



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2000

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Cover:

Approaching the
finish in the
Ranger World
Championships.

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COMING EVENTS

APRIL 00

SATURDAY 1 APRIL 2000

Twenty-second point score race for Cavalier 28 Division, twenty third point score race for Division 2 and Traditional Division, and last point score race for Division 7.

SUNDAY 2 APRIL 2000

Thirteenth point score race for Metre Division, Light Performance Division and Heavy Division.

SATURDAY 8 APRIL 2000

Twenty-third point score race for Cavalier 28 Division and twenty-third point score race for Division 2 and Traditional Division.

SUNDAY 9 APRIL 2000

Last point score race for Metre Division, Light Performance Division and Heavy Division.

SATURDAY 15 APRIL 2000

Kelly Cup race.

THURSDAY 20 APRIL 2000

Bob Brown Trophy race to Pittwater.

SATURDAY 13 MAY 2000

First Winter Series race.

SUNDAY 14 MAY 2000

Mother's Day Breakfast on the Wharf.

WEDNESDAY 17 MAY 2000

At 2000 – General Meeting of Members to approve proposed joining fee and annual subscriptions for 2000–2001.

SATURDAY 3 JUNE 2000

Second Winter Series race.

FRIDAY 16 JUNE 2000

Annual Prizegiving Cocktail Party at Mosman Returned Servicemans' Club.

**WHERE'S
THE TENDER!**

**Just call
Robbie on
0418 678 690**

Friday 1700-2100
(during Twilights)
Sat: 0900-1800
Sun: 0900-1700

MOTHER'S DAY BREAKFAST

Sunday 14 May 2000

Book early for this popular autumn event.

Cost \$15 for adults, \$7 for children under seven.

Telephone Faye at the Club on 9953 1433 NOW!

DON'T JUMP

onto *Nancy K. Robbie* has for weeks been asking people not to jump onto the tender and many continue to ignore him. A few weeks ago a very nasty accident occurred when a member jumped onto the boat whilst it was still moving, lost his balance or his foot slipped and over he went. He would have been luckier if he had simply gone overboard but as luck had it his foot got caught under the combing and a very badly broken leg resulted. Robbie has the authority to refuse to pick people up if they continue to jump onto the tender.

The clean up of the Boatshed got under way on 5 March and what a mountain of rubbish appeared on the wharf. It has all been removed from our precincts and we request all members and crew not to leave unused boat gear in the Boatshed. **PLEASE** throw it out or take it home.

Recently, our club has experienced some problems when starting races in which non-competing Club boats have crossed the line with the racing boats causing problems and in one case a general recall resulted. In our February newsletter we read of an incident during the Sydney International Regatta last December when some yachts (not SASC boats) sailed right through a start line just as a fleet of boats was approaching the line. I have always understood that courtesy on the water required all non-competing boats to keep clear of a starting line. I hope our members will keep this in mind even when on the water.

By the time you receive this newsletter, daylight saving will be over and twilight racing finished for another season. I feel it is appropriate to thank the starting team, which for most races consisted of John Morris and his son Peter, Frank Yates and early in the season, Lil Morris. They have certainly done a good job. Tuesday Twilights are also over and thanks go to Bob Lawler and his starting team. Congratulations to all winners and placegetters. I hope all members have enjoyed these series.

Tony Clarkson



www.sasc.com.au

Race results, news, useful links and much more

RANGER WORLD CHAMPIONSHIP

APRIL 00

The Sydney Amateur Sailing Club held the millenium Ranger World Championship on Sunday 13 February. The day was overcast with fresh winds as the Rangers gathered at the Club from 10.00 am. The standard of maintenance was very high particularly on *Cherub* and *Vagrant*. John Jeremy sent the fleet away at 1215 into a 20 knot south easterly with all the boats very tightly bunched.

by
Bill Gale

Ranger (Mark Bethwaite) was first around the windward mark. *Vagrant* (Sean Langman) closed a little on the last run to the Neutral Bay mark. *Ranger* maintained her lead from *Vagrant* to finish first with *Cherub* (John Westacott) crossing the line third. The next four boats finished closely with a bit of a gap to *Careel* which had a very small rig. By majority decision it was a non-spinnaker race and it is very possible that this rule will apply in future.



Most boats were skippered by champions which was a bit of a buzz but of course some owners prefer to do other work. This was the first occasion that all eight Rangers have taken part in a race — it has taken more than fifty years to happen.

Ranger approaching the finish line.

Graham Proctor brought *Retreat* all the way from Broken Bay as did Philip Kinsella in *Careel*, a great effort. To make *Careel* available at short notice, Philip did not have her quite complete but his last minute scramble made the Ranger day a 100% turnout.

Rangers from horizon to horizon (well, nearly).



GOING GOING GONG

by
Mel Godfrey

Early February each year you will hear everyone asking 'Are you going to the Gong?' The 'Gong' is no other than Woolongong. As part of their ocean point score the CYC runs the race from Sydney to Woolongong with a return race to Sydney.

The promise of a great party at the end draws many yachties, so after a short race down this year in a 15 to 20 knot north easter, we all got more hours of partying than usual.

This year saw the race record fall; *Brindabella* broke her own records to set a new one of four hours, ten minutes and ten seconds.

The local rescue services organise the post-race festivities. A marquee is set up on the dock and beer and rum flow from the caravan.

The SASC had a strong presence in and around the tent this year. Many members and friends raced on Middle Harbour and CYC boats. The SASC boats included *Mad Max*, *She's Apples Two*, *Wide Load*, *Ice Fire*, *Sorine*, *Hot Chilli* and *Aroona*.

Sunday sees a lot of worse-for-wear yachties emerge to face the race back to Sydney. This year was a lot slower than usual with some yachts retiring when the northerly died after dusk.

The Rangers gathering at the SASC before their Championships on 13 February.

Next year it would be great to see more SASC members and boats tied up in Woolongong harbour. So if you are looking for a fun weekend in mid-February with good racing, good food and lots of beer then go to the 'Gong'.



Dynamic member Sean Langman is off to Mexico for the World Championships for the 49er class. His dinghy *Kathy B* is entered as representing the SASC, almost certainly a new thing for us. Sean competed in the last Sydney Hobart race in *Magna Data* (A99), also entered under the SASC burgee. He was very successful despite some structural problems. He was in the lead for some time until rudder problems slowed them down.

by
Bill Gale

Sean is keen on records and he has already achieved one — on our yacht register. At present he has the following listed:

<i>Magna Data</i>	(60 feet)
<i>Rana</i>	(31 feet)
<i>Vagrant</i>	(24 feet)
<i>Big Fish</i>	(19 feet)

Soon to be added are:

<i>Cosmic Banana</i>	(Star class)
<i>Ski NZ</i>	(Grand Prix 18 footer)
<i>Kathy B</i>	(49er)
<i>Shamrock</i>	(Classic 18 footer)

Shamrock will be a re-creation of a boat designed and built by Bill Fisher in the 1940s.

LETTER TO THE EDITOR

Dear Sir,

Every picture tells a story, and I thought members might like to hear the story behind the photograph of *Honeybee* on the front cover of the 1999/2000 Sailing Programme. It was taken during the Sunday winter series of 1993. I had the choice of sailing in the Sunday race or seeing my beloved Swans play on the football field (is anybody surprised?), and decided to let the crew, Ben and Richard (both then year 12 students at Scots College) sail the race.

They were delighted and I understand they continually encouraged each other quite vociferously and in true sailing language throughout the race. The photograph was taken with Richard on the tiller and Ben trimming the shy kite. With smiles as big as the harbour bridge, they got the gun in first place.

Shame the Swans lost the game.

Peter Gray
Sydney

VALE HUGH JACKSON



Hugh Jackson
Commodore
1974–75

Henry Hugh Jackson, Commodore of the Sydney Amateur sailing Club 1974-75, passed away on 19 January. Hugh Jackson had an interesting life and although he had problems his strength of courage and his drive showed throughout his life.

When at Shore in 1933 he became one of the first to row in the Greater Public Schools' regatta on the Nepean River. He was also one of the school's shooting team. He moved on to the Wagga Agricultural College and worked as a jackaroo on the Tubbo Station near Narrandera.

After the outbreak of World War II he joined the 21st Light Horse and in 1941 transferred to the AIF. In 1942, having attained the rank of WO2, he was commissioned and posted to Queensland and the 2-2 Battalion.

In 1944 he married Jean, and said that if you married the right woman you were the richest man in the world, and he had made the right decision to marry Jean.

He then went to New Guinea as part of a force to take over from the Americans in the Aitape-Wewak campaign. In 1945 Hugh was seriously wounded, losing his right eye and nose. This resulted in three years treatment at the Concord Repatriation Hospital.

In 1947 he acquired a property 'Stirling' at Orange and ran this for thirty years. He was instrumental in the formation of the Agricultural Field day which is now in its 49th year.

In 1965 Hugh and Jean moved to Mosman Bay, where they stayed for twenty years. Sailing in their yacht *Awanui* (A36) became the passion of his life, and he sailed in two Sydney Hobart races with Jim Jamieson.

Moving to Terrigal, he was diagnosed with cancer, and was confined to a wheel chair. It must have been very difficult for Hugh to come to terms with the restricted life style after such an active life.

Hugh was always interested in the activities at the Amateurs and despite his difficulties he and Jean were at the Club for the 125th Anniversary Celebrations.

The SASC was well represented at the funeral service and to his wife Jean, son Richard, daughter Libby and their families we extend our sincere sympathy.

Vic Dibben

A CRUISE TO PORT STEPHENS

APRIL 00

The joys of racing a gaffer on Sydney Harbour in the Traditional Division are many but John Barclay, who had recently become joint owner of the good ship *Reverie* after some years in her crew, had a strong desire to voyage to distant places. So we set a week aside and, in early January, turned left at the Heads and set off for Port Stephens and the Myall Lakes.

by
Nigel Berlyn

The remains of the southerly behind us did not last long and so, as darkness approached, we anchored under the Skillion in Terrigal boat harbour. Technically, this is an open roadstead and soon confirmed author Alan Lucas' view that such anchorages are seldom comfortable. We stayed a few hours and then, having been all but thrown from my berth by violent rolling, we got under way at 2200 and sailed north, in what soon proved to be a fading breeze.

Morning found us off Swansea, motoring in a glassy calm but with good omens for a nor'easter. Initially we made excellent progress and lunchtime found us in the northern corner of Stockton Bight, close enough to shore to marvel at the endless procession of four wheel drive vehicles rushing, lemming-like, up and down the beach. It was clear and sunny but was blowing 20 knots. Point Stephens was only 10 miles away, but dead to windward. We thought that a couple of hours should see us there but how wrong we were!

The combined effect of the strong headwind, the short steep seas and the drag of our dinghy was hard on boat and crew. There may also have been a strong current against us. In any event, speed through the water was not converting to distance made good and progress was pitifully slow. Remembering that 'gentlemen seldom sail to windward' we discussed running back to Newcastle, some 35 miles astern. Then it occurred that we were NOT racing and Bill Gale was NOT watching, so there was no need to continue to demonstrate the superiority of gaff rig! So we started the iron topsail and found that Mr Lister's modest 8.5 horses made all the difference, allowing us to motor-sail at more than three knots to windward. In fact we then did much better than most of the boats that were retreating from Stockton Beach and trying to motor back to Port Stephens.

By late afternoon the lighthouse on Point Stephens was close on the port beam. The scene was somewhat sobering, with white water clawing at the rocks inshore and also large breakers cresting some considerable distance out.

We watched a yacht leaving harbour. She gave

Reverie sailing on
Sydney Harbour.



the point a very wide offing and we decided to do the same. Eventually it was safe to make our turn toward Tomaree. The sea was even more confused here and the wind stronger too, as it funnelled between the great masses of Tomaree and Yacaaba Heads. We ran at maximum hull speed with spray and occasional green water coming inboard. We took the channel that lies very close to Tomaree and suddenly we were in the safe but shallow waters of Shoal Bay. After this it was more or less plain sailing until we reached our selected anchorage in Salamander bay, which is well protected from northerly winds. We anchored at about 1850.

Reflecting on this, our first serious passage in *Reverie*, we concluded that:

- Lucas is right; open roadsteads are only for emergencies
- Despite her modest engine, *Reverie* is a good motor-sailer if one must go to windward in rough conditions
- We should not have tacked into Stockton Bight in a nor'easter much better to head out to sea and approach Port Stephens from the East.

After a couple of days exploring and relishing the extensive, sheltered waters of the Port Stephens, we set out for our next objective, the Myall Lakes. According to the visitors guide this area is 'characterised by a diversity of landforms, wildlife and vegetation. Spectacular headlands separate long expanses of beach. Dominating the park are the lakes themselves, which cover an area of 10,125 hectares. They are the largest natural fresh-brackish water system on the NSW coast, and are an important breeding ground for prawns and many species of fish'

We had of course read all the advice that we could find and understood that *Reverie's* 1.5 m draft is the maximum that can make the ascent up the Myall river under normal conditions. But first we had to get under the Singing Bridge at Hawkes Nest, which is said to have 10.6 m clearance at mean high water spring tides. The truck of our mast is at about 10.75 m so we arrived after high tide and with room to spare, if you believe the tide gauges on the piers!

We made our approach dead slow against the ebbing tide, which as luck would have it, had more effect than the wind astern. We made it safely under the hanging sign which says 10.6m but not quite under the bridge itself! So we drifted back, waited for 30 minutes tried again with similar precautions and we were through!

Beyond Teagardens the river meanders northwards through flat country and we soon became exposed to a strong southerly behind us. *Reverie* is quite high wooded and we found ourselves moving much faster than we would have preferred.

We were nearly wrong footed by a port hand can buoy with no top mark near Witt Island and soon after this we had our first grounding. Our initial technique was crude but seemed to work. We hoisted the jib, heeled the boat with the crew on the boom and then applied full power. The boat then slid over the obstacle.

We did quite well by this means until we reached a small habitation called Pine Trees. Here the river bends sharply to the right and thus the channel should have been close to the left bank. John was forward, still looking for it as we hit hard ground. He only just managed to keep himself on board by grabbing a shroud as he was catapulted ahead. For the second time on the trip we were glad to reflect on the virtues of *Reverie's* very solid construction!

Once again we got off and tried to continue even more slowly. But this is easier said than done when you have 20 knots of breeze astern! Inevitably, we were soon aground again about a mile upstream from Pine Trees.

We tried all our previous tricks, but to no avail. She would not budge and we were both exhausted. Our options seemed to be either to wait for the tide, which we knew still worked to some extent in this part of the river, or use the anchor to kedge-off.

We opted for the anchor. Suffice to say that there was more haste than speed before we had the anchor where we wanted it! *Reverie* does not have an anchor winch but we were able to bring the rope part of the rode to a sheet winch. With everything dead tight, motoring full ahead and the boat slightly heeled, we suddenly slid off, heading fast for the bank!

By now we really were exhausted and wondering why we hadn't tried this particular trip before Sean Langman persuaded us to alter *Reverie's* keel. This involved dropping the lead and inserting an extra 300 mm of deadwood. It was done by that wonderful old shipwright Jack Boyle, working largely single-handed. Sadly, he died a few months later, but his work certainly helps her to go better to windward and is strong enough to take the ground!

We retired downstream and secured to a jetty whilst we gathered our wits and awaited the rising tide.

Our presence soon attracted a very small and old cruising catamaran. Her owner introduced himself, and soon joined us for a brew. After hearing of our adventures he suggested that he should go ahead of us taking soundings every 20 m with his boat hook so that we could alter course or stop should he cross a shallow patch. We were doubtful at first but, Arthur insisted and to our surprise, it worked perfectly.

Dusk found us a little downstream of the lakes at Rook Island. We could not have continued, even had we so wished, because a fisherman had his nets out across the river. Somewhat grumpily he indicated that he could let us through, but he couldn't vouch for

all the other fish netters just upstream So we took the hint and anchored where we were, having invited 'Arthur the navigator' to be our guest for dinner!

adrift@Karuah



We made a slow start next morning and found that we could make comfortable progress under jib alone. In almost total silence we cruised past lush patches of rain-forest. Sea eagles watched and swooped for their breakfast. Smaller hawks and herons were also abundant and we even spotted a koala sleeping in the fork of a tree. The tourist guide was not exaggerating, the whole area is an unspoiled natural paradise and our trip would have been worthwhile just for this.

Eventually we reached Tamboy and passed into the Bombah Broadwater. A strong southerly allowed us to reach rapidly all the way to Legges Camp. Prudence then dictated brief use of the motor to pass through the narrows at the entry to the next lake called the Two Mile lake. Here we said goodbye to Arthur and, in a stiff breeze, made good time through the rest of the lakes and into Myall Lake itself. We found this looking strangely unfriendly, with choppy conditions and white wind streaks covering the surface. Conscious of our need to be back in the river system before sunset, we reversed course just south of McGrath's island. This part of the return trip was mostly on the wind or close reaching. At one stage we were doing 7.5 knots by our GPS, not bad with a reefed main and towing the dinghy. But then we really had to work through countless short tacks as we came south through Two Mile lake. We only used the motor for a hundred metres or so, as we passed through the narrows before entering Bombah Broadwater. We were now sailing into a good 25 knots and the surface was covered in foam. There was not another sail in sight and the whole scene seemed rather inhospitable. Thus, we were really quite pleased to reach Tamboy by about 1600, furl our sails and enter the river for the descent under motor

By this time we had digested the lessons learned on the way up. We now accepted that grounding a vessel drawing 1.5 m is a normal event in the river. Our plan was to take it very slowly so that we would never go on hard. Should we ground, before doing anything else we would

go into neutral, take the dinghy and use our calibrated boat hook to find the deepest part of the channel. Then we would point her in the right direction, use the engine whilst redistributing our weight and kedge off with the anchor if necessary. This worked very well despite the fact that we didn't encounter a rising tide until we were a mile or two above Teagardens, some four hours after commencing our descent.

Kevin Monie and John Barclay under orders.



On the way down we had noticed *Reverie's* bowsprit rise and fall several time as she slid up and over the odd submerged hillock. And again we struggled at Pine Trees where the maximum depth in all directions seemed equal to, or less than our draft! Walking out onto the bowsprit made the vital difference on this occasion and elsewhere there was the minimum of drama.

We anchored north of Witt Island just before sunset and set a riding light, in the hope that we would not be hit by any of the fishermen who travel at high speed and completely unlighted in these parts.

Before first light we were up and away, aiming to catch what we thought would be near low tide at Singing Bridge. On arrival the tide gauges showed that we were almost too late, but another dead slow approach showed we could safely make it. (Within a day or two we heard that a very large catamaran that we had observed in the river, had seriously failed the height test. She had dropped her mast backwards by extending the forestay but evidently it was still higher than 10.6m and she was moving fast! We were told that the result was spectacular.)

We 'borrowed' a vacant mooring at Hawkes Nest while we caught-up on sleep and had breakfast. Again we marvelled at the bird life and especially the pelicans which, at this time of day, were perched on every pile, preening their feathers.

A 25 knot southerly was blowing directly into the channel when we reached the mouth of the river. Visibility was poor, a steep sea had built across the expanse of Port Stephens and we were having trouble making any progress against it. At one stage we actually went backwards whilst under full power. Eventually there was a lull for just long enough for us to round the vital mark, after which we could drop away, close hauled under reduced sail.

We were the only sail to be seen on the windswept water for the entire trip back to Salamander Bay. Here we picked up another crew member.

We still had a day or two left for exploring Port Stephens, but the weather pattern for our eventual return to Sydney was looking very unfavourable. We immediately made arrangements so that we could leave the boat at a marina and try for a nor'easter the next weekend.

With the pressure off, there was time for more exploration. But first, we accepted an invitation to visit the huge catamaran anchored close to us in Salamander Bay. The owner, Corrie De Walt, designed the rig which features an unsupported 20m mast of carbon fibre around which pivots a combined boom and jib sprit above the deck and a similar but much smaller arrangement at the top of the mast. (Thinks: would this qualify as a gaffer?) The rig is designed to be easy to handle single-handed. With fully battened sails, roller furling, careful attention to aerodynamics and hydraulic winches everywhere, we were told that it always weathercocks to the most efficient sailing angle.

The contrast with *Reverie* was also stark in the accommodation area. There were sweeping lounges, elegant decor and even a piano on the bridge deck! And to address the problem of getting fresh greens whilst cruising the Pacific, a hydroponics garden is provided on what a motorist might call the spoiler! Finally, in the navigation department, a full size projection TV doubles to show radar video or digital charts on a huge two way screen. An icon shows the ship's position, just like travelling with Qantas! Back aboard our low tech little ship, we reflected that homely though she is, we would probably want more if we, like

Zevuya and
Reverie in
Salamanda Bay.



Corrie, were planning a five-year cruise. But would one make such a huge break from the tried and tested technology of sailing boats, developed over the last few thousand years?

We had trouble weighing anchor and I confess that I wished for a power winch like Corrie's. We had picked up an old mooring and it was quite an evolution to get free. After some delay, we were sailing with two reefs in and even so, found ourselves doing eight knots in the strong breeze on relatively flat water. At one stage a school of dolphins played under our bow. You're not likely to see that in Sydney Harbour! Thus we enjoyed sailing to the north western end of Port Stephens and anchored for the night at Karuah.

We had a good meal at the local RSL club and then, as we were returning to our dinghy, an unexpected interview with a formidable lady who demanded to know if she could help us? We didn't think so, but she told us that we had landed at a private jetty. The air was cleared with some fast talking and the hint that we might want a mooring next time.

The next day, our last, featured more wind and occasional rain squalls. A certain small cruising catamaran hove into sight as we headed for the marina. We had run into Arthur again and stopped to exchange gossip. He too had had a wonderful time and proved yet again that size and complexity really does not determine the degree of enjoyment obtained from boating.

We left *Reverie* snug and secure on a good mooring. We rejoined her the next weekend and after eighteen hours, including eleven under spinnaker, she was back in her home waters. All in all, it was a great trip with just the right amount of adventure. For those who have been to Pittwater or Port Hacking a few times, Port Stephens offers new cruising grounds, spectacular scenery and enough sand banks and other hazards to make for interesting navigation. Good anchorages, shops, restaurants and shore facilities are also available.

For boats drawing 1.5 m or less and with mast height under 10.75m, the Myall river and lakes system should be a must! The whole area is so unspoiled, the guide-books do not exaggerate and it is as close as one could get to a Norfolk Broads experience, without actually going to the UK.

Perhaps there should be a SASC cruise next year?

The 1999/2000 S80 Yacht Association of NSW Annual Regatta, sponsored by long term supporters Leichhardt Trophies of Gladesville, was held by the Vaucluse Yacht Club over 21 - 23 January.

by
Jim Chambers

The fleet comprised boats from six different clubs from the Harbour and Lake Macquarie with all three SASC S80s representing their club well by taking home one of the prizes. Each day's racing was run on windward/leeward courses followed by Olympic triangles, with a Club course thrown in on the Saturday afternoon to add some variation. This race actually caused some problems for some of the Harbour boats who were blissfully carrying shy kites into the familiar YA buoy in Obelisk Bay only to find out they were meant to be rounding the VYC buoy which was a little too much further to windward to allow the spinnaker to stay up. Six races were contested in all, with five to count.

Conditions were sometimes tricky, with light morning westerlies giving way to an easterly sea breeze during the first race. On the second day the westerly gave way to a fresh southerly literally on the starting gun of race three, which made for some interesting tactical decisions, and the southerly stayed in at around 20 -25 knots for the rest of the racing. On top of that Sydney Harbour was putting on the biggest tides it could muster over the whole weekend.

First place was secured by *Fujitsu Alibi* demonstrating that consistency always wins out - especially when the consistency delivers four firsts and two seconds. SASC's Bill Hogan, in *Hotspur*, thought he was on a golf course rather than a sailing course in that first race by falling into every hole around to post a last place. This made Ian Hamilton's (*Runamuk*) day as it was his first time to beat Bill around a course (he plans to increase on that number with time). *Hotspur* thereafter posted a second, two thirds and two firsts to take out second overall. Third place was hotly contested by *Slingshot* and the SASC's *Riff Raff* with *Slingshot* taking the honours by one point.

Vaucluse Yacht Club ran the racing smoothly and proved to be an excellent venue for the after race gatherings.

Scratch Results

- 1st *Fujitsu Alibi* (Bill Gillett - Middle Harbour YC)
- 2nd *Hotspur* (Bill Hogan - Sydney Amateur SC)
- 3rd *Slingshot* (Peter White - Mannering Park YC)

Handicap Results

- 1st *Riff Raff* (Jim Chambers - Sydney Amateur SC)
- 2nd *April Showers* (Bob Hearn - Vaucluse YC)
- 3rd *Runamuk* (Ian Hamilton - Sydney Amateur SC)



The newest warship for the Royal Australian Navy, the minehunter *Norman* (above) has been seen around Sydney Harbour during trials in the past few weeks. The third Huon class minehunter built by ADI Limited in Newcastle, *Norman* will be handed over to the RAN later this year.

Another interesting visitor in recent weeks has been the motor yacht *Arctic P*, owned by Mr K Packer, of Sydney. Built in 1970 as the salvage tug *Arctic*, she and her sister *Oceanic* were the most powerful salvage tugs in the world at the time, with installed power of 20,850 SHP. *Arctic* was laid up in the early 1990s because of the cost of running such a large ship on station, and about five years ago was converted into a unique private luxury yacht. *Arctic P* is said to be worth some \$40 million.





The Cunard Line recently signed a letter of intent with Chantiers de L'Atlantique, Saint Nazaire, France for the construction of a new passenger liner, which will be the longest and largest ever built. The new ship, to be named *Queen Mary 2*, is expected to be launched in the last quarter of 2003 and will fly the British flag, with her home-port Southampton.

QM2 will have a gross tonnage of nearly 150,000 tons, and she will be over 1,130 feet in length. She will have accommodation for 2,800 passengers (guests in today-speak) with a passenger-to-crew ratio of 2:1. The new ship will be the first in the world to be propelled by a four-pod diesel-electric propulsion system, using two fixed and two rotating propulsion pods that will enable her to cruise at nearly 30 knots. With a much more traditional profile than modern cruise ships, *Queen Mary 2* is intended to draw on the traditions of the passenger liners of the past to produce the most luxurious ocean liner ever built.

Queen Elizabeth 2 during her recent visit to Sydney.

QE2 entering the River Clyde at her launching in 1967.





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Current Insurer: _____

Renewal Date: _____

The Cunard Line has a proud history, but has changed dramatically since the days of regular trans-Atlantic sea travel. Today the line is owned by the Carnival Corporation of the United States, and operates two ships, the liners *Queen Elizabeth 2* and *Caronia* (ex *Vistafjord*).

Queen Elizabeth 2 is a well-known visitor to Sydney, and was built by John Brown and Co. (Clydebank) Limited in Scotland. She was launched by Her Majesty Queen Elizabeth II on 28 September 1967 [*I was there, after a true Scottish lunch of haggis – Ed.*], and her maiden voyage was to New York in May 1969. Her original steam turbines were replaced by diesels in a major refit in Germany in 1986-87, and she recently completed another accommodation upgrade. *QE2* has a gross tonnage of 70,327 tons and is 963 feet long. She carries 1,778 passengers and 921 crew. Although she has a maximum speed of 32.5 knots she usually cruises at 25 to 28.5 knots. Like the earlier *Queen Mary* and *Queen Elizabeth*, *QE2* has also been to war, as a troopship during the Falklands conflict in 1982. She is expected to remain in service for many years.

An artists impression of *Queen Mary 2*



USED OIL DISPOSAL

Despite efforts to discourage the practice, some members still leave containers of used oil lying on the wharf or in the boatshed. Our regular garbage contractors will not remove used oil, and it costs the Club additional money to dispose of this material.

The BP Garage on the corner of Avenue and Cowles Roads in Mosman, close to the SASC, will accept used oil and will charge only 20 cents per litre to dispose of it. They are open to 8 pm most nights. Enquiries can be directed to Max Whitby on 9969 4013.

TUESDAY TWILIGHTS

The last race in the Tuesday twilight series was held on 29 February, and was won by *Ice Fire*, on scratch and handicap, despite a pretty severe handicap. Overall, the five-race series was won by *Trangie* (Michal Tomaszewski), with *Ice Fire* second and *Rambull* third. Although there are only five races in this popular short series, the handicapping ensured that the final result was close, despite the diverse nature of the competitors. Congratulations to the winners – we hope to see you all again next year.

SAILING DAY

In February the SASC assisted with the Council of Professions Sailing Day by providing the *Captain Amora* for starting duties and the *Nancy K* (ably crewed by Robbie White) for tender duties at Store Beach. It has been reported to us that the boats and the crews created a very good impression for the Club amongst the participants.

PLEASE TAKE YOUR RUBBISH HOME

One of the less attractive features of the SASC wharf is the collection of Otto bins outside the boatshed. Members of the Boatshed Committee are continually scratching their heads, in a collective sort of way, to try to find a better solution to managing garbage. The volume collected each week is one of the problems. Every effort to reduce that volume is a help, not only to control the overflow, but also to reduce the cost of collection – it all goes by water. Members can help by taking their daily boat garbage home with them, and any assistance in this way will be greatly appreciated.

NEWSLETTER DEADLINE

The next SASC News will be the June 2000 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 17 May 2000. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

**FOR
SALE**

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A major Sydney landmark, well known to all of us who sail, has recently disappeared under scaffolding and green shade cloth. The mast of the first HMAS *Sydney* on Bradley's Head is being refurbished. On completion it will be illuminated at night, and will fly the Australian national flag at all times.

HMAS *Sydney* was built in Scotland in 1913 and entered Sydney for the first time on 4 October 1913 with the first Australian Fleet Unit. In 1914, the ship earned a special place in RAN history when she sank the German cruiser *Emden* in an action that lasted an hour and forty minutes off Direction Island in the Cocos Group in the Indian Ocean. Later in the war, *Sydney* became one of the first cruisers to operate an aircraft. A launching platform for a Sopwith Pup fighter was fitted before the bridge. She was present at the surrender of the German High Seas Fleet in November 1918, and returned to Sydney in 1919.

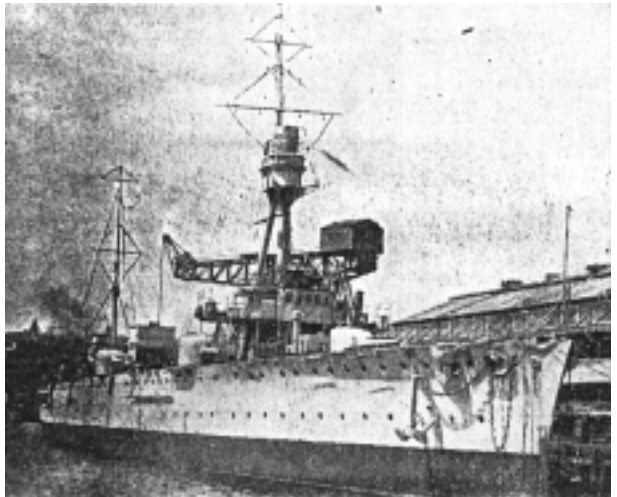
HMAS *Sydney* was paid off on 8 May 1928, and the following year she was sent to Cockatoo Island to be broken up. Bits of the famous ship were sold to many people as mementos and some parts remain evident today, like the section of the bows that is set into the sea wall under the northern end of the Sydney Harbour Bridge. The mast was removed in July 1929, and in 1933 it was erected on Bradley's Head as a memorial.

The mast was removed in 1963 and taken to Cockatoo Island for essential repairs. Some heavily corroded parts were replaced with modern 'look alike' structures (the standards of conservation were not as high in those days) but the legs are original.

When it was put back the mast was dedicated as a memorial to all RAN ships and personnel lost in war, and all ships named *Sydney* are commemorated on the site.

The present repairs are expensive, and contributions from the public are being sought. Members who would like to help can send donations to 'Warringah Australia Remembers Trust – Sydney Mast Refurbishment Fund', PO Box 17, Mosman, NSW 2088.

The cruiser *Sydney* at Cockatoo Island in January 1929 shortly before the foremast was lifted from the ship.



THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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There are two notable features in this photograph of Mosman Bay, taken in July 1975. Firstly, the large pontoon has yet to be installed (it was another decade away), and a large yacht dominates the moorings to the south of the Club. That yacht, also shown in the photograph below, was the *Tara Ipo*. The ferro-cement brigantine was built in 1971 by Alan and Robyn Norton-Smith, who donated the Tara Ipo Trophy to the SASC in recognition of the Club's assistance during the fitting out of the yacht.





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