



# SASC NEWS

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

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October 2015

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| Executive Secretary           | Megan Keogh/Judy Wogowitsch |
| Racing Secretary              | Alice Murphy                |

**Cover:**

The first race of  
the new season  
— Super 30s after  
the start on 12  
September

(Photo John Jeremy)

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# COMING EVENTS

October 2015

## SATURDAY 17 OCTOBER 2015

Point score race for Super 30 Cup, Cruiser Racer Fleet and Classic Divisions

## SUNDAY 18 OCTOBER 2015

Gaffers Day

## SATURDAY 24 OCTOBER 2015

Point score races for all Divisions

## SUNDAY 25 OCTOBER 2015

Balmain Regatta

## WEDNESDAY 28 OCTOBER 2015

*Captain Joshua Slocum*, talk by boatbuilder Peter Gossell at the Club at 2000.

## SATURDAY 31 OCTOBER 2015

Point score race for Super 30 Cup, Cruiser Racer Fleet and Classic Divisions

## SUNDAY 1 NOVEMBER 2015

Captain Slocum Trophy Day. Point score race for Sunday Classic Non-spinnaker and Sunday Non-spinnaker Divisions.

## SATURDAY 7 NOVEMBER 2015

Point score race for Super 30 Cup, Super 30 GoldCup, Classic Divisions and Cruiser Racer Fleet Long and Short Series

## SATURDAY 14 NOVEMBER 2015

Point score race for Super 30 Cup, Classic Divisions, Cruiser Racer Fleet Long Series and Cavalier 28 Division.

## SATURDAY 21 NOVEMBER 2015

Point score race for Super 30 Cup, Super 30 GoldCup, Classic Divisions and Cruiser Racer Fleet Long and Short Series. Cruiser Racer Fleet combined race with MHYC at MHYC.

## SUNDAY 22 NOVEMBER 2015

Point score race for Sunday Classic Non-spinnaker and Sunday Non-spinnaker Divisions.

## SATURDAY 28 NOVEMBER 2015

Point score race for Super 30 Cup, Classic Divisions, Cruiser Racer Fleet Long Series and Cavalier 28 Division.

## **NEED THE TENDER?**

**Call Mike,  
Allan  
or Mitch on  
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Sat: 0900-1800  
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you can con-  
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A new season is upon us, an opportunity to enjoy the best of what lies ahead. We cannot choose the tide, the wind, the temperature, the sun, the rain or the ferry washes, despite all the unknowns one thing is certain, the next eight months will be amazing on Sydney Harbour being part of The Amateurs. It would be unfair to mention all the unknown elements without referencing the handicapper, my advice is the handicapper isn't tapping you on the shoulder, he's putting a flag on the hill for you to summit.

We had a spectacular Opening Regatta on 12 September with over 50 yachts participating and many returning to the Club to celebrate the day. There was a fine array of prizes for each division and a few notable mentions. The Club is very grateful to Past Commodore Vic Dibben for sponsoring the Opening Regatta. Vic has sponsored the Opening Regatta for over 10 years and we are very fortunate to enjoy Vic's passionate interest in The Amateurs and we look forward to hosting Vic as Patron of Gaffers' Day 2015.

Our thanks also to the Club Captain Chris Sligar, Executive Racing Secretary Alice Murphy, the Safety Auditors and Division Representatives for bringing together another great season. Thanks to Charles Maclurcan for co-ordinating another huge year of volunteer Starters and also Tony Barry for his wise counsel in courses and logistics. Rod Phillips and Roy have prepped *Captain Amora* and *Nancy K* which we know will deliver us to *utopia* every week! Thank you Peter McCorquodale for facilitating the Skippers Briefings, informative and entertaining as only Peter could do. A special thanks also for the enormous contribution of John Jeremy for compiling the Racing Book, only John could tell me when he started doing this as it was long before I applied to join the Club [*It may feel like a long while — but it's only seven years since I began to help put it together — Ed.*].

On Friday 18 September The Amateurs hosted a very successful evening for the annual Flag Officers Dinner. We enjoyed the company of our local MP, The Honourable Jillian Skinner, and our contemporaries from around the Harbour. It was a great night to show our appreciation of those who work and support us to deliver all things great about The Amateurs. The night was oversubscribed and I was very proud of all the beautiful compliments that were offered by our guests regarding their ongoing interaction with us in racing, operations or administration. Thank you to Executive Secretaries Megan Keogh and Judy Wogowitsch and also Rear Commodore Sean Kelly for making the night perfect.

Individually The Amateurs, Sydney Harbour and sailing are good, together they are great! We look forward to celebrating *great* with you at Gaffers' Day on 18 October.

*Liam Timms*







Photos John Jeremy

Dressed overall and ready for the new season



*Jack Millard, under the command of Rear Commodore Sean Kelly, passing Warana*





Gunner Philip Kinsella got Opening Day underway with a bang





The start of the Super 30 Division on Opening Day



*Captain Amora*, back at work and gleaming after her recent major refit

The start of No 1 Division in the Lion Island Race on 5 September



# LION ISLAND RACE 2015

October 2015



*Marloo, Ceilidh and Limelight on the way to Lion Island with EZ Street (obscured)*



*Frantic, with her big white spinnaker, made rapid progress to take line honours in Division 1 in just under 5 hours and 28 minutes. Kerisma won on handicap*



The start of Division 2 in the Lion Island race





*Supertramp II, Magic, Paper Moon, Spindrift and Shambles outbound in the Eastern Channel*



*The Indefensible and Lunacy. Lunacy came second in Division 2 after Anitra V*





*Shibumi* passing some smaller Division 2 yachts on the way to finishing second over the line



Photo David Salter

Fun in the sun: Some warmth for the crew of *Mister Christian* (l to r) Paul Connett, Steve Grellis and Chris Arnold, before the very chilly bash home



Photo David Salter

Trim, trim, trim! Jim Nixon tends the big kite on *Mister Christian* chasing the Div.1 tailenders up the coast



## FLAG OFFICERS DINNER



Photos John Jeremy

The clubhouse looked magnificent for the Flag Officers Dinner on 18 September with floral decorations by Leanne Gould



The Club was filled to capacity with over sixty members and guests at the Flag Officers Dinner





Commodore Liam Timms welcoming the guests



Members and guests at the dinner

# HE'S FROM BARCELONA

Dear Members,

On Friday 27 November 2015, after the twilight race, the club will be serving freshly-caught Paella of several varieties. This will replace the usual BBQ menu. Logistics necessitate that members, on behalf of themselves and their guests, pre-book for the evening, which will proceed regardless of weather conditions. It would greatly assist our planning if members wishing to attend would place a booking with the office reasonably soon. Tickets are \$30 per person, the bar will be selling alcohol as usual. I am assured that none who attend will leave the event hungry.

Warm regards,

*Sean Kelly*

Rear Commodore.



Photo John Jeremy

Frank Hetherton's *Molly* competing in a recent race on Sydney Harbour



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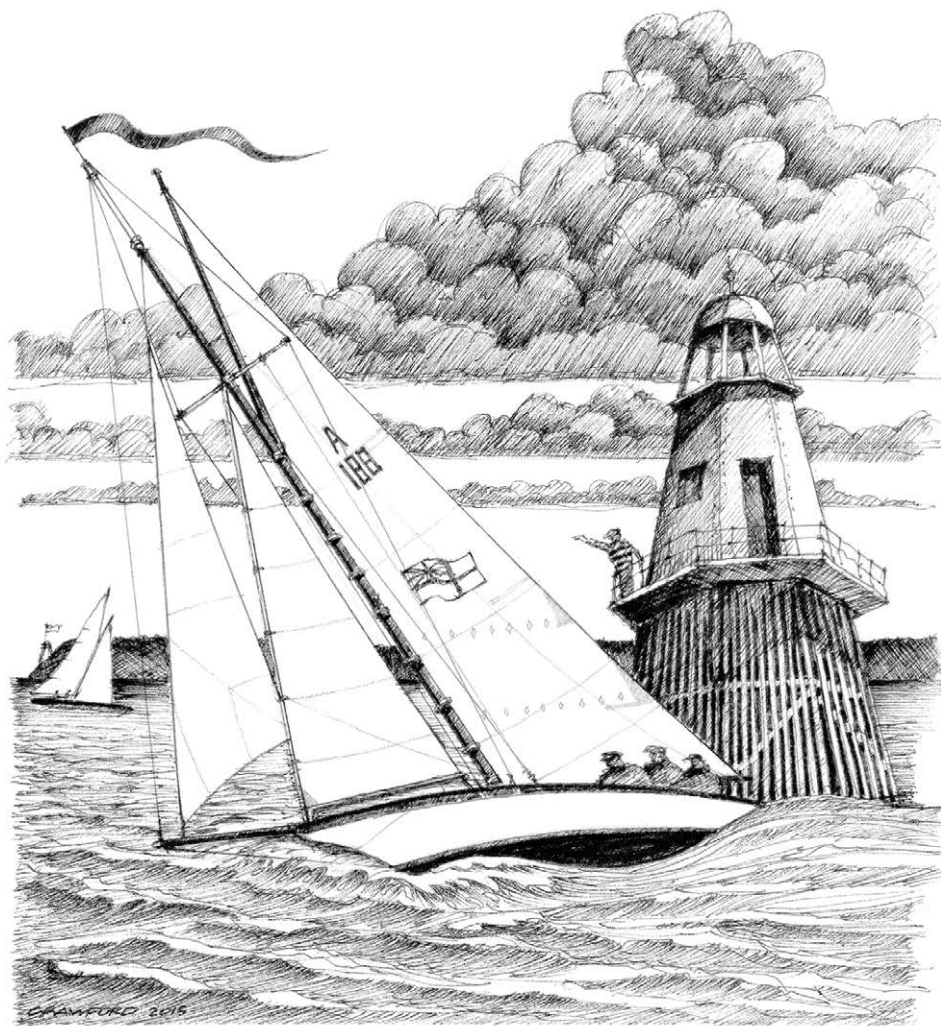
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KELPIE Launched: September 1893 Builder: George Ellis, Drummoyne Designer: Russell Sinclair LOA 30' 0" LOD 21' 0" Beam 6' 4" Draft 6' 6" Custodians: Merrin & Dougal Maple-Brown

# GAFFERS DAY 2015

A RALLY for CLASSIC YACHTS  
& VESSELS that HOIST A SPAR

Sunday 18 October - Sydney Harbour - Australia

Edward, Prince of Wales, summoned George Watson to London in 1892 for an audience. He then said ‘Watson, I want you to design and have built a yacht for me capable of taking part in the first-class cutter racing around the coast of Britain. She must have facilities for the ladies and above all be equipped to provide me with a first-class lunch. Good morning Watson.’

The result of this wonderful commission was the magnificent *Britannia*, the best yacht ever built. Her profile, with large overhangs, set the style for racing yachts for the next ninety years — including America’s Cup yachts, excluding *Shamrock IV*. This event is now competed for in contraptions. Edward, a great judge of yachting, raced her for years. Later she was campaigned by his son George V, a fine helmsman who often skippered her when he could escape from the affairs of state.

When King, Edward gave his support to the Royal Navy and the Army in creating a senior staff to run these services on a professional basis. A man of great charm he made Royal visits to France and Russia and was largely responsible for the formation of the Triple Entente which enabled the defeat of the Central Powers in World War I.

*Britannia*

Because of the above, Edward is one of my heroes — a man who achieved a great deal in life. His childhood was very repressive and probably miserable and as a young army officer he had a dalliance with a glamorous actress, all set up by his fellow soldiers. When his mother heard of it she made sure that he had no worthwhile employment for the rest of her life.

He then embarked on a career of extra-marital affairs and behaviour which would shock the editor of *Penthouse* magazine. This was largely suppressed because the press Lords were all close friends. They raced horses as did Edward. We all have an upside and a downside.

*Southerly*



Library of Congress

## VALE PETER GREGORY

Peter got his first sailing dinghy (a VJ) about the age of 10 and from that time on he was hooked. He spent every spare moment sailing it round Sydney Harbour and subsequently became the first Captain of Sailing at Cranbrook School. After he left school, his love of sailing only grew and in 1963 he joined the Sydney Amateur Sailing Club. From the time Peter joined, the Club became a central part of his world — and he loved everything about it — the people who worked there, the members and the values it embodied.

The first time I met Peter was on his yacht, *Freestyle*, an Adams 12. He loved that boat. From the moment I met Peter and saw him in action on *Freestyle*, I realized I had met the most patient and tolerant skipper on Sydney Harbour. My experience of sailing up to that point was a sport where, once at the helm of a yacht, apparently mild-mannered, gentle men would develop into manic panic-stricken beings, screaming incomprehensible instructions to the crew, resulting in a somewhat stressful experience for all concerned.

Peter was different. When first I met him we were in an Amateurs Twilight race. Other yachts were bearing down on us and narrowly missing us as they thrashed alongside, with many crew on the other boats screaming and yelling. Peter, on the other hand, was calmly at the helm — wheel in one hand, beer in the other.

I said “don’t you ever get stressed when you are racing?” “Oh yes” He said “trust me — if the grog runs out we’re in big trouble.” Peter won the race.

Peter Gregory on  
board *Ishtar*





Peter had always wanted to sail round the world and we made plans to live that dream in 2004. *Freestyle* was just not comfortable enough for the journey so Peter bought *Ishtar*, a Savage 42. In the years leading up to setting off on the big trip, Peter did everything he could to get the boat ready. Every boat has its idiosyncrasies — so it was a labour of love to get used to how *Ishtar* behaved in all weathers and to give me, a very novice crew, some training. October 2015

With *Ishtar* ready and my training somewhat complete, we left Sydney Harbour in April 2004 to head up the coast to Cairns, where we were joining other boats in the Blue Water Rally. Some sailing in company and an organised rally would help us get through the notorious pirate area of the Gulf of Aden. The rally left Darwin in September 2004 and headed to Indonesia — West Timor, Bali then onto Singapore and Malaysia, then up to Thailand.

By the time Christmas 2004 came, we were in Phi Phi Don in Thailand. We were there when the tsunami hit. We had celebrated Christmas Day with the other crews on the island and on Boxing Day Peter, who has always left or arrived somewhere earlier than scheduled, decided that we should up-anchor first thing and head towards the main part of Phuket to refuel and find another anchorage. We left an hour before the tsunami swept across the island. We had no idea what had happened and it was a shock to return to find that the tsunami had killed so many and badly damaged many of the boats which were still there. Thankfully no one from the rally was killed but two people only just avoided drowning.

We spent time in Thailand helping people from the rally before setting off again. However, this wasn't the last of the dramatic adventure. We ended up leaving Thailand a month later and found ourselves in a serious depression in the middle of the Bay of Bengal. I have to say that I was, without doubt, the most frightened I have ever been in my life. Peter however, being the ace skipper that he was, stayed calm and with the huge waves bearing down on us, managed to sail us out of danger. Despite the stressful situation, he still gave me many assuring hugs as I shed a number of tears (the first time tears had ever appeared)

The next stops were India, through the Suez Canal to the Mediterranean and Crete, where we arrived in April 2005. We were so thrilled to have achieved so much, but shortly afterwards Peter was diagnosed with bowel cancer. Although he recovered fully, we had to stop the trip and have *Ishtar* shipped home. Whilst we didn't have the year we had planned pottering around the Med. in 2005 we did manage, together, to achieve a large part of Peter's dream to sail around the world.

Once back home, there were several years of happy sailing on the Harbour, Pittwater and the Hawkesbury with another trip up the east coast to the Whitsundays in 2009. In 2012 we decided that *Ishtar* was just too big and heavy for us to keep handling on our own, so we sold her and bought a Jeanneau 31.

Unfortunately, Peter was diagnosed with Alzheimers in late 2011. We sold the Jeanneau and, tragically, he had to go into care in 2013. He died on 4 August 2015.

The words that spring to everyone's lips when Peter is mentioned is "what a gentleman". He was a gentleman and a truly gentle man. A brilliant sailor and someone with a passion for life that was magnetic. I have received messages and emails from all round the world remembering him. He will be sorely missed by everyone who knew him.

*Jane Duckworth*



Photos John Jeremy

Despite the rain over Mosman Bay, Denis Williams brought *Paper Moon* out to sail in the first Sunday race for the season on 20 September



Mark Jacobs and his crew showing off the graceful lines of *Venger* before the start of the Classic Non-spinnaker race



It was a first Sunday series sail for Ivan Resnekov's new *Tula*





That looks close! Guy Irwin checking clearance on *Captain Amora* at the start.  
Yes Guy, it was very close



*Magic*, *Tula*, 5 to 6 and *Clewless?* shortly after the start of the Sunday Non-spinnaker race



*Anitra V, Cherub, Malveena and Folksong at the start of the Classic Non-spinnaker race*



Concentration in Martin Dare's 5 to 6 as she approaches the finish. Because of the light conditions the race was shortened at the Nielsen Park mark. 5 to 6 won her race



John Westacott's *Malveena* approaching the finish. She won the Classic Non-spinnaker race by a comfortable margin from Charlie Cameron's *Folksong*





Chris Manion was relegated to the foredeck in *Magic* for the day.  
*Magic* finished third in her division



Plenty of smiles for Philip Brown and his crew in *Anitra V*.  
 She also finished third in her division

## LOLITA READY FOR A NEW SEASON



Past Commodore Nick Cassim's *Lolita* recently completed a major refit at Woolwich Dock in preparation for the new season



Photos John Jeremy

*Lolita* proudly flying the SASC Ensign during the parade at the RSYS Opening Day on 12 September



## A NEW LOOK FOR WILD OATS XI

October 2015

It's not every day that you see the bows cut off a gleaming maxi-yacht, but that is what happened at Woolwich on 28 August in the late winter sun.

A ten metre section of the bow of *Wild Oats XI* was cut off before the shortened hull was launched and towed away to be loaded on a truck for the journey to the McConaghy boat-building shop at Mona Vale. There a new, longer, bow section will be fitted to the yacht and two metres will be cut off the stern. After the modifications she will still be 30 m long overall and within the maximum length allowable for the Rolex Sydney to Hobart yacht race in December.

The impetus behind this radical modification is the return this year of *Comanche*, which is determined to beat *Wild Oats XI* for line honours in this year's race.

A new bow section has already been made at McConaghy's yard and the reconstruction is expected to take about eight weeks to complete. *Wild Oats XI*, more buoyant forward, lighter and faster (hopefully) should be sailing again by mid-November.



Mark Richards and Bob Oatley taking a chainsaw to *Wild Oats XI*

Photos John Jeremy

The final deck cut



Bows away!



# THE YACHT REGISTER

The Sydney Amateur Sailing Club's Yacht Register is published each year in the Annual Report, the Sailing Programme book and on the Club's web site.

The Register lists yachts owned by members — both those with Amateurs' sail numbers with the 'A' prefix and those without. It even lists motor vessels like *Sailfish*, *Pinchgut Fore* and *Patrick Whittington*.

The Register helps members identify Club boats and is a valuable historic record. Unfortunately, it is rarely completely up to date.

If you have sold your boat, or bought a new one, and forgotten to advise the Club, please contact the office and the register can be corrected. If you have joined the Club recently and not provided details of your boat for the Register the office can provide a form for the purpose.

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## TRAGEDY FOR PAST COMMODORE



All good things must come to an end — well 'good' might be stretching it a bit. Charles Maclurcan's famous (infamous?) Suzuki van recently came to the end of its useful life after 25 years service and has been towed away for scrap. Charles is somewhat distraught at this loss. The rest of us face a challenge knowing where he is. He is now driving a much less recognisable white Mazda sedan

# HMS HOOD'S BELL RECOVERED

October 2015

A research team led by US philanthropist and entrepreneur Paul Allen has successfully recovered the bell of the battlecruiser HMS *Hood*, sunk in 1941 during World War II.

Once restored, the bell will serve as a tangible and fitting memorial for the 1,415 lives lost when she was sunk by the German battleship *Bismarck* in the North Atlantic.

The bell was successfully recovered on 7 August this year. Paul Allen's team led the operation using his yacht *Octopus*, which is equipped with a state-of-the-art remotely operated vehicle.

The bell was first discovered and photographed in a July 2012 Allen-led expedition. The bell was found lying on the seabed well away from the parts of the battlecruiser's hull. That previous attempt to recover the bell was hampered by prevailing weather conditions and technical difficulties.

The bell is in good condition but will require a year-long expert conservation and restoration effort because it has spent so long in deep seawater.

HMS *Hood* is the largest Royal Navy vessel to have been sunk, causing the largest loss of life suffered by any single British warship and the recovery is fully supported by the HMS *Hood* Association whose members include veterans who served in the ship before her final mission in 1941, and relatives of those lost with her.

Once conservation of the bell is complete, it will be put on display by the National Museum of the Royal Navy and will form a major feature of the new exhibition dedicated to the 20th and 21st Century Navy, which was opened at the National Museum of the Royal Navy in Portsmouth Historic Dockyard in 2014.

The wreck of HMS *Hood* is designated under the Protection of Military Remains Act 1986. As well as providing a memorial, the recovery has prevented it from being taken by any illegal operation for personal gain.

Photo Vulcan Inc.



Extracting HMS *Hood*'s bell from the ship's wreckage

## HAIRCUT AND SHAVE FOR HMAS CASTLEMAINE

The retired Bathurst-class minesweeper HMAS *Castlemaine* recently received a new paint job in Williamstown, Victoria.

BAE Systems' Williamstown shipyard completed hull cleaning and painting work on the ship which is the last of the Australian-built Bathurst-class minesweepers to serve in the Second World War.

After undocking *Castlemaine* went back to Gem Pier. Named after the city of Castlemaine, Victoria, she was one of 60 Bathurst-class ships constructed during World War II. Built at Williamstown, she was launched in 1941 and commissioned in 1942. *Castlemaine* operated during World War II in the waters of Australia, New Guinea, and Timor. She remained in service until 1945, when she was decommissioned into reserve and converted into an immobilised training ship at HMAS *Cerberus*. In 1973, *Castlemaine* was presented to the Maritime Trust of Australia for conversion of a museum ship. She is one of two surviving examples of the Bathurst class, the other being HMAS *Whyalla*.

*Castlemaine* in the Alfred Graving Dock at Williamstown

*Castlemaine* is well worth a visit if you are in Melbourne. She is open for inspection at Gem Pier in Williamstown from 1000 to 1600 on weekends and public holidays.





# AMATEURS POISED TO CLOSE SUBS DEAL

October 2015

*In a move sure to send shock-waves throughout the international maritime construction industry, news has emerged that the SASC is to tender for the contract to build 12 new submarines for the Royal Australian Navy. David Salter reports.*

Liam Timms, Chairman and CEO of the recently-formed SASC subsidiary company, Green Street Underwater Nautical Corporation (GUNC P/L), says he believes the Amateurs is now the front runner in the race to secure the \$40bn contract to build the nation's next submarine fleet.

"We have the people, the expertise and the infrastructure to get this job done," Timms says. "The new slipway cradle is more than capable of handling the build, although the aft sections of the subs might stick out just a bit into the ferry lane."

Project Manager Trevor Cosh is confident that the challenging materials workflow requirements of the project can be met. "I've already got a fair bit of the stuff we need under my bench in the garage at home," he told the *SASC News*, "and I can machine up a lot of the extra bits and pieces on the lathe tonight after dinner."

It is understood that the construction timetable will see the first 10 subs completed before the boatshed closes for the customary Christmas break, with the remaining two delivered before racing resumes in mid-January.

SASC shipwright Rod Phillips, the nominated Works Supervisor for the job, argues that the new Corporation's unique dual-site assets on Mosman Bay offer it an unbeatable advantage over the other tender applicants. "The power plants and drive trains for each sub will be assembled down at the Green Shed," he explains, "then we'll bring them up on the *Nancy K* and drop them into the hulls using the mast crane. Sweet as!"

Corporate & Community Affairs Manager, Bruce Dover, is similarly upbeat. "The only slight snag might be possible complaints from the neighbours about noise. But we've promised not to use the steam hammers past 2:00 am and the riveters don't start until 6:00, so there shouldn't be too much of a problem."

Joint CFOs for the project, Megan Keogh and Judy Wogowitsch, promise the contract will be completed on time, and on budget. "Any slight cost over-runs can be more than covered by the Friday Twilight bar takings," they say.

A decision on the tender is not expected until late November, but Defence Minister Marise Payne has hinted the SASC may have good cause to be confident. "We've had amateurs making all our major defence decisions for the past 100 years," she told the *News*, "so why not let some amateurs build the subs?"

## NEW MEMBERS

We welcome the following new members:

Leonard Blundell  
Michael Cruickshank  
Johanna Watson

## SASC NEWS IN COLOUR

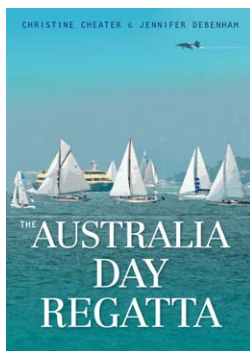
Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

## SASC SHOP

(AKA *The Office*)

The following items are available in stock:

|   |         |
|---|---------|
| Racing 'A' Flag                         | \$15.00 |
| Burgee – Medium – 30 cm x 54 cm         | \$32.50 |
| Burgee – Large – 60 cm x 90 cm          | POA     |
| Burgee – X Large – 160 cm x 290 cm      | POA     |
| YA Blue Book (2013–2016)                | \$40.00 |
| Laminated Course Map                    | \$5.00  |
| Club Tie                                | \$25.00 |
| Club Cap                                | \$20.00 |
| Polo Shirt (short sleeves)              | \$36.00 |
| Polo Shirt (long sleeves)               | \$40.00 |
| Rugby Top (2XL only)                    | \$49.00 |
| <i>The Australia Day Regatta</i> (book) | \$70.00 |



Copies of *The Australia Day Regatta* can be obtained from the SASC office



## NEWSLETTER DEADLINE

The next *SASC News* will be the December 2015 edition. Contributions from members, which are always welcome, should reach the editor by Friday 4 December 2015. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

They have always been days to remember. Mosman Bay and the Sydney Amateur Sailing Club on Gaffers Day 1993



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