockabout* close behind. *Shambles* was next with *Hotspur 2* and *Magic*. The first of the Classics was *Mister Christian* just ahead of *Fagel Grip*. Interesting that *Mr C* was ahead of the 30 metre. Jerry, you didn't go the wrong way did you? Then the first of the smaller boats, *Mid Wicket*, always a good competitor. *Vanity* had continued to improve and was the next finisher with *Tingari* hot on her heels. Only the Classics left to finish now. *Lolita*, *Warana*, *Lady Ann*, *Reverie*, *Cherub* and, finally, *Woodwind*.

As we picked up the pin and motored back to the Club the results were processed. I must admit that I was surprised when I saw the outcome. That crafty old fox Fred Bevis (*Warana*) had won again! Second was *Moonbeam* for me, at first, an out-of-the-blue result, but looking back on the race they had made a good start and finished well up the fleet. Well done guys you obviously sailed a good race. It was the third place that flawed me, *Vanity*! After their very relaxed start I hadn't expected them to be in the running. However, they have had a very good season and, talking to one of the crew afterwards, they are working well as a team. Good effort guys. *As You Do* was fourth, nearly a dark horse,



Warana, winner of the Kelly Cup 2018

and *Supertamp II* fifth. *Woodwind*, the slowest boat in the fleet, was sixth and *Maxstar*, the fastest in the fleet, was seventh. On corrected time these boats were only 12 seconds apart. So is the Kelly Cup a lottery? Analysing the results on corrected time, *Warana* won by 26 secs, *Moonbeam* was second by 32 secs, *Vanity* third by 11 secs, *As You Do* fourth by 8 secs and *Supertamp II* fifth by 31 secs. To me that's a reasonably tight finish. The first ten boats finished within five minutes of one another and, on corrected time, the whole fleet finished within 14 min 20 secs of one another. If we discard the boat that went the wrong way, the whole fleet finished within 7 min 34 secs of one another.

Notwithstanding (I love that word) all the above 'its not whether you win or loose, its how you play the game'. I reckon that, at the Amateurs, we play it pretty well. Drinks are on you Fred!

SOUTHERLY REFLECTIONS

I was delighted to see the tightly-contested Ranger/Couta Sprint series from my dining room window in Pitt Street. The Coutas sailed much better than on previous occasions. The number of Rangers racing regularly and their standard of maintenance are unprecedented. This is largely due, I believe, to the efforts of Sean Langman and his love of the Rangers.

Southerly



Photo Alice Murphy

Vanity lost her peak halyard when crossing the starting line on Saturday 17 March.
John Crawford advises that they lost only four minutes

RANGER COUTA SPRINTS 2018

June 2018



Photos John Jeremy

Now an annual event, the Ranger/Couta sprints were held on 8 and 28 April.
Here *Cherub*, *Ranger* and *Vagrant* start in light airs on 8 April



Happy spectators in *Bordeaux*



Makama doing her best in the light wind during the first race on 8 April



Cherub approaching the finish



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The start of the second race on 8 April



Cherub, Makama, Ranger and Vagrant in a huddle



Makama and Vanity



Rangers on display — *Vagrant, Cherub, Vanity and Ranger* lined up for the finish of the third race on 8 April

WHAT'S IN A NAME?

by
Philip Brown

The Halvorsen brothers, Magnus and Trygve, took the names of three of their ocean racing sailing boats from Norwegian folklore. The story of Peer Gynt was captured in a five-act play of 1867 by the Norwegian playwright Henrik Ibsen. The three principal characters whose names the Halvorsen brothers adopted were Peer Gynt, Solveig and Anitra. Not many sailors have the privilege of naming a series of boats but the Halvorsen brothers named two more sailing boats of their creation after Anitra. Each of those names has a story too.

In the folk tale Peer Gynt was a wandering rogue who fell in love with Solveig but due to his reputation was prevented by her parents from marrying her. He left his village for the forest and mountains seeking solace and entered the domain of the Mountain King who insisted that if he were to live in the mountain domain he must become a Troll and marry the King's daughter Anitra. Not impressed by this prospect he escaped having filled his pockets full of jewels stolen from the Mountain King, however he was captured by the Troll guards. He was imprisoned and eventually did marry Anitra to ensure his release. Edvard Grieg wrote the well known music suite to match Ibsen's play which premiered in 1876 in Christiania (now Oslo). The Peer Gynt story remains a significant part of Norwegian culture.

Anitra V



Photo John Jeremy

The Halvorsen brothers built *Peer Gynt* in 1947 based on their own design to follow their previous much lighter less suitable boat *Saga*, in which they had come second in the second Sydney-Hobart Race in 1946. Their first boat *Enterprise* did not qualify for the Hobart Race being too small and without an engine. In *Peer Gynt* they twice won the Trans Tasman Race which started in January from Hobart — in 1948 and 1949. They raced *Peer Gynt* in the Hobart Race each year from 1947 to 1949. She was 36 feet long with a canoe stern, full-length keel, an angled keel-hung rudder, bowsprit and stern bumpkin to carry the backstay beyond the long boom. She was a heavy, solid boat fashioned along the lines favoured by Norwegian naval architect Colin Archer.

The next boat was *Solveig*, built in 1950, in which they won Line Honours in the 1953 Hobart Race, coming second on handicap. She won the Hobart Race on handicap in 1954 skippered by Stan Darling. They also won the 1951 Trans Tasman Race in *Solveig*. Designed by Trygve, she has a canoe stern, is 36 feet long with a fin keel and free hung rudder under the stern but was much lighter than *Peer Gynt*. She has recently been restored having been brought back to Sydney from Hawaii where she was sold by the Halvorsen brothers in 1955 after competing for the second time in the Transpac Race from Los Angeles. *Solveig's* new owner Bob Allan has been racing her in the SASC Sunday Classic series.

Anitra V (there was, and still is, another registered boat named *Anitra* in Victoria) was launched in 1956 in time for the Hobart Race in which she came second on handicap. The “V” in the name was to differentiate her and was to signify that she was the brothers’ fifth boat. Numerals were not allowed in boat names under the then-used British Register of Shipping. When questioned about whether the “V” was in fact still a Roman number, Trygve Halvorsen was said to have explained that the “V” was for Vinner — after all he was NorVegian! In *Anitra V* the brothers won on handicap in the 1957 Hobart Race and came second in 1958 and 1959. They also shipped her to Los Angeles to compete in the 1959 Transpac then sailed her home to Sydney with a crew of three (as they had previously done with *Solveig*) in time for 1959–60 season CYCA Blue Water Championship Series which they won. *Anitra V* was designed by Trygve and is considerably larger in volume than *Solveig* at 38 feet long with a canoe stern, fin keel and similar but differently shaped free-hung rudder under the stern with a larger beam and a different underwater profile from *Solveig*.

For their sixth ocean racing boat, built in 1960, the Halvorsen brothers went away from the Norwegian folklore naming system using a combination of their wives names — Noreen and Paula — to make *Norla*. This boat was also designed by Trygve but did not have a canoe stern and was kept only for a few years. They won Division 1 on handicap in the 1960 Hobart Race in her and also won the 1961 Trans Tasman Race. She is now in Hobart at the RYCT.

In 1963 when they launched their last ocean racing boat they reverted to a popular Norwegian girls name also based on folklore – Freya. She was a Norse goddess of love and fertility, wife of Odin and daughter of Njord in Scandinavian mythology. The boat *Freya* is larger in length and volume than *Anitra V* at 39 feet. She has a full-length keel with a deep, vertical keel-hung rudder well aft under a canoe stern. Trygve’s design made her extremely “stiff” and she could be driven hard with full sail in winds up to 30 knots. She became a legendary boat, winning the Hobart Race on handicap three years in a row in 1963, 1964 and 1965, a record which remains unbeaten. *Freya* won the CYCA Blue Water Championship in 1964–65 after which she was shipped to the UK as a member of the first Australian Team to compete in the Admirals Cup. The Australians came second by a narrow margin. There have been many boats built since around the world to the *Freya* design. The original boat is currently in the West Indies.

AGE SHALL NOT WEARY THEM

Just three days after Anzac Day, great veterans of a different kind trooped out onto Sydney Harbour to do battle once again. David Salter reports.

There is a special magic about classic yachts that have competed with distinction in the Sydney-to-Hobart Race and still race against each other today. Those who sail these boats are a true band of brothers (and sisters), yet they come together only once a year for the Great Veterans Race.

Organised by the CYCA the event had, in recent years, fallen into decline. But in the aftermath of the successful Admiral's Cup Anniversary Regatta some of the local offshore community came together as an unofficial committee and worked hard to attract entrants for the April 28 race.

The event is open to any yacht that competed in the Sydney-to-Hobart Race prior to 1975, or was launched before 1975 and competed subsequently. This year, for the first time, it was contested as a "stern chaser" pursuit race and the new format proved popular with the 19 yachts that took part. Prominent among that fleet were many SASC-registered yachts including *Anitra V*, *Fidelis*, *Nike*, *Mister Christian*, *Solveig*, *Lahara* and *Lolita*.

On board *Fidelis*
during the Great
Veterans Race



Sailed in a variable SW breeze and predominantly overcast conditions, the race was strictly “no extras” and tended to favour the larger yachts. In the end, the handicap starts provided an exciting spectacle at the finish as less than 9 minutes separated the entire fleet as they swept across the line off Clarke Island.

Interestingly for classic tragics, both divisions of the 2018 CYCA Great Veterans Race were won by yachts whose lines came from the drawing boards of legendary Australian yacht designers. *Fare Thee Well* (Clive Gregory), which registered an emphatic win in Division 1, was an early Alan Payne design. First in Division 2 was *Anitra V* (Philip Brown), a famous Halvorsen sloop from the 1950s. The two skippers shared the Windward Trophy.

Results:

Division 1

Fare Thee Well (Clive Gregory)

Suraya (Carl Striber)

Defiance (Nicole Shrimpton)

Division 2

Anitra V (Philip Brown)

Nike (Sam Hunt)

Lahara (Mike Warner)

Joint winners of
the Windward
Trophy, Philip
Brown (l) and
Clive Gregory



CITATION TO NEW ZEALAND

by
Cat Sturrock

Citation is defined in the Oxford dictionary as ‘a quotation from or reference to a book, paper, or author, especially in a scholarly work’. The Merriam–Webster dictionary puts it somewhat less romantically as ‘a summons to appear in court’, such as a traffic violation. Scrolling through the definitions listed in both, you might eventually reach the one where it is used to describe a formal means of praising another’s good deeds. However you look at it, we can definitely acknowledge it is somewhat of a unique name choice for a yacht. The, or should I say, our *Citation* is number 175 in a series of 200 or so Kelly-Peterson 44s (KP44s), a brainchild design of boat broker Jack Kelly and renowned designer Doug Peterson, intended as a hybrid of cruising comfort and racing prowess. It is not uncommon, particularly in our own experience, to find KP44s and their variants still sailing in innumerable locations around the world, 40 years or more after their initial launch, each with a rich history worthy of sharing in turn. *Citation* herself has sailed at least from Canada to Australia via the coast of Mexico in her past, however perhaps most fittingly for this story, she is a yacht which calls Mosman Bay and the SASC her home port of choice. For us, she is our home for this incredible year.

Citation at the
Green Shed

Photos courtesy Cat Sturrock



Over the past few months you may have wondered where the larger yacht with the high sides and blatant yellow mainsail cover has been.

June 2018

Or where the young couple, spending their afternoons, weekends and most evenings until late working aboard her, or else often wandering the club grounds, have got to. It is also quite possible that the three of us have not been missed in the slightest from the club, as the summer twilights turn into the winter series, and jumpers and wet weather gear become the outfits of choice over shorts and T-shirts on the water. That is entirely fine by us as, whilst we will always hold a dear place in our hearts for the SASC, we would be lying if we said that we weren't enjoying our time away from, not just the bay, but Sydney altogether. In that respect, let us share with you what we have been up to these few months past, and invite you along for the ride with us as we explore the South Pacific on our year spent well outside of the Sydney Heads.

For us the end of January marked the end of many months, years even, of preparation — particularly the last handful of busy months. Preparing the yacht, her systems, equipment and even ourselves for our first season of blue water cruising, we'd spent hour after hour working aboard, late into many an evening, to make sure we stayed true to our hoped for departure date. Sure enough, before we knew it, January came and went, and it just so happened that the perfect weather window appeared in time to make it to our first destination. This was to be the world-declared paradise of Lord Howe Island off the Eastern coast of Australia.

And so with that, our near year-long sabbatical began. On Friday 2 February we officially cleared Australia from Sydney accompanied aboard by our good friend Travis. We waved a teary goodbye to friends and family who had come to send us off and even escort us out of Sydney Harbour, and set out on our anticipated three day journey to Lord Howe Island. Looking back on those few days with the benefit of only slightly more experience and longer passages again under our belts, they still seem to stir an inordinate amount of memories. We had absorbed every moment and piece of information we could enroute to our very first destination of this whirlwind adventure. Over what felt like weeks but was, in retrospect, merely the first two days of our passage, we pushed *Citation* along at racing speeds, surfing down the lumpy seas where we could, reefing and/or shaking out several times over the course of a single watch. A rougher trip than predicted, I'm not so proud that I can't admit it was a struggle at times. The further from the mainland we continued though, the waves generally abated and, overnight, so did the breeze. By sunrise on our third day of sailing the wind was a steady 10 knots, the sun shone again and our spirits gradually lifted. Betwixt great sailing conditions, rainbows, sunsets and pods of dolphins, it's funny how the good experiences seem to overwrite the more challenging times in our memories and, almost instantly, we had fallen in love with the romance of sailing all over again.

Eventually, against the current and disappearing winds our overall speed dropped to barely a walking pace and with hopes of arriving before nightfall, we decided to motorsail. It was about this time that we realised, with some distress, that rather than just a little water in the bilge and a good deal of oil in our engine, quite the opposite had happened. We found ourselves a bilge full of oil, and an engine which shot water at least a foot out of our dipstick when it was removed. As this revelation and its potential dream-crushing repercussions sank in, we debated whether to turn around and sail back to Sydney or continue in the knowledge of very limited resources available on the island, and the potential to be turned away at the



Sunrise over Lord Howe Island



Safely moored in the LHI lagoon

very ‘doorstep’ to the anchorage, unable to even enter without a motor. With thoughts of a time and money-eating engine rebuild putting a swift end to our entire trip, we placed a quick call to the island. Their ability to tow us safely into the lagoon if we could get close enough confirmed, we made the decision to continue, if only because we may never have got the chance to visit again. If we had to, we could sail from there either back to Sydney, or the extra day onwards to New Zealand as originally planned, where labour was reputedly cheaper.

Of course, following this decision, we were becalmed and, if our initial days of passage had felt like weeks at the time, these last miles felt like several, painful months. Every sail up and inching towards the island which lay tantalisingly within view, we called on every ounce of racing experience to trim the boat. I’m not sure if *Citation* had ever, or will ever again, be trimmed quite so well. Finally, arriving at dusk, we waited out the long night and were towed in with the assistance of police and maritime early the following morning.

Our first day ashore after the two n mile dinghy ride was a blur. Sleep deprived and somewhat lost as to what to do, our first thoughts as millennials were to research, and eat. We found Internet slightly faster than our satellite phone, along with good food and cool drinks, and settled in to brainstorm our situation. However this was ultimately short lived as within moments of finishing our drinks we were whisked away

Sunset fishing at
Lord Howe Island



SASC NEWS

by an island acquaintance, connected with a local diesel mechanic's advice, set up with some fresh oil and returned to our dinghy to go get started on our engine. Back aboard *Citation*, what had seemed so straightforward on the phone as, frequently, advice from an expert can do, quickly proved not so easy to put into practice. Via satellite phone we managed to track down the mechanic, aptly known as Diesel, and soon enough he too was aboard. Over the course of a couple of hours, some incredible stories and a few beers, Diesel had managed to pull apart, clean and rebuild our afflicted engine. Just like that, it was running again. As luck would have it, we had found an expert in his trade, with experience in just such an issue. Our hydrolocked engine running anew, with several more oil changes prescribed, we could hardly believe our luck and settled in to enjoy and make the most of the rest of our time at the paradise island.

Those first few days we hiked, snorkelled, fished, dived and walked some more. In 'town' we'd spend our mornings downloading the latest weather over coffee or, if feeling a touch poor, on the grass above the beach. We discovered the local watering holes down by the golf course or bowls and got to know the local meteorologist at the weather station. As the weather held out on us, our days at the island increased. There are worse places to wait for a nice weather window, and we'd simply find another spot to explore either on land or in the water around it. In the lagoon we came face to face with turtles, rays and sharks, amongst bright corals and schools of innumerable vividly coloured fish.

Cyclone Gita approaching



Our hoped for weather window continued to prove ever more elusive as what had simply started as sub-optimal conditions turned into threats of, and then confirmation of, a cyclone. With this in mind we moved from our deep-water mooring to the northern end of the lagoon, added more lines and battened down. On the days leading up to the passing cyclone, the weather was eerily pleasant and we took advantage of extra days on the island by tackling the Mt. Gower hike and getting our stores aboard ready for the next leg of our trip. The weather following the passing cyclone was turning in our favour and seemed like the best opportunity we may have in the foreseeable future, despite the predicted swell. After several weeks at the island we were itching to be on our way again.

Cyclone Gita finally made her approach, coming within 100 n miles of the little paradise and providing us with a consistent over 30 knots in the more sheltered end of the lagoon. More uncomfortably, she brought with her huge tides which served to make life aboard nearly unbearable at anything but low tide, so on the day of her passing, we jumped in the tender and headed to shore to wait out the worst of the storm. The wildlife on Lord Howe Island is incredibly unique and diverse, but there is nothing quite so fascinating as seeing how the natural environment prepares for and reacts to such a storm. Birds hid amongst the long grasses, beaks pointed into the breeze, or in nooks between tree branches, visibly clenched as well as they could to the swaying boughs. Most eerily of all though, the island went strangely quiet apart from the noise of the wind, and on the more exposed side,

Dolphins off the bow



SASC NEWS

the roar of the waves. In the end the island recorded, at its worst, 64 knots but, apart from a battered tender which had broken off its mooring and a few fallen trees, we noticed little damage.

The following morning winds had eased to 15 knots within the lagoon and the sun, which was noticeably absent the previous day, was back shining again. The last of our gear stowed, we pottered out and set our sails for the first time in the better part of a month. With 20 knots on the nose and a 3 m swell on the beam, it was a ruder start to our ride to New Zealand than ideal, but a start nonetheless. With each passing day, the wind and swell eased until, just a day out of sight of the coast, we were left with glassy conditions. Even the occasional shearwater didn't bother to fly, choosing instead to sit, bobbing gently on surface and placidly watch us pass.

Finally, after passing the tip of New Zealand we had just the right wind to set a kite. The wind steadily built to 18 knots from behind, making for a wonderful sail down the Northland coast and gradually easing just in time to enter the beautiful Bay of Islands under dolphin escort as the sun was setting. Just shy of a month since leaving Sydney, and 1235 n miles later, we had made it to New Zealand, our base for the next month or so as we prepared for our longest passage yet and the tropical cruising destinations which followed it.

Sunset in the Bay
of Islands



Sydney Amateur Sailing Club ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 1 August 2018 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2018.
2. To elect Officers and Directors.
3. To elect Auditors. Crowe Horwath, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board
David Salter
Hon. Secretary

KNOCKABOUT IS FOR SALE.

In spite of the Commodore's impassioned editorial in the last *SASC News* it is with a heavy heart that I have made the decision to sell my beloved J97 *Knockabout*.



She is a delight to sail and if anyone is interested in taking over the ownership of this lovely yacht they can find out more details by going to *Boatsonline* and searching for the J97.

Jim Chambers

EMERGENCY BILGE PUMPS

There are two portable bilge pumps at the SASC for use in an emergency for pumping flooded bilges. Both are electric submersible pumps, one 12 volts DC for use in conjunction with *Nancy K* and the other a 240 volt AC pump for use alongside with mains power.

Pump No.1—12 Volt DC

This pump is currently in a plastic tub on the bench in the boat shed. It will shortly be properly located within the engine box of *Nancy K*.

Instructions for use

1. Bring *Nancy K* alongside the vessel in distress.
2. Stop *Nancy K*'s engine.
3. Remove the pump with attached hose and power cable from storage box.
4. Check the rubber ring is in place in the hose coupling and attach the hose to the pump making sure the coupling levers are tight.
5. Place the pump in the flooded bilge.
6. Run the discharge hose overboard and secure the free end with the cord.
7. Lift the *Nancy K* engine-box cover where, on the starboard side, you will find a two-pin socket to match the pump power cord. Push the plug into the socket.
8. Restart *Nancy K*'s engine — Do not run the pump without the engine running.
9. Alongside the socket you will find a circuit breaker with a red lever. Press the lever downwards to start the pump.
10. Check for pump discharge and keep a close eye on the water flow to ensure the pump suction does not become blocked.
11. When bilge is lowered sufficiently press the red button on the circuit breaker to turn off the pump.
12. Return the pump to *Nancy K* and ensure that, once back alongside the pontoon, the pump is placed in a bucket of fresh water and restarted to flush the pump clean of salt water.
13. Restow the pump in the storage box.

Note: Where flooding is severe and beyond the capacity of *Nancy K*'s pump the vessel should be brought alongside the pontoon where the 240 volt mains power pump can be used.

Pump No. 2 — 240 volt AC mains power

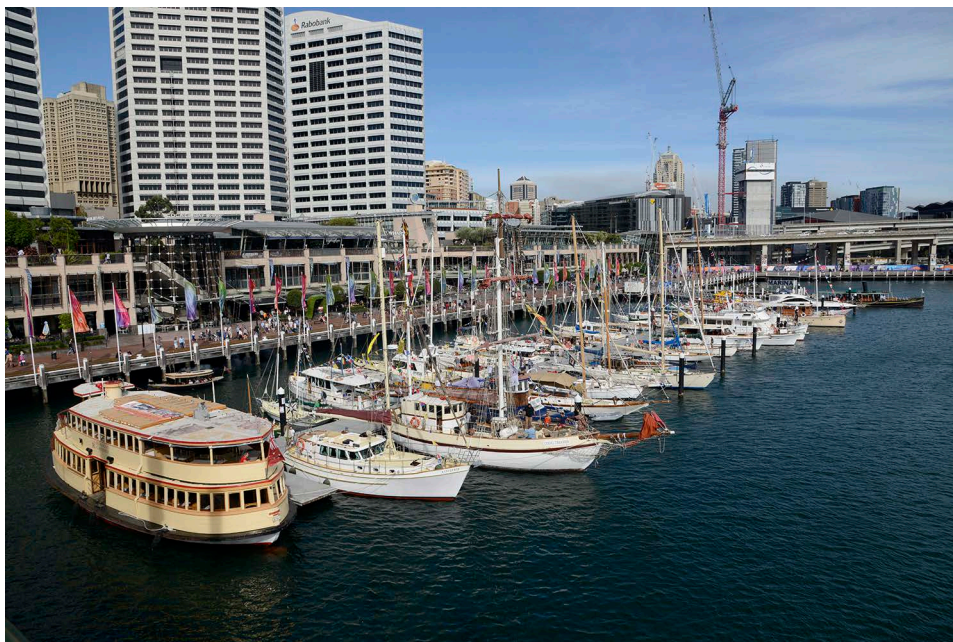
This pump is stowed in a crate in the cupboard above the compressor in the boat shed.

Instructions for use

1. Remove the crate from the shelf and take to the pontoon with an extension lead from the rack.
2. Remove pump and hose from crate.
3. Check that the rubber ring is inside the hose coupling and connect hose ensuring the levers are fully closed.

4. Place pump in the bilge. June 2018
5. Run hose overboard with no twists or kinks. Secure the free end of the hose with the cord.
6. Connect power cable to the pontoon or club power supply and start the pump.
7. Keep a close eye on the pump discharge to ensure the pump suction does not get blocked. Do not allow the pump to run dry.
8. When bilge is lowered sufficiently, turn off pump and remove from the flooded vessel.
9. Place pump in bucket of fresh water and restart to flush clean of salt water.
10. Repack in box and return to storage shelf.

CLASSIC AND WOODEN BOAT FESTIVAL 2018



Photos John Jeremy

The Classic and Wooden Boat Festival at the Australian National Maritime Museum in April was the largest of these events so far and attracted over 30,000 visitors to see a very wide range of classic vessels at the Museum, in Cockle Bay (above) and at Wharf 7.

Naturally, the Sydney Amateur Sailing Club was well represented with *Kelpie*, *Maris*, *Anitra V*, *Solveig* and Rob Evans' *Halvorsen Sailfish*, to name a few, amongst the many vessels present



Solveig and Anitra V secured alongside at the ANMM



Kelpie, Jenny Wren and Akarana (in the shadow) provided a dramatic contrast to the destroyer Vampire



Hurrica V and Ena had a pontoon to themselves



The Halvorsens put on a good show. *Sailfish* is the second Halvorsen from the left in the near row

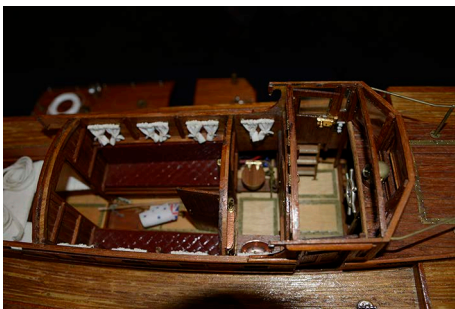
MASTER MODEL MAKER

Tucked away inside the Museum at the Classic and Wooden Boat Festival, and not well sign-posted, was a display of beautiful working models by David Glasson, seen on the right with his incomplete model of the survey motor boat SMB 1393. David makes models of boats which he has identified as significant to the RAN or on which he has worked at some time.

His models are accurate to the smallest detail



ML168 was built at Garden Island in 1936. The model is 1:12 scale



Carried in the wheelhouse of ML168's model is this tiny log book. It is a facsimile reproduction of ML168's actual log book

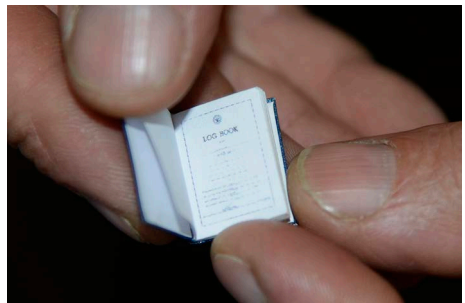


Photos John Jeremy

Some of David Glasson's models on display at the ANMM in April



The interior of the model of ML168, like all David's models, is complete in every detail



RUTUS DOES BIENNALE

June 2018



The Usual Suspects visited Cockatoo Island during the Biennale of Sydney for a cultural experience on 19 April. *Sailfish* and *Teepookana* found safe mooring at the Timber Bay marina at the island

The visitors exploring the recently-conserved convict-built machine shop (Building138).

Along with other convict built structures on the island, the building is World Heritage listed



This work was considered to provide ideal prototypes for future SASC glassware of generous size

Drawing attention to the plight of refugees today, Ai Weiwei's remarkable inflated boat occupied most of one of the machine shop buildings on the island



NEW MEMBERS

We welcome the following new members:

Vanessa Dudley
Andrew Henderson
Christopher Marr
William Rees

JUNE BIRD

It was a pleasure to see the photo of *June Bird* in the last edition of the *SASC News*. From family conversations I believe that my first sailing experience was on her at Christmas 1925 — I was one year old. My father Cliff loved her and she was scratch boat in A class.

One of the crewmen begged him to sell her to him. My father eventually did so as he wished to see his *Karoo* designed and built. The new owner slipped *June Bird* at his home and did not touch her for many years. The deck beams rotted and the topsides fell outwards, increasing her beam!

From memory Mick, son of the legendary Jack Earle, bought the wreck and restored her. She was later sold to Tony Ashleigh who ran the SASC boatshed. Tony used her as a commuter vessel to arrive and depart the SASC every day. She was later purchased by Kep Enderby and given a racing rig. She competed with the SASC for some years.

If any reader knows more about her history, please let us know.

Southerly

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 August 2018 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 July 2018. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

The RANSA Regatta 1980 — A29 *Concensus* (P Hamilton), A88 *Chance* (J Chambers), A102 *Scimitar* (H Goulder) and A67 *Aquarius* (Peter and Russ Chapman) rounding HMAS *Hobart* (II) during the race

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SALES**
AUSTRALIA.com

Yacht Sales Australia

The yacht sales professionals!



Swanson Carmen 31 - \$39,500



Pacific 27 - \$14,990



Duncanson 30 - \$25,000



Duncanson 37 - \$59,000



2011 Hunter 33 - \$129,000



Savage Oceanic 43 - \$185,000

See our website for full details.

Call us for a complimentary valuation, insurance or to sell your boat
02 9969 2144 or email sales@yachtsalesaustralia.com
www.yachtsalesaustralia.com