



# SASC NEWS

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

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December 2019

# SYDNEY AMATEUR SAILING CLUB

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**Cover:**

*Caprice of Huon*  
 closely followed  
 by *Josephine*  
 during the Sunday  
 Series race on 10  
 November  
 (Photo John Jeremy)

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# COMING EVENTS

December 2019

## FRIDAY 10 JANUARY 2020

First Summer Friday Twilight race

## SATURDAY 11 JANUARY 2020

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Racer Division and Cavalier 28 Division

## SATURDAY 18 JANUARY 2020

Point score race for Classic Division and Mixed Fleet

## SUNDAY 19 JANUARY 2020

Point score race for Non-spinnaker Division and Classic Non-spinnaker Division

## SATURDAY 26 JANUARY 2020

184th Australia Day Regatta

## SATURDAY 1 FEBRUARY 2020

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Racer Division and Cavalier 28 Division. Around the Islands Teapot Trophy for Super 30s and the Codock Trophy for the Cruiser Racer Division

## SUNDAY 2 FEBRUARY 2020

Point score race for Non-spinnaker Division and Classic Non-spinnaker Division

## SATURDAY 8 FEBRUARY 2020

Point score race for Classic Division and Mixed Fleet

## SATURDAY 15 FEBRUARY 2020

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Racer Division and Cavalier 28 Division

## SUNDAY 16 FEBRUARY 2020

RANSA Regatta

## SUNDAY 1 MARCH 2020

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Racer Division and Cavalier 28 Division

## FRIDAY 6 MARCH 2020

Friday Twilight race — **early start**

## SATURDAY 7 MARCH 2020

Sydney Harbour Regatta

## SUNDAY 8 MARCH 2020

Sydney Harbour Regatta

## **NEED THE TENDER?**

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

Sat: 0900-1800  
Sun: 0900-1700

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



Ferretting around in the back corners of the storage cupboard in the Amateurs' office has revealed some interesting discoveries — not least a box of papers which appears to be the results of a past attempt to collate the history of many of the boats which had raced at the Club in times gone by.

Of note is a letter to the Club from the late Dr John Musgrove — then the proud owner of *Varuna* (now owned by James Johnston and still racing with the Club) recalling his early days of sailing on Sydney Harbour.

*Varuna* was built by Billy Fisher at La Perouse to his own design although heavily influenced by Cliff Gale's *Ranger* design. She was constructed of one-inch Huon pine, tee tree knees, spotted gum frames and a deck of Indian teak. She was purchased by Dr John's father, Jack from the original owners in 1943 and, on his return from service as a Flight Lieutenant with the RAF in 1946, Musgrove junior, took to racing her on the harbour nearly every Saturday for the next six decades or more.

He notes that, in 1946, things were a bit simpler out there on the water. "Nobody was too sure of the rules because it was rare to cross another boat," he states. "The Amateurs was just restarting after the war, there was no Middle Harbour club, no CYC and no class boats. You only had two Manly ferries to dodge — *Curl Curl* and *Dee Why*.

"There was the port and starboard rule — the only other rule was a hangover from the square-rigged days — yachts running free gave way to yachts on the wind.

"There were no overlapping sails therefore no winches. All sails were double purchased and pulled on by hand and cleated off. When we did acquire one of the first genoa sails from Harry West of Balmain, it was too powerful to pull on and, in any case, pulled every cleat clear off the deck."

Musgrove's letter is a reminder of the gentler, kinder and simpler days of sailing. Certainly, it seems a far cry from today's world where we are beset by bureaucracy and encumbered by Special Regulations and Racing Rules which seemingly run to volumes. It makes a mockery, too, of the leading contenders in this year's 75th Sydney to Hobart Yacht Race — carrying, as they do, diesel generators which run non-stop in order to power canting keels, moveable ballast and electric winches — not to mention the myriad of computerised technology and satellite equipment aboard.

The good doctor also notes that, in his 60 plus years on the water, one thing that had not changed was the pleasure of sailing with a good crew.

"A famous Greek philosopher once defined a yacht crew as a bunch of strong, intelligent, well-motivated people who stood by you and helped you solve problems you would not have had, had you never met them," he states, tongue firmly in cheek.

"But I must say the camaraderie stemming from the experiences, dangers and adventures of sailing with crew, transcends all other pleasures".

As skippers and boat owners, many of us know his words to be so true. A good crew makes for more than a winning team. The natter in the cockpit or back in the Club after the racing, over a drink or two, reliving the race or resolving the world's problems, is as much a part of the joy of sailing as being out on the water itself.

The notion of “crew” also extends to the Club’s staff. In that, the Amateurs has been blessed with the services of an exceptionally-committed “bunch of people” over the years whose efforts and contribution provide the backbone of the Club’s success and good standing on the harbour.

None more so than our Executive Secretary, Judy Wogowitsch, who is retiring from her current role and will leave us at the end of this year. Judy has been unstinting in her commitment to the Club over the past ten years and her good humour, enthusiasm and attention to the needs of all members will be sorely missed. I wish her well on behalf of all the Amateurs as she embarks on new adventures and spends even more time doting on her beloved grandchildren — and thank her for the enormous contribution she has made.

In her place we welcome our new Office Manager, Paula Morel, who some of you may have noticed as the new face about the Club. Paula joins us with a very strong background as an accountant and manager — and a familiarity with sailing as both her partner and two boys currently sail out of Manly. It’s a significant challenge to get one’s head around all that managing the Amateurs, and its members, entails so please make yourself known to Paula in the coming months and lend her your support.

As the year draws to an end, I would also like to put on the record the appreciation of all members for not just our staff, but also our volunteers — starters, tender drivers, duty officers, workers and my fellow directors — for their selfless commitment of time and effort in the interests of us all.

Best wishes to all members, staff, volunteers and your loved ones for a healthy, happy and prosperous festive season — and fair winds and good sailing in 2020.

I leave you with the words of the good Dr Musgrove. “Our motto on *Varuna* has always been ‘Sailing — it’s better than gardening, besides which Bundy passed through the kidneys kills flowers in any case.’”

*Bruce Dover*



## THANK YOU INTERNATIONAL PAINT



The SASC would like to thank International Paint for their generous donation of Micron AP anti-fouling paint for the Club’s starter’s boat *Captain Amora*



## SHAMROCK COMES NORTH

*Robert Moore, and friends, bring his new boat from Melbourne to Sydney*

Clearly, a bloke who spends too much time looking at boats on the Internet might get himself into trouble when he finds one that doesn't slip out of his mind. So it was when, back in October 2018, I saw *Shamrock* for sale. Though her age was considerable (exactly mine), and H28s do not have a reputation for speed, she ticked a lot of boxes for me: a manageable size, good rig for an ageing owner and, hopefully, for kids learning about boats. She'd also had a long-term family ownership, and done some recent trips along the coast and across Bass Strait that suggested she might do such things again if cleverly handled. With Hobart origins, a stout build, sensible fishing-boat doghouse and handsome looks there was a lot that looked OK to me.

A trip down to see her and meet the owner, Rod Fuller, caused even more serious thoughts. Amongst the little cluster of H28s at Williamstown, she stood out as loved and looked after. With my family giving me the go-ahead I made another trip south to see how she handled, and to meet the wider family of previous owners like a prospective bridegroom. Looking cosseted after her annual maintenance on the slip at Hobsons Bay Yacht Club, *Shamrock* got a very encouraging survey report from Wayne Parr of the Wooden Boatshop. And so it proceeded. After many years, false starts and overthinking, I became a PBO.

Ready for the off — *Shamrock*, Mike, Rod and the new PBO



It was always the plan — the hope — to sail her home. With some generous help with mooring time from the HBYC, and space for Ian Currie, her long-term shipwright/carer to re-caulk the garboards under the mast step, she was ready. After a week to let her settle the crew flew down from Sydney on a Sunday morning: Alex Seja, Mike Warner and yours truly. With Rod's continuing generous help we provisioned for the trip in Williamstown and ate that night in a great gastro pub — terrific. Up early and off to Queenstown, Rod correctly advising it would take us the day. It must have been tough for him slipping out of the berth for the last time.

Despite the awesome, brooding sky we got little breeze for this hop and motored past the West Channel Pile Light to hail the seals. Dusk found us moseying up to the Queenscliff Cruising Yacht Club where the mighty *Storm Bay* was snoozing under her covers. Back to a berth at the Marina, for ease of access to the town, an excellent pub meal and a look at The Rip from Point Lonsdale — serious waters on the way out. Another moment for Rod, saying farewell to the old girl.

We left at 3 am to make slack water and were out before we could get too worried. Made sail for Wilsons Promontory with about 12–15 knots from the North West, and a forecast South West front with more pressure later that night. Under No.3, main and mizzen she was making six knots, with surges to eight.

All photos courtesy Robert Moore

A bit late in the season for this lark — Alex and Mike after the first dawn





*Shamrock* in Refuge Cove — a little boat in big waters

Mindful of the recent seam work we handed the main when the pressure built further, and still made six under the jib and mizzen. She took no water, so much thanks to Ian. A grand day, and half the night's sail, gradually getting to know her and the whistles in the mizzen rigging. With enough electronics on board to glow in the dark, allowing forecast analyses and giving confidence, we closely watched the evolving weather all the while.

A great sail across. Going through The Glennies, around the Prom in the dark was heady stuff. We fortunately entered Refuge Cove before things got more boisterous. A hot meal, too much Cap'n Morgan, and we all slept well into the following morning. The joys of cruising. Very quiet in the Cove with not many craft which was hardly surprising given the lateness in the season. One of those sharp black motor vessels with blue underwater lights had left as we entered, evidently not worried about the weather. Looking at *Shamrock* lying in the Cove was a pleasure.

After fitness class inflating the dinghy we climbed up to "Telecom Rock" (the only place with phone reception) to get the weather. It was Alex's wise call to leave on the back of the change and head for Gabo Island, our longest exposed jump. Predict Wind promised a maximum 15 knots of North West breeze inshore with much more pressure further out, and so it proved to be.

Through the night, and through the oil rigs the next day, we sailed or motor-sailed, making eastwards. In the dark, off watch, it was reassuring to hear Dr. Volvo kick into life when needed, and go silent when the breeze returned. With the dawn, it was grand to see some albatross weaving their magic in the calms, with a grand-dad bird thrillingly alighting just alongside, seeming to nod approvingly of *Shamrock* as we slid past him.



The welcome turning point of Gabo Island

We eventually rounded Gabo on a calm afternoon, unable to make progress under sail and hoping the engine would push us quickly up to Green Point. The predicted building Northerly, ahead of another front, arrived about two hours too soon. We motor-sailed, tacking to make headway in the lee of the Point into Disaster Bay, and then in towards Eden. Grey skies and a Wagnerian electrical storm announced the arrival of the next front, and we were mighty pleased to drop anchor in East Boyd, inside the wood chip wharf, in company with a good dozen sail and power cruising boats. When the South Wester came we were just a bit too exposed and dragged. Going further in and leading more chain saw her sit tight through the night.

Saturday morning brought 40 knots of South Wester on Twofold Bay and we were glad to be in close and snug — and not in Snug Cove. As it began to show signs of easing — and all the weather info suggested it would go quieter — Alex thought we should jump on the back of the change again.

Tied up in Ulladulla — and the simple joys of cruising

He was right. By midnight we had to prompt Dr. Volvo yet still made Ulladulla by the Sunday afternoon, where my daughter's friend Marita met us with pastries and a car to hit the supermarket for more supplies — and more Cap'n Morgan.

Despite some serious motoring the diesel had been sipping very little. There was fuel still in the tank after leaving Williamstown with it full, and topping up with 20 litres off Gabo. Another dusk departure and we slowly struggled over the current to round Point Perpendicular, staying away from the John Young Banks, to enter the home stretch. The North Easter came back through the day so that our last few hours of the trip were a struggle from the entrance to Botany Bay.



## SASC NEWS

We made the Heads and enjoyed a peaceful sail in to Mosman Bay, tying up at the SASC about 8 pm, when family arrived with a welcome dinner. Alex and Mike left for their respective homes while I stayed on board to enjoy the last quiet evening of the trip — well, after the ferries had called it a night. Daughter Clare returned in the morning, and my skipper David Salter of *Mister Christian* came to welcome *Shamrock* before she left for Upper Middle Harbour and Castlecrag boatshed, where a mooring was waiting.

And so it was that *Shamrock* came North. No breakages, everything worked, and she surprised us with her pace off the breeze. Despite her low sheerline we took little water on deck, and though she was not asked any serious questions, the boat gave delight and built confidence. She was easy to handle and keep at speed in the variable conditions we'd encountered. I was so fortunate to have Alex and Mike, generous with their knowledge and experience, to make the trip. Asking them along was one of my best decisions ever!

In the anchorages we visited and among the vessels we saw *Shamrock* stood out as from another time. Small, low and handsome in an old-fashioned way, with the raked masts of her ketch rig curious on such a small boat. Although Francis L. Herreschoff would not like her doghouse, I think he would still own her authorship.

Cruising a small classic timber boat has its real delights — the 'slow food' of sailing, simply enjoying the being there, avoiding bad weather but making the best of conditions and the boat's capabilities. It also gives rise to profound respect for the real small boat voyagers of the past who sailed with few of the advantages we enjoy today. Bill Nance of *Cardinal Vertue*, John Guzzwell of *Trekka*, the Hiscocks of *Wanderer III*. Their lead is followed today locally by the likes of Ian Hansen and Peter Mounsey of *Smoky Cape*, pushing to destinations many would not want to make for in a 24 footer. But then, it's all in the journey, isn't it?



Tied up at the Amateurs — a new home port

# SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS  
EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR  
A HAPPY CHRISTMAS SEASON AND GOOD SAILING  
FOR 2020

*BEST WISHES TO ALL OUR STAFF ON BEHALF OF ALL  
MEMBERS WITH THANKS FOR THEIR SUPPORT AND  
EFFORTS OVER THE LAST YEAR*

SEASONS GREETINGS FROM PAULA, JUDY, KAREN  
AND ALICE (ADMIN AND RACING) ROD AND ROY  
(BOATSHED), PETER (CLUBHOUSE), ALLAN, BOB,  
GAVAN, AND JIM (TENDER DRIVERS) AND THE  
STARTING TEAMS



# 184TH AUSTRALIA DAY REGATTA 2020



Endorsed by the  
Australia Day Council



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

# THEMS WERE THE DAYS

December 2019

*An old race programme rekindles memories of a bygone offshore era  
for David Salter*

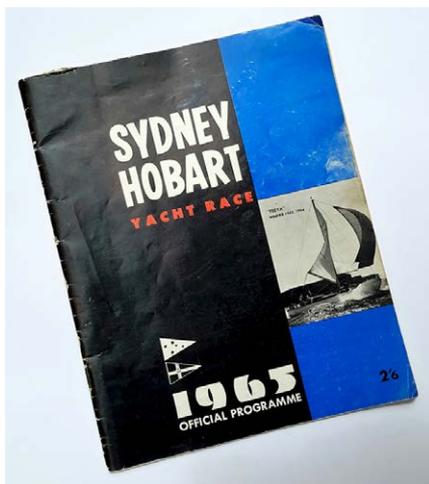
Indulge me, please, in a few moments of personal nostalgia. My first Sydney-Hobart race was in 1965 aboard a leaky 32-footer with tired sails and a ragtag crew. Not surprisingly, we had a shocker. But when our Commodore recently lent me a dog-eared copy of the 1965 *Official Programme* of that race the memories came flooding back — not just of that wet and dodgy sail South, but of the whole atmosphere of Australian blue-water yachting more than 50 years ago.

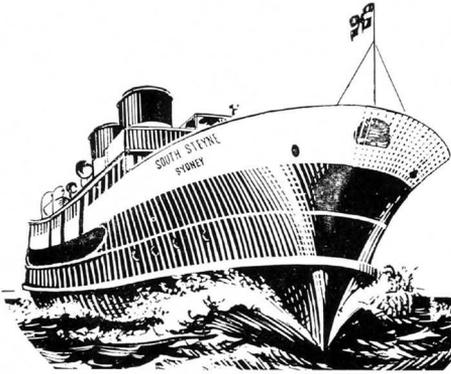
For starters, the programme was a solid 64-page publication crammed with useful content and plenty of advertising. What a contrast to the anorexic world of most local sailing magazines today. (And for the grammar Nazis it's worth noting that throughout the programme the words "Sydney-Hobart" were always correctly hyphenated. For some reason known only to themselves, the Cruising Yacht Club has recently dispensed with that punctuation, which signifies "to". But I digress.)

In tiny type the title page listed every Flag Officer, Director and Committee Member of the CYCA, and there were some famous names among them: Gordon Ingate, Merv Davey, Bill Psaltis, Graham Newland, Mick York, Horrie Godden, Ron Swanson, Alan Payne. These were the men who together had already helped build the Hobart race into a genuine offshore classic.

The official starter in 1965 — also listed on the title page — was "The Rt. Hon. SIR ROBERT MENZIES, K.T., P.C., C.H., Q.C., LL.M." Imagine how often the poor proof reader had to check all those letters after the Prime Minister's name! (The start itself was at 11:00 am in the days before sponsors wanted television coverage of the race to fall neatly during the lunch break of the Melbourne test cricket at 13:00.)

In many ways the advertising content in the old programme is as nostalgic today as the editorial material. A full page ad for Bonds Grand Slam sports shirts ("has the difference that sportsmen like") reminded me of how proud we all were to sail in navy blue tops which featured that little white penguin embroidered on the left side. The Port Jackson & Manly Steam Ship Company offered spectators the chance to follow the fleet out to sea on the S.S. *South Steyne* ("Why put up with jostling traffic for a vantage point or being caught in heavy traffic? Adults 20/-, Children 7/6").





# in S.S. SOUTH STEYNE

## Follow the Hobart Yacht Race to sea . . .

Don't be disappointed

# BOOK NOW!

No. 3 Jetty Circular Quay

Here is your chance to get a perfect view of the start of this classic yacht race.

Why put up with jostling for a vantage point . . . or being caught in the heavy traffic to and from all viewing positions?

The South Steyne departs No. 3 Jetty, Circular Quay, at 10.30 a.m. You will follow the competitors across the start, right down the harbour and round South Head. All the way an experienced radio announcer on board will help you follow the action. You will return to Circular Quay at about 1 p.m. Fares for the trip . . . Adults 20/-, Children 7/6.

Other advertisers included Nock & Kirby's ("Everything for the Water-sportsman"), TAA ("The quietest jets in the world"), Redex ("The new way to stop Diesel Fumes") and sailmakers Joe Pearce, Rolly Tasker, McNeill & Sheeran, Laurie Mitchell and Peter Cole. Not a square inch of Kevlar or carbon among them! A newfangled marine radio ("Simple to operate") was offered with five transmitter channels and a choice of cabinet colours.

But perhaps the most evocative aspect for me of looking back at the 1965 Sydney-Hobart is recalling the sturdy boats that battled their way to Hobart that year. *Freya* (Trygve and Magnus Halvorsen) romped home to claim an unprecedented three-in-a-row handicap win; *Stormvogel*, the plywood 75-footer from South Africa, took line honours. At the opposite end of the fleet was the tiny 29-footer *Zilvergeest* — with current SASC Hon. Treasurer Charles Davis listed among the crew.

*Man,  
there's a  
big  
difference!*



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0479



Photos John Jeremy

Other yachts in that 1965 fleet whose names have lived on in Australian offshore history included *Bachus D*, *Balandra*, *Cadence*, *Enid*, *Fare Thee Well*, *Ilina*, *Janzoon II*, *Rival*, *Salacia*, *Southerly*, *Southern Myth* and *Valhalla*. Some of their skippers were Bob Crichton-Brown, Bill Russell-Slade, Alby Burgin, John Bennetto, Lou Abrahams, Don Mickelborough and a certain Keith Rupert Murdoch.

And the newest boat in the fleet? A 36-foot double-ender built for Peter Kurts which was fresh out of Ron Swanson's shed at Dee Why. It's name? *Mister Christian*. At the time, aged just 17 and admiring the yacht from across the dock at Rushcutter's Bay, I thought she was the best thing I'd ever seen afloat. Still do.

26 December 1965 — spectator boat control was more relaxed in those days

*Stormvogel* soon after the start





The beautiful 62 ft ketch *Enid* (CYC38) drawing abeam of *Stormvogel* on the way to the Heads.  
Note the large TV camera on the tug



Well known yachts on the way to Hobart — *Tahuna* (CYC31), *Janzoon II* (185), *Salacia* (190), *Karingal* (181) and *Narranda* (SA8)

## *On Spinnakers*

When Cliff Gale began to race his *Ranger* in our B Class in 1937 she had a tiny lug rig and an asymmetrical spinnaker — all features of the design and rig being against the then-current fashion. In the early 1950s she changed to gaff rig as the art of construction of the extremely-powerful lug had faded away.

*Ranger* still sets an asymmetrical when running square in a strong wind and when the run is markedly shy. Luckily I can follow the racing from my Pitt St. window and often see yachts setting symmetrical spinnakers on shy runs having their bows forced down and the spinnaker leech curling inward causing an air brake. Asymmetrical spinnakers always have an open leech.

Footage of the last Cowes Regatta showed state-of-the-art yachts on shy runs using asymmetrical spinnakers and they were flying! These sails are much easier to control in a very strong breeze and therefore faster. There is no doubt that a symmetrical (parachute) spinnaker is more efficient on an average day if it is not too shy.

## *On the Classic Fleet*

The Classic Fleet is comprised of yachts with enormous speed differential. The extremely clear results of the last two races (as I write on 14 October) were amazing and the handicappers and their analysis are to be congratulated.

In times to come with our growing entries it may be possible to recreate the two divisions and, late, a displacement Gaffers division, the first for over 90 years. For the Gaffers a flying start once a month would create a spectacle. Two or more have expressed a wish to compete, making seven, more would come.

Suitable classics on our Register could be approached, also moored in Mosman Bay. A note (plastic bag and marble weight) could be dropped by the club tender on boats from Gladesville Bridge to Manly and Middle Harbour inviting them to participate in SASC Saturdays and the coming Gaffers Day. The Classics are now an Amateurs' shopwindow and generate a lot of attention. Nevertheless, all yachts that compete with the SASC are of equal importance to us. Classic design GRP yachts are welcome in the Classic Division.

## *On Spinnakers Again*

On Saturday 2 November the wind was gusting 28–30 knots. The only yacht to use a spinnaker was *Tamaris*, sailed by three generations of the Sproule family, and they won.

Further to my earlier comments on spinnakers they used a three-ounce Dacron asymmetrical sail set in a flattened mode. At no time did they feel uncomfortable and the boat was much easier to steer and was considerably faster than with a mainsail only.

On the same day in the Classics the short, fat, *Vanity* returned an elapsed time compared to other entries which astonished me.

*Southerly*



Photos John Jeremy

With *Sailfish* spending a month at Bobbin Head, Rob Evans was able to Round Up The Usual Suspects for some lunches in waters not usually explored. On 31 October a small group of Usual Suspects set sail for lunch at Brooklyn on the Hawkesbury River



Despite the bushfire smoke haze Cowan Creek revealed its usual magic



Rob Evans piloting *Sailfish* on the way to Brooklyn



*Sailfish* alongside at the Brooklyn Marina with Dangar Island and the far shore partly hidden by smoke haze



Photos John Jeremy

*Camilla* playing with the big boys on Sunday 29 September



*Samphire* showing off her black sails. Fortunately, her sail numbers are a proper contrasting colour — white



*Caprice of Huon* showing the MC38s how a classic yacht does it



A nonchalant Ross Littlewood only needs one hand on the helm — *As You Do*



*Wild One* approaching the finish on 29 September



No yacht is too big or too small for the SASC Sunday series — *Hotspur<sup>2</sup>* and *Crackerjack* on a windward leg



*Josephine* enjoying a perfect north-easterly breeze



*Lunacy and Ariel preparing for the start of the Friday Twilight on 18 October*



The start of Division 3 on Friday 18 October



Division 3 made a fine sight as they rounded Naval 3



Sister ships *Sanuk* and *Camilla* heading for the Beashel Buoy



*Etrenne, Spartacus, Anitra V and Windemere*



*Lunacy making a bit of a fuss as Cuttlefish takes a more sedate approach*



On the final tack — *Fidelis* about to finish on 20 October



*Shambles* enjoying the fresh breeze at the start of the twilight race on 1 November



*Zara* with a bone in her teeth on 1 November



Bathed in yellow light from the smoke-filled sky, *Flying Brandy* finishing



*As You Do* trying hard to over take *Solveig II* on 10 November



A close finish for *Sana* and *Cherub*



Classic lines, classic yacht — *Caprice* on 10 November

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## A NOTE FROM THE EDITOR

Readers may have noticed that I enjoy taking photographs of yachts sailing on our beautiful Sydney Harbour, many of which have appeared in the pages of *SASC News* over the last twenty years. I have far more than could ever appear in the *News* and I now upload some of them to Flickr at <https://www.flickr.com/photos/141402319@N02/>. Full size images can be downloaded there if you spot one of your boat which you would like. If you can't find what you are looking for, just ask — Ed.



Photos John Jeremy

The Royal Prince Edward Yacht Club once again conducted a very successful Women on Water event on 24 November. The Edward's yachts were joined by the SASC Sunday racing fleet for a great day despite the grey skies. The crew in *Hoana* were suitably dressed for the occasion



It was safety first on *Josephine* with life jackets all round



The happy crew in *Cuttlefish*



Yachts rounding the Rose Bay mark had to contend with a large motor yacht anchored very close to the mark. Here 5 to 6 and *Vivienne Marie* find room to round whilst those on *One World*, including the inflatable swan, appear to be in another world



*Lahara, Celeste, Hoana and others approaching the Rose Bay Mark*



*Paper Moon and Caprice of Huon wending their way through the anchored motor yachts on the way to the Rose Bay mark*



*Hotspur<sup>2</sup> just beat Samphire to the mark in Rose Bay*



*The forward hand on Clewless? was taking things lying down as she rounded the Rose Bay mark*



Photo courtesy Australian Antarctic Division

Australia's new antarctic research and resupply ship *Nuyina* is nearing completion at her builder's yard in Romania. Soon to begin sea trials, she will arrive in Australia next year and will replace *Aurora Australis*, which has been in service for nearly 30 years



Photo John Jeremy

Bruce Howard, President Sydney Division of Engineers Australia, presenting an Engineering Heritage Marker to Peter Hemery, Chair of the Sydney Maritime Museum Custodians, on board *James Craig* on 15 October in recognition of the ship's value in representing the design, material and technology of the late 19th century

## HOLIDAYS AT THE SASC

Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible. The kitchen and barbeque facilities will be available, but the bar will not be open.

### TENDER SERVICE

No service on Christmas Day, normal service on the following days.

Saturday 21 December 0900 – 1800

Sunday 22 December 0900 – 1800

Thursday 26 December 0900 – 1800

Saturday 28 December 0900 – 1800

Sunday 29 December 0900 – 1800

Tuesday 31 December 0900 – Sunset

Wednesday 1 January 0900 – 1800

The office will be closed from COB Friday 20 December 2019 to the morning of Monday 6 January 2020. Racing will be off-line from COB Monday 16 December 2019 to the morning of Friday 10 January 2020. The Boatshed will be closed from COB Thursday 19 December 2019 until Monday 13 January 2020.

### MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense.**

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

**Please** — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.

### REMEMBER THE NEIGHBOURS

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

### TENDER DRIVERS NEED A BREAK TOO

On some days the demands on the duty tender driver never slacken. They need a break just like everyone else, so please avoid calling them between 1245 and 1315 so they can grab some lunch.

# WHARF RULES

December 2019

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

Obstruction of the dinghy launching area on the pontoon by moored boats causes considerable inconvenience to members who use dinghies.

Please keep this area clear at all times



## NEW MEMBERS

We welcome the following new members:

Ines Benavente-Molina	Gregory Burdett
Simon Caust	Paul Connett
Dale Crosby	William Debelak
Lachlan Gray	Jasmine Hogg
Catherine Langman	Wilfrid Prest
Louise Pusic	Greg Rochford
Alex Seja	Fred Thiele
Juan Velasco Aranguena	Marcus Watson

## TENDER HOURS

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

Saturday (all year) 0900–1800
Friday Twilights 1600–2100 (approx)
Sunday DST 0900–1800
Sunday EST 0900–1700

## SASC SHOP

*Subject to availability*

### SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$20.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Wide Brimmed Canvas Hats	
— small, medium and large	\$30.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$40.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$45.00
Rugby Top – S, M, L, XL and XXL	\$55.00



## NEWSLETTER DEADLINE

The next *SASC News* will be the February 2020 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 January 2020. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

All Sydney to Hobart Yacht Race starts are spectacular, but some are more spectacular than others. This is the start of the 1984 race

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