



# SASC NEWS

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

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October 2020

**SYDNEY AMATEUR SAILING CLUB**

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Racing Secretary	Catherine Baker

**Cover:**

It was a very close finish for *Vagrant* and *Van-ity* in the third race of the Ranger/Couta/Folkboat Sprints held on 20 September  
(Photo John Jeremy)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by Focus Print Group

# COMING EVENTS

October 2020

## FRIDAY 16 OCTOBER 2020

Twilight race (early start 1730)

## SATURDAY 17 OCTOBER 2020

Point Score race for Classic Division (Spring Series) and Mixed Fleet (Sheep Station Series)

## SUNDAY 18 OCTOBER 2020

Sunday Non-spinnaker Invitation Race — Platypus Trophy

## FRIDAY 23 OCTOBER 2020

Twilight race (early start 1730)

## SATURDAY 24 OCTOBER 2020

Point score races for Super 30s, Classic Division (Spring Series), Cruiser Racer Division and Cavalier 28s. Super 30s windward/leeward races with MHYC

## SUNDAY 25 OCTOBER 2020

Balmain Regatta

## FRIDAY 30 OCTOBER 2020

Twilight race (normal start time)

## SATURDAY 31 OCTOBER 2020

Point score races for Mixed Fleet and Classic Division (Commodore's Cup)

## SATURDAY 7 NOVEMBER 2020

Point score races for Super 30s, Classic Division (Spring Series), Cruiser Racer Division (two races with MHYC competing for the Daydream Shield) and Cavalier 28s. Muriel Trophy Race

## SUNDAY 8 NOVEMBER 2020

Point score race for Classis Non spinnaker Division (Captain Slocum Trophy Race) and Sunday Non-spinnaker Division

## SATURDAY 14 NOVEMBER 2020

Point score race for Mixed Fleet and Classic Division (Spring Series)

## SATURDAY 21 NOVEMBER 2020

Point score race for Super 30s, Classic Division (Spring Series), Cruiser Racer Division and Cavalier 28s

## SATURDAY 28 NOVEMBER 2020

Point score race for Classic Division (Spring Series) and Mixed Fleet (Sheep Station Series)

## SUNDAY 29 NOVEMBER 2020

Point score race for Sunday Divisions, combined with RPEYC Women on Water Regatta

**NEED THE  
TENDER?**

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



## SIGNALS FROM THE COMMODORE

A long road of no great distance finds this former reefer now wearing the Commodore's robes.

The Amateurs has been part of my life since I escaped from my cot to sail with Michael Tomaszewski on his 22 foot Swanson Dart, *Salty*. Through Tomo, it was my very good fortune to meet James and Philippa Davern. James it was, who introduced me to offshore racing. My first Hobart was on *Morning Tide* in 1982 with James, Tomo, Denis Williams, Greg Dwyer and Chris Oh. Other than losing the steering in Bass Strait and my innocence in Constitution Dock, it was an uneventful race. We entered *Morning Tide* again in 1984. I was soaking wet within twenty minutes of the start and stayed that way until we made Jervis Bay some 48 hours later. Handling the storm jib with Chris Oh up on the bow in 60 knot winds and monstrous seas, seemed a perfectly normal thing to be doing at the time.

It's not who you know, but what you know about them. The friendships formed on small boats in conditions ranging from sublime to suicidal, have delivered me wealth beyond measure. Were it not for the Amateurs, three children would not call me father and I would not be armed with a list of people prepared to meet me in a forest at 3 am with a couple of shovels.

It's not easy to understand what people who don't sail do with their lives and sympathy must be extended to those who are yet to sail with the Amateurs. Here we are, nestled in a jewel of a bay in one of the world's finest harbours. Just a few minutes after leaving the mooring, we can set sail on this spectacular waterway, in deep water, with small tides, and good breezes while surrounded by treelined foreshores and a cityscape punctuated by the Bridge and Opera House.

Few finer places exist on a warm, carefree, Friday evening or after a hard-fought Saturday race, than the Amateur's deck. But there are many lines of different colours to be constantly adjusted — “the other red one” — just to keep the doors open, let alone conduct boat racing. That we are approaching 150 years of operations, is testament to the members, staff, volunteers, directors and officers of the club who have been adjusting the lines over that entire period.

A quiet boat is a fast boat, this ethos is imbued in the Amateur's culture, we introduce sanctions reluctantly, usually aimed at the same miscreants and instead rely on the good grace of members. The response by Amateur's members to the restrictions introduced in response to the COVID-19 pandemic has been exemplary. It is evident that we are a sensible group of people with great loyalty to the Club.

Our Immediate Past Commodore, Bruce Dover, added an additional year to his sentence so that I could manage matters extraneous, such



patience was also kindly extended by other Club officers. Bruce has been responsible for many improvements at the Club that generally go unnoticed, he has negotiated new leases, better insurance, overseen compliance with the demands of Workplace Safety, implemented a new constitution, improved our finances and financial reporting and has been integral to many of the refurbishment programs, large and small, that keep us from being swallowed by Mosman Bay. Bruce has been extremely generous with the time he has devoted to the Club and his opinions have been widely respected by the board members he has served with. Bruce is also an excellent yachtsman and navigator and a pleasure to sail with.

Under the new regime there are no immediate plans for the purchase of a Commodore's private jet, leveraged buyouts of neighbouring clubs are not in immediate contemplation and we will continue to hold annual elections. For me, the Amateurs is all about the boats, the sailing and the comradery. My goal is to ensure that the club continues to adapt, so that we can appear to be standing still, this is no small ambition.

*Sean Kelly*



The Commodore, at a youthful 19 years, on board *Morning Tide* on the Derwent River in 1982 with Jim Davern, Denis Williams, Michal Tomaszewski and Greg Dwyer

## THANK YOU EDCON STEEL



The SASC would like to thank EDCON STEEL, Brookvale, for their assistance during the recent repairs to the Boatshed columns



Photo John Jeremy

The start of Division 1 in the 2020 Lion Island Race - *EZ Street* (6814) being overtaken by *Zen* (52001)

*David Salter reports on the 2020 Lion Island Race, which may turn out to be the only proper offshore event of the year*

Somehow, the Sydney Amateur Sailing Club managed to stage a blue-water race when the dreaded Coronavirus crisis has forced just about every other yacht club on the planet to cancel their offshore programs. And as an unexpected bonus, it was the COVID restrictions that helped produce a fleet for this year's Lion Island Race of more than double the usual entrants.

Starved of any competitive sea time, these boats were keen to have a hit-out before the 'serious' ocean racing season was due to begin. In addition, the new two-handed division for the Sydney-Hobart encouraged many of those intending crews to test their boats and skills under genuine offshore conditions.

A total of 42 yachts faced the starters at 10:00 in three divisions. My ride for the day was *Sequel*, one of those amazing little fractional Farr 1020 sloops that sail much faster than they should, and are surprisingly capacious and comfortable below. The ship's company was mainly *Mister Christian* alumni: skipper Michael Doherty, Felicity Nelson, Alex Seja and Bob Moore, plus Lauren Connors from *Arch Rival*.

The Farr 1020 *Sequel* ready for her offshore work-out

Photo David Salter





Photo John Jeremy

Division 1 yachts shortly after the start



Photo John Jeremy

*Spindrift* (B280) and *Anitra V* (77) after the start of Division 2





Photo John Jeremy

All three divisions got away smartly in a fresh ESE breeze that soon saw spinnakers hoist once we could ease sheets abeam of Hornby Light. Some of the larger yachts elected to hang onto their kites looking for better VMG to seaward while the majority re-gathered their spinnakers and hardened up onto the layline for Bangalley.

“Where would you rather be?” “Isn’t it great to be at sea again!” That sheer, joyous feeling of sailing in sparkling sunshine on a flat sea was

Photo David Salter

The start of  
Division 2

Sunshine, breeze,  
flat sea — bliss!





The 'old and bold'  
brigade on EZ  
Street

immediate. To add to the fun we dug out the jib off a Triton 28 and hauled it up as a loose-luffed staysail on a spare halyard. Nobody checked to see if that made us any faster, but it certainly felt good.

By now most of the larger boats had decided that heading for Lord Howe Island was not such a great tactic and were two-sailing in towards the mark. We were chuffed to see that *Sequel* had kept her speed and actually closed the gap to some of the Division 1 entrants who'd started five minutes before us. Allowing for a strong run-out tide we deliberately over-stood the mark by at least 50 metres yet were still just clear as we tacked and headed for home.



Abeam of Barranjoey on a glorious day



Tide made the mark rounding tricky

(A thought: entrants in the Fastnet Race have to sail around Fastnet Rock but the Lion Island Race now turns at a small mark that's often laid more than a mile North of the island. Surely a Category 4 race includes the expectation of some navigational skill, so why don't we just round the island itself? In the annual Pittwater Classics regatta the passage race uses Lion Island as a mark of the course and competitors can choose to round it in either direction. Nobody collides or runs aground. Just saying.)

Although the breeze was beginning to ease, the leg back to Sydney was another fetch — no spinnaker, comfortable, but slower than we'd hoped. Time for lunch and a restorative ale, then a couple of hours to savour the simple pleasures of sailing a well-found boat down that familiar string of beaches and headlands between Avalon and Manly. How lucky we are to have such a great stretch of coastline as our playground!

The podium places did not exactly reflect glory on the SASC entrants but, to be fair, few of our fleet were of a size to be competitive against the best of the visitors. The fastest TP52 completed the course in 3 hours 25 minutes; *Anitra V* took more than 8 hours to cover the same distance.

A dying breeze from 15:00 also meant that the slower boats struggled to keep any speed returning through the Heads and on to the finish at Watson's Bay. But that's yacht racing — it usually favours the big boats.

*Results:*

**Division 1** 1. *Zen* 2. *Denali* 3. *Imalizard*

**Division 2** 1. *Shine On* 2. *Shambles* 3. *Shibumi*

**Division 3 (Two-Handed)**

1. *Burning Palms* 2. *Odyssey* 3. *Sail Exchange*

*Double Dutch*  
(5719), *Sweet  
Chariot IV* (6084)  
and *Carinya* (275)  
after the start of  
Division 3

Photo John Jeremy





Photos John Jeremy

There was plenty of room to spare at the Club during the Annual General Meeting which was held in person and on-line due to COVID-19 restrictions

The SASC clubhouse looked rather like a television studio on the evening of 23 September when it was prepared for the postponed 2020 Annual General Meeting. COVID-19 restrictions limited the number of people who could be present in the clubhouse so, to enable as many members as possible to take part, and to ensure a quorum, the meeting was streamed on Zoom. To ensure that everything worked, a rehearsal was held a few days before the meeting and, with Alice Murphy sitting at a table at the side of the room as the 'producer', it all seemed to go smoothly. Attendance was 28 in person and 39 on-line.

In a break from the usual practice, rather than inviting all Flag Officers to report, the Commodore presented a single report for everyone which simplified proceedings. With changes on the Board to occur after the meeting, retiring Commodore Bruce Dover thanked all the retiring Board members, John Crawford, Charles Davis, Maurie Evans, John Jeremy, David Salter and John Sturrock, for their great contribution to the management of the Club.

The Commodore's report and the Financial Report presented by Charles Davis were accepted by the meeting, with those attending by Zoom polling on-line.

There being only sufficient nominations to fill the vacancies, Commodore Bruce Dover congratulated the new directors on their election and wished them well for the coming year, noting the considerable challenges which lay ahead. He then presented Commodore

Sean Kelly with his Burgee. Other presentations were deferred until the Friday when a lunch was held at the Club for recent and retiring directors and volunteers who had made a particular contribution to the Club in recent years.

The Board of the SASC for 2020–21 comprises

Commodore Sean Kelly

Vice Commodore Peter Scott

Rear Commodore Chris Manion

Captain Alice Murphy

Hon. Treasurer Bruce Dover

Hon. Secretary Leone Lorrimer

Directors        David Brown

                      Tony Cousins

                      Tom Moulton

                      Phil Tanner

                      Andrew Stuckey

It may have been the discipline imposed by Zoom but the meeting proceeded in a very businesslike manner and was over in less than an hour.



Captain Chris Manion, Hon. Treasurer Charles Davis, Commodore Bruce Dover, Vice Commodore Sean Kelly and Secretary David Salter during the Commodore's report to the meeting



It was elbow bumps all round when Bruce Dover presented Commodore Sean Kelly with his Burgee



Vice Commodore Peter Scott's Burgee was presented to him at the Friday lunch by Past Commodore Fred Bevis





Past Commodore Tony Clarkson did the honours for new Rear Commodore Chris Manion



Captain Alice Murphy received her Burgee from Past Commodore Rob Evans



Peter Robinson was recognised for his outstanding voluntary work for the Club with the award of Clubman of the Year 2020 which was presented by Past Commodore Bruce Dover

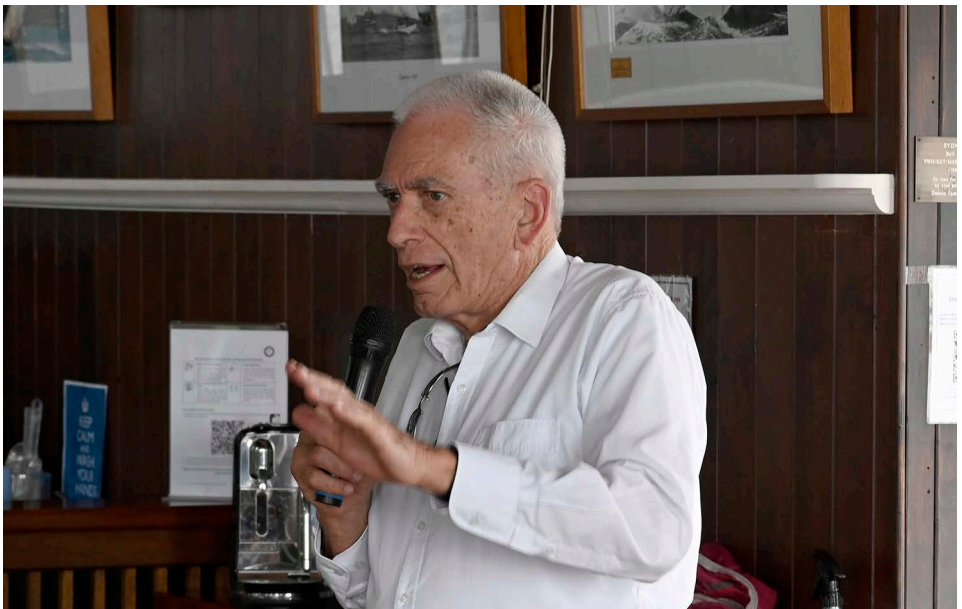


Photo Sean Kelly

Past Commodore Bruce Dover paid tribute to John Jeremy's remarkable 42 years on the Board following his retirement at the AGM. John responded to his kind words and gave some sage advice to the new Board members

# JOHN JEREMY AM

October 2020

## *A Legend at the SASC*

Small organisations and, particularly, small non-profit sports clubs benefit greatly from members with knowledge, intelligence, experience and an even temper.

John Jeremy, who recently retired from the SASC Board after serving 42 years as a director, has provided these admirable qualities in spades to the SASC and to yachting generally.

John was raised in the Eastern Suburbs. He possessed a strong interest in naval ships from an early age. Finishing school at Cranbrook at the end of 1959, he began work as an apprentice ship draughtsman at Cockatoo Dockyard (then a subsidiary company of Vickers) in January 1960. He enrolled at UNSW in the Naval Architecture degree course, attending the University part time. He graduated with Honours in 1967, the second to graduate BE (Naval Architecture) from UNSW. Dedicated to his work at the dockyard he moved rapidly up the ladder becoming Managing Director in 1981. He continued as the chief executive of the dockyard until it was closed in 1991.

John's sailing career began with a sail in *Waitangi* on Pittwater in the early 1950s. A Dragon, *Clar Innes*, followed but it was the father of two school friends, SASC member Mac Shannon, who introduced John to regular sailing in his sloop *Faerie* then his Ampoppeta-class sloop *Chione* and, finally, a Thunderbird *Chionette*. John also spent some time in a Pittwater 30, *Carrie*, and a couple of Stella-class yachts.

Whilst sailing with Mac, John always wanted his own craft and his first boat was *Tarrina*, a 16 ft half-cabin motor boat which gave him 11 years of fun poking about the Harbour and, would you believe, photographing ships. When Mac Shannon sold *Chionette*, John bought a 1967 Hood 20 naming it *Tiarri* (A116). Mac joined the crew with two of John's nephews, winning a Gold Medal in one year. A Cavalier 26, *Cavatina*, followed in 1977 for four years, which John renamed *Tantani* (A59). Still searching for his perfect yacht, John bought the East Coast 31 *Miko* in 1981. Renamed *Tingari*, she became part of the Combined SASC/RSYS Half Ton Division and John has raced her ever since.

John was persuaded by Mac Shannon to join the SASC in 1971. Soon progressing through the hierarchy of the Club, he joined the Board in 1978, and served as Commodore from 1982 to 1985.

by  
Charles  
Maclurcan

Eager to take charge — JJ on board Les Yabsley's ketch *Viking* at Jervis Bay in 1955. *Viking* took part in the SASC's first Gaffers Day in 1972



## SASC NEWS

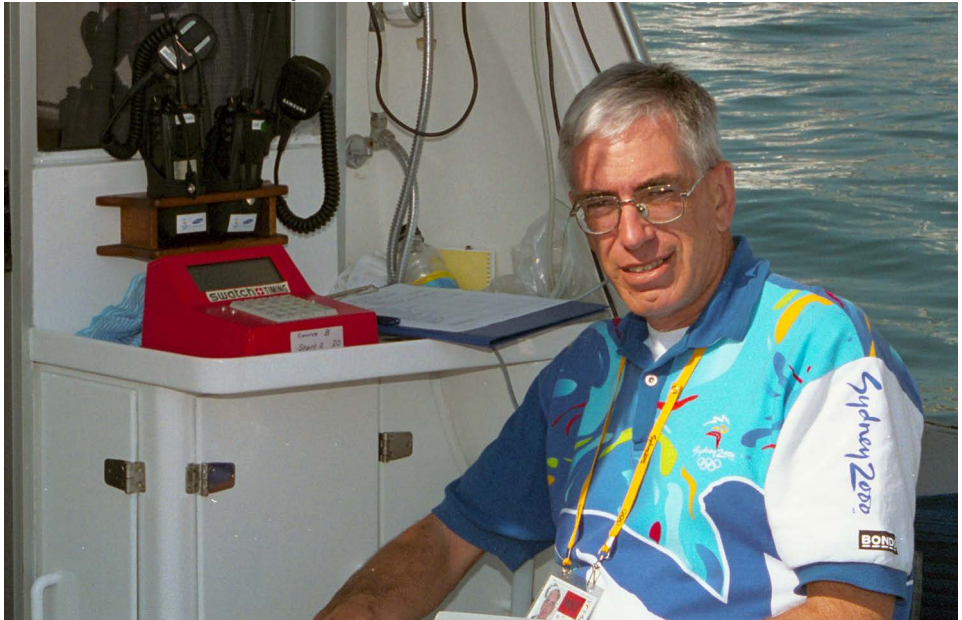
The SASC was not his only sailing focus. An occasional race management volunteer at the SASC for many years, he joined the Olympic Race Management Volunteers' team at the RSY in 1997 and subsequently performed as a timer of perfection during the Sydney Olympic Games in 2000 on Course Area B and went on to assist with the Paralympics and the World Youth Sailing Championships in early 2001. John has written three books on the history of Cockatoo Island and the work done there as well as numerous technical papers and articles. To this day, John edits *The Australian Naval Architect* for the Australian Division of the Royal Institution of Naval Architects and the *SASC News*. Some say that the *News* is considered one of the best of its type in on the East Coast.

John continues to contribute to the Club and will conduct the Sunday Sailing Programme this season. It hasn't been all smooth on the water for him. There was a memorable time when aiming the starting gun to the sky through a hatch on *Captain Amora* he blew the signal mast to pieces. Another time all that remained of a mark mooring line was wrapped around the propeller. I seem to remember it took some time for him to perfect the retrieval of laid marks. However he always turned up on time, an enviable quality.

Apart from all these activities John's hobby is photography. Needless to say his prowess with the camera has provided our Club and the RSY with numerous photos of personalities and their craft. This day to day record is priceless.

Thank you Sir.

Olympic timer,  
Course Area B,  
2000



Dear Sir,

I've been slow on catching up on the *SASC News*! I thank the Club for the most excellent Ranger sprint series last Sunday. The six Ranger types are all performing well and each have their moments of glory. For me, personally, I am very proud of my and my company's contribution to the fleet. As Mr Evans points out *Vanity* was built as the super Ranger. She was, however, built to the original timber scantlings. Her hull lines are the underwater offsets taken from the plans drawn by A C Barber which, curiously, are identical to *Vagrant*. *Ranger* was built in 1933 and *Vagrant* in 1936. I've surmised that *Ranger* was built from Cliff Gale's half model and *Vagrant* from the plans that Cliff had A C Barber draw up. The Ranger types displace 3,400 kg. *Vanity* displaces 3,400 kg. Her hull is Douglas Fir of  $\frac{7}{8}$  inch (22 mm) finished thickness. She is strip planked over two-foot (600 mm) centred flooded-gum ring frames. Her keel is laminated gum. Her hull has three layers of 450 gm double-bias fibreglass (there are no exotics). Her hull weight with a soft-wood keel (deadwood) without the burden of water saturated timber is 500 kg lighter than her sisters. The consequence (and benefit) was to add 500 kg more lead. We also made her draft 6 inches (150 mm) greater, so in a decent breeze she's a rocket upwind (as much as a Ranger can be). *Vanity* has more wetted surface so she does suffer in lighter winds. Over the number of Ranger sprint series thus far the honours have gone to *Vagrant*, *Ranger* and *Vanity*. As the winds have been generally lighter the slighter *Vagrant* has had the most wins. I fully agree with Mr Evans thinking of a classic date prior to 1975. I feel that *Hoana* or *Mahuka* would happily race an East Coast 31!

Sean Langman  
*Vagrant*

*Vagrant* and  
*Vanity* during the  
Ranger/Couta  
Sprints on 20  
September



I was just having a look at the June *SASC News* on line and I was reading Commodore Bruce's Signals where he started off by talking about the stairs up to Green Street and how they are a struggle. He brought back a vivid memory of my first ever trip over to the SASC clubhouse.

When I was first appointed to skipper the Sailability Rushcutters Bay (SRB) Sonar *Primary Wave* for my first SASC Spring/Summer Series, back in 2010–11, our SRB race officer told me that I was required to attend a Skippers Briefing.

Having checked my Gregorlys for a bit of a clue how to get to No.1 Green Street, I headed out for the briefing having no idea of the terrain that lay ahead of me. To most it would not have been a problem, but to a leg amputee it could be a bit of a struggle.

Well, as it turns out, I am a leg amputee and on that particular day I was having a fair bit of trouble with my prosthesis which was quite painful to wear it so I took the option of going to this briefing on crutches.

My "good leg" is very dodgy with a dickie knee and a wayward ankle so crutches on level ground are still a tricky thing for me at the best of times.

I arrived in Green Street to find no parking within cooee of the stairway to SASC, so I parked up the top of the hill and carefully made my way down on one leg and crutches to the stairs, with no idea of what I still had in front of me to get down to the clubhouse.

When I made it safely to the top of the stairs, a little exhausted already, I was only about half way to the Club.

It was 2010, well before the path and stairs upgrade, so the trip down that pathway with its uneven surface, variously-sized and uneven steps and no, or rickety, handrails on one dodgy leg and crutches was a trip that I didn't want to have to do again. But I did have to do it again — in reverse after the briefing was over and in the dark.

If I thought coming down to the Club was hard work, getting back up the hill was an 'Oh my God, I think I'm about to cark it' experience.

At one stage there were just two steps and no handrail and the steps had a high rise. As I was at the point on the swing on my crutches to throw my leg up to the next step, I over balanced. Luckily the person close behind me spotted this and put his hand into the small of my back and said, 'Steady on there mate!' and saved me from falling backwards. I was very grateful to feel that hand on my back.

Finally making it up all those dodgy steps to a more level, but steep, street, I leaned on a fence for a little while to catch my breath before I attempted the climb up the hill to my car and my trip home totally exhausted.

It now doesn't matter how uncomfortable my prosthesis is, you won't ever see me at SASC Clubhouse without it!

*Ron Montague*

*In the previous edition of the SASC News Rob Evans pondered the future of Classics Division racing at the club. To keep the debate rolling, David Salter responds...*

It was heartening to hear my esteemed colleague blow the rallying bugle for Classics racing, but unclear whether he was sounding the charge or the retreat.

On the one hand he calls for a clear definition of what the Club believes constitutes a classic yacht; on the other he appears to argue that the classification is purely subjective, saying, “if it looks like a Classic and it sails like a Classic it is a Classic”.

We can’t have it both ways. Either there are some fundamental qualities that make a yacht a classic (and exclude others), or there is an unspecified open slather subject to the whims of interpretation and personal taste.

No sensible member would oppose the current attempts to increase the SASC fleet. But if, as Rob argues, that means we need to “expand” our notion of what makes a yacht a Classic to attract more entrants then we risk wandering into a swamp of exceptions and contradictions.

This cannot just be an issue of aesthetics — what a yacht “looks like”. There are plenty of modern yachts that look like a classic, yet are made of modern materials and have contemporary rigs and appendages. Not surprisingly, they are much quicker and easier to sail than the older boats on which they were modeled.

Nor can we leave it to the Sailing Committee to decide which yachts are genuine classics. Just as there are many opinions as to which painters were truly Impressionist (or which composers wrote truly “classical”

Is this grotesque new 6-metre a “classic” just because it was designed to the rule?



music), there will be differing opinions as to which yachts should be allowed to race in the Classics Division.

As to Rob's assertion that all Metre and Metre Square boats built to the international rule ("whether new or old") should always be assumed to be classics, well, he may not have checked what 6-metres look like these days (*see picture*). They, and many of the modern 5.5s, are profoundly ugly rule-benders with distorted lines and bulb keels that would be ridiculous sailing in a proper Classics fleet.

In any case, the persistent clubhouse-bar pretensions around "metre boats" are largely nonsense. We hear claims of, "Oh, my boat is a cruising 7.5 metre" as if that magically bestows some sort of exclusive cachet. Long overhangs, a fractional rig and a sweet sheerline do not necessarily make a *metre* boat.

So, can we formulate a workable definition – or at least set of conditions – that describe a classic yacht? We can certainly try. This would be my simple test:

1. It must be built before 1975, or to a pre-1975 design.
2. Its hull and deck must be predominantly made of wood.
3. It must have a long keel, integral to the hull.

Admittedly, those three conditions might exclude some yachts that could swell our existing fleet, but without clear agreement on a few firm guidelines the term "classic" becomes meaningless, and it makes no sense to race as a separate division.

A commitment to regular racing depends principally on the will of an owner to get their boat up to a decent standard, and attracting a loyal crew. It has little to do with the division in which they then choose to compete.

In my view the path to greater Classics participation at our club lies in encouragement and support, not in weakening the factors that have made one fleet unique. But what think you?



*Vittoria*, the gorgeous 41-foot S&S launched in 1970 is undeniably a classic





Photos David Salter

Mike Warner took the opportunity of the abandoned racing on September 26 to do some quiet repairs to the signal flag halyards



The price of liberty is eternal maintenance:  
*Mister Christian*  
and *Malohi* at the Green Shed for some early-season TLC



No social distancing issues for Maurie Evans on the club slip with *Malohi*

# THE END OF THE AFFAIR

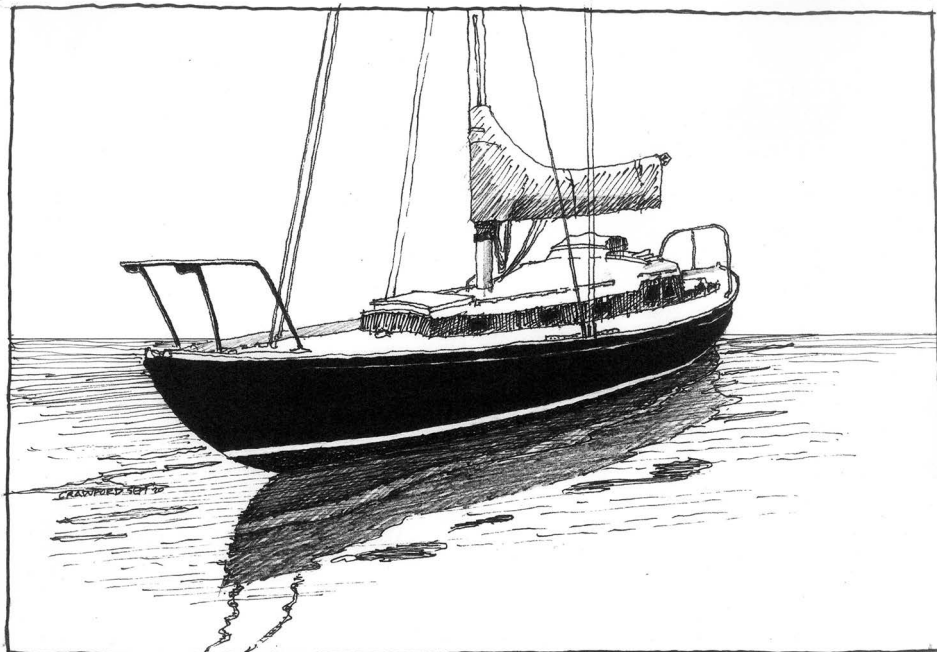
October 2020

It was love at first sight when I first laid eyes on the lovely *Celeste*, swinging on her mooring in Snails Bay. That was 25 years ago. It wasn't the passion of youth but the deep affection she (beautiful yachts are always female) inspired in her middle-aged, very-proud new owner. The introduction had come from the doyen of classic sailing, Bill Gale. I was looking for a yacht about 30 ft plus to race on Sydney Harbour. I had rung Bill to find the status of Claude Plowman's pre-war Fife 6 metre, *Sjo Ro*, a boat I had known from the days it resided in Mosman. Unfortunately it had just been sold. Bill then suggested *Celeste* and one look was all it took. It was love at first sight.

*Celeste* was designed by the Danish naval architect Knud Reimers.

Reimers had reputation for producing fast Metre Boats. *Celeste* has the lines of a 30 square metre yacht shortened 40 to 34 ft. Her under-body shape is pure Metre Boat and her rig is that of a 30 square. Reimers was a believer in composite construction, which substituted a metal frame for the more normal timber thus saving weight while giving greater strength. In *Celeste* the frames are monel, a nickel alloy which never corrodes. The boat was built in Adelaide by Alan Jordan, the then Commodore at Royal South Australian Yacht Club. Alan, an engineer, built the yacht in his back garden in a shed constructed for the task.

by  
Rob Evans



*Celeste* by John Crawford

She was launched in 1953 at the Royal South Australian Yacht Club. Alan raced and cruised *Celeste* in South Australian waters for the next decade and every year she was towed back to the shed in which she was built and, over winter, her topsides were varnished and bottom antifouled ready for the next season.

Thirty more years of sailing in South Australian waters ended when Simon Fraser bought the boat to Sydney. Two years later *Celeste* was mine.

The first year was low-key racing, although we did end up with a podium finish. At seasons end the decision was made to refit *Celeste*. A lot of thought went into how she should look and it was about this time that one of the crew said, “this would be a great boat to take to Southport”. There is a world of difference between harbour racing and heading offshore for a 400-mile race, as I was about to find out.

The boat I bought had a masthead rig and lee helm. Using the talent of Hood Sails, Sheerline Spars and Hugh Treharne the solution was  $\frac{7}{8}$  fractional rig on a tapered spar which, going by old photos, is very close to the original. The helm now is as sweet as you could wish. Minor repairs complete, the deck and coach house were encapsulated in 6-ounce glass and epoxy. Mel Godfrey took on the upholstery and John Sturrock took charge of our instrumentation. Our trial sail was one week before the race. We made it. Our moment of glory on our way north was being in sight of *Charisma* at Cape Byron however that moment was brief time and tide did not favour us.

*Celeste* and *Caprice* with the finish in sight

Photo John Jeremy



The race was sailed with what was then the new IMS post-race constructed handicap. The race committee at the CYCA finally produced a result weeks after our return to Sydney. We did beat our two back-of-the-fleet competitors *Tactical Response* and *Firetel*.

And so the year's program evolved. We raced to Southport, we raced to Port Stephens, and we raced to Coffs Harbour and for a bit of a change we raced to Batemans Bay. On Sydney Harbour we raced with the Sydney Amateur's Classic Division. For eighteen consecutive years *Celeste* was there from Opening Day to the Kelly Cup and was placed in one or other of the point score series or trophy series she contested.

*Celeste* was also the family boat cruising with the family on Pittwater and Port Stephens. Port Stephens was a particular favorite with a rental at Little Bay and Broughton Island on the horizon.

After twenty-five years the heart is still willing but the body is starting to fade, but the lovely, ageless *Celeste* swings on her mooring in Mosman Bay waiting for the next would-be owner to fall in love at first sight.

## BOOK REVIEW

### THE 18-FOOTER *BRITANNIA*: 100 YEARS OF A SYDNEY ICON

Our member Ian Smith has written a book about the 18-footer *Britannia* which celebrated its Centenary last year. It covers a long-ago period of open boat sailing with famous boats such as *Britannia*, *Yendys*, *Tangalooma* and *Scot*.

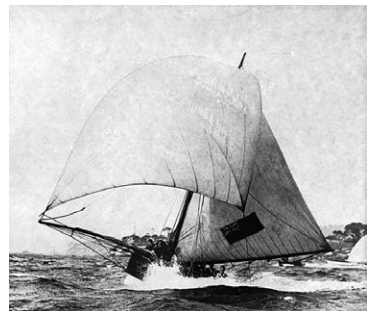
Wee Georgie Robinson was a shade under five feet tall and did wonderfully well with his self-built *Britannia* and played First Grade Rugby League. Names of skippers came back to me such as Chris Webb, Trappy Duncan, Billy Dunn and Billy Fisher. At the time there were a large number of voluminous slips on the Harbour which enabled them to dry their cotton sails. Many of the crew were very strong because of labour-intensive occupations and a lot played football in the winter. Southerly was Press-ganged in 1940 while fishing off what is now the Sydney Amateurs' wharf by tough guys from Tommy Doyle's ancient *Desdemona*. In a rules dispute with H C Press missiles were thrown.

Ian presented me with a copy of his book and I could not put it down. It is a wonderful story of an age that has gone. Sailing people will love it. Ian races his self-built replica of *Britannia* in the magnificent Sydney Flying Squadron Historical 18-footer races on most Saturdays.

The book is available from the Books Page at [www.openboat.com.au](http://www.openboat.com.au) or off the shelf at Boat Books in Crows Nest.

*Southerly*

*Britannia*





Photos John Jeremy

*Very Tasty* (6045), *XC3SS* (AUS216) and *Clewless?* (AUS6151)  
in the non-pointscore race on 12 September



*U2 (4541), Quambi (A62) and Ca Va (A111) beating to windward in the beautiful breeze on 12 September*



*Etrenne (A8) and Warana (A37) approaching the separation mark off Bradleys Head*



Always a regular competitor, *Vitamin Sea* working to windward



Close racing for *Lolita* (A156) and *Anitra V* (77) on 19 September

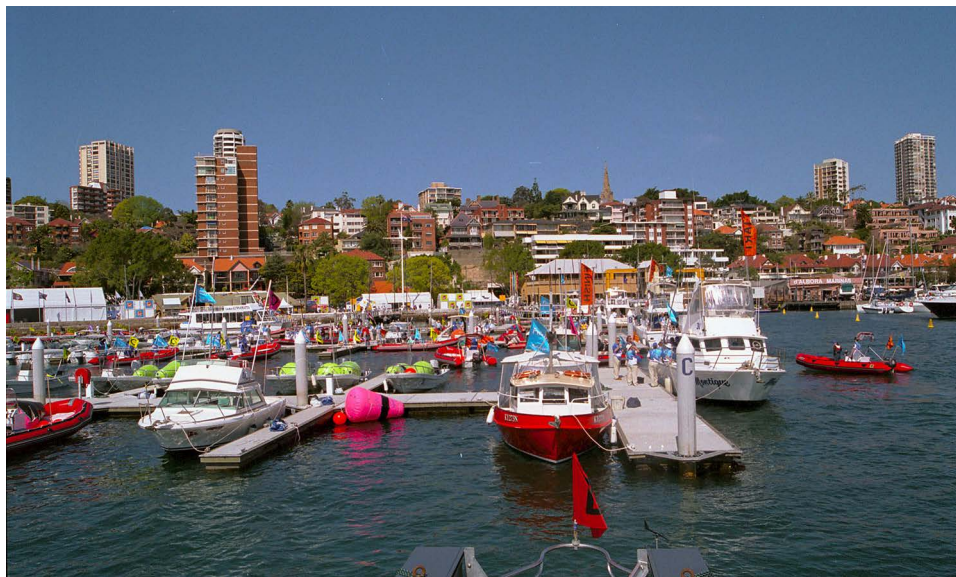




The start of the third race in the Ranger/Couta Sprints held on Sunday 20 September



The Folkboat *Beowulf* leading the fleet on the run to the finish in the second race on 20 September. Unfortunately only two Folkboats were able to compete, but they enjoyed some great sailing



Photos John Jeremy

Its hard to believe that it is 20 years since Rushcutters Bay was the home of sailing during the Sydney Olympics. The marina was temporary, but one of the best legacies of the Games was the large number of trained and qualified race management volunteers



Wearing their colourful national spinnakers (not used for competition) the winners of the 29er fleet triumphantly led the race management boats back to the marina after another outstanding day on the water

# NEW MEMBERS

October 2020

We welcome the following new members:

Joel Barnett  
Megan Brennan  
Sheridan Burke  
Mitchell Dawson  
Tim Dewis  
Anthony Fuller  
Mark Gaudin  
Benjamin Patterson  
Graham Turner  
Gunnar Wold

## TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

## SASC SHOP

*Subject to availability*

### SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$41.00
Racing 'A' flag (new stock)	\$27.00
Racing 'A' flag (old stock)	\$20.50
Club Tie	\$25.00
Club Cap	\$20.00
Club Wide Brimmed Hat	\$30.00
Polo Shirt – Short Sleeve	\$40.00
Polo Shirt – Long Sleeve	\$45.00
Rugby Top	\$55.00
SASC Water Bottle	\$15.00

## NEWSLETTER DEADLINE

The next *SASC News* will be the December 2020 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 November 2020. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Tidying up *Cherub* in the afternoon sun after a day on the water  
(Photo John Jeremy)