



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

---

---



---

---

April 1999

ACN 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Members	(02) 9953 6597
Racing (Monday & Friday only)	(02) 9953 6597

Commodore	Tony Clarkson
Vice Commodore	Rob Evans
Rear Commodore	Chris Oh
Honorary Treasurer	Tony Saunders
Honorary Secretary	Charles Maclurcan
Executive Secretary	Faye Buckley

**Cover:**

Watched by Tony Waugh and Tony Barry, *Whisperer* (4366) and *Shoshana* (A36) approach the windward mark during the Cavalier 28 NSW Championships.

**CONTENTS**

Coming Events	3
Signals from the Commodore	4
The 1999 JOG Regatta	5
1998/99 S80 NSW Annual Regatta	7
Facing the gale	8
NSW Cavalier 28 Championships	12
What is that vessel?	15
Around the Port	16
The Gretel Trophy - a postscript	20
From the Archives	21
Australia Day 1999	23
Tuesday Twilight Series	23

The SASC News is published six times per year.

Editor: John Jeremy

email: [jcjeremy@ozemail.com.au](mailto:jcjeremy@ozemail.com.au)

Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

# COMING EVENTS

APRIL 99

## THURSDAY 1 APRIL 1999

Bob Brown Trophy Race to Pittwater.

## FRIDAY 2 APRIL 1999

Picnic and Bob Brown Race celebration - Coasters' Retreat.

## SATURDAY 10 APRIL 1999

Kelly Cup race.

## SUNDAY 18 APRIL 1999

Daydream Shield (Tentative - postponed from 14 March).

## SUNDAY 9 MAY 1999

Mothers' Day Breakfast on the Wharf.

## SATURDAY 15 MAY 1999

First Winter Series race.

## WEDNESDAY 19 MAY 1999

At 2000 - General Meeting of Members to approve proposed joining fee and annual subscriptions for 1999- 2000.

## SATURDAY 12 JUNE 1999

Second Winter Series race.

## WHERE'S THE TEN- DER?

*As near as  
the phone -  
call Robbie  
on  
0418 678 690*

Friday 1700-2100  
Sat: 0900-1800  
Sun: 0900-1700

## MOTHER'S DAY BREAKFAST

**Sunday 9 May 1999**

Who could forget Renée and his unforgettable style of service on the wharf on Mother's Day last year?

We can't promise that he will reappear this year, but we can be sure of a memorable autumn day and a fine meal in unique surroundings.

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

Book early for this popular event.

*Telephone Faye at the Club on 9953 1433 NOW!*

I know all members would agree that we have a clubhouse located on one of the most beautiful sites in Sydney. As a result we receive many requests (principally from the public) to hold weddings and other functions here. Needless to say, all requests from the public are rejected.

However, as we also receive requests from our own members for the use of the clubhouse, the Board recently spent some time discussing the issue. There are a number of points that are pertinent to this discussion. These are:

- Will a proposed function in any way restrict an individual member's right to use the club or put that member in the position of feeling he is intruding on that function? Club members use our Club seven days a week for major parts of the day and evening.
- Will a proposed function have any impact on our neighbours?
- Could the function affect our liquor licence or our lease negotiations?
- Is the function in any way related to sailing?
- How many members will be present?

The general feeling of the Board was that as weddings are more formal affairs they should not be approved in any circumstances. It was felt that most members would feel they were intruding should they be at the Club at the same time. The Board also felt that all business type functions including Christmas parties should not be approved. It was felt that most members enjoy the current unique nature of the club and their ability to use the kitchen and other facilities and that we should endeavour to keep it this way. We would only need one mishap to endanger our continued occupation of the site. What sort of utilisation might we approve?

- A small gathering of a yachting association for maybe a barbeque and some drinks after a sailing series.
- A small gathering of people for a meeting associated with yachting such as the Coastal Cruising Club
- A small gathering of members and a few friends the scale of which does not suggest there is a private function and there is no chance that there would be an adverse impact on our neighbours

At its last Board Meeting, approval was given for the purchase of a new computer and associated software so that the club could become year 2000 compliant. The new systems are to be introduced so that they are operational for the start of the club new year.

It was disappointing to have to postpone the Daydream Shield, but with only a few days to go, our Club had only received a few matches for the event. After discussion with Middle Harbour Yacht Club, they felt they would be able to get more matches if it were delayed so we propose to hold the event on 18 April 1999.

As our summer season rapidly draws to a close, I would like to congratulate all who have sailed with success and thank all participants for supporting the Club's activities. Planning for the next season is already under way so if you have any suggestions for next season, please make them to your Division representative or direct to the Chairman of Racing.

*Tony Clarkson*

# THE 1999 JOG REGATTA

APRIL 99

Gusty 20 knot Southerly winds and scudding showers greeted the JOG fleet as it manoeuvred for a 1900 hours start on Thursday 21 January for the long offshore race from Pittwater to Port Stephens.

On board *Sainora IV* the crew contemplated a soggy overnight trip north but with the gun the rain eased and we set off to negotiate the Barrenjoey wind shadow. Gybing at the start on to port we set a course well to the left of the fleet which saw us abeam of the lead boat *Wild Bull* just as they came out of the wind shadow and clap on their afterburners. By nightfall their red spinnaker was dropping over the horizon. With the clouds parting below a starry sky the wind moved left and we settled down to a cracked off beat up the coast.

At sunrise the following morning, the fleet of 26 was spread out over 15 miles just short of Port Stephens. The wind faded, stopped and eventually came in from the Northwest at 5 knots. Thankfully we did not have to battle the tide on our beat up the bay to the Anchorage finish line arriving 3½ hours after the first boat, *Addiction*, to be met by some pleasant Anchorage hostesses with steak sandwiches and champagne. Throughout our stay the Anchorage resort looked after us superbly and made for an exceptional Regatta.

A few hardy souls contested the non-pointscore Friday evening race while the majority dried out the boats, caught a couple of hours sleep then sampled the wares from the Anchorage bar.

Serious racing resumed on Saturday morning with two short windward/leeward races of four legs. Judging from the verbals emanating from the 12 strong Super 30's fleet they did not regard this as a social outing. *Wild Bull* continued their dominance from their 1<sup>st</sup> place handicap win in the initial race and eventually won all their races although SASC boat *Chilly Bin* was not hanging back finishing mid fleet in the Super 30's. *Cuckoo's Nest* with two SASC members crewing performed creditably with an overall 3<sup>rd</sup> place.

Meanwhile back at the other end of the fleet, Division 3 boats *Sainora IV* and *Paper Moon* became involved in a duel for

By

Tony Waugh

*Paper Moon* in hot pursuit of *Sainora IV* during Race 5.



1<sup>st</sup> place. Over the succeeding five races little more than a minute ever separated the two boats with *Sainora IV*, having a slightly more favourable handicap eventually triumphing.

Sunday's race was an offshore "around the islands" race with the daunting prospect of a start in the harbour battling an incoming tide and no wind. However the wind gods smiled and sent in a 10-12 knot N-E breeze at 10am giving a tricky run up the edge of the northern shoals of Port Stephens, with tacking calls as the depth under the keel reduced to 0.3 metres. *Sainora's* uphill advantage got us to the windward island ½ mile ahead of *Paper Moon*, however they nearly ran us down on the line, eventually finishing 100 metres behind.

Monday concluded the racing with two 6-mile inshore races after a two-hour postponement due to lack of wind. The wind finally came in from the southeast and this time *Paper Moon* avoided our cover to finish ahead in both races after Dennis Williams tried as many tricky manoeuvres as that other Dennis. They obviously have a lot in common as both have tested the rocks around various Australian islands.

*Paper Moon* and *Sainora* both sailed back to Mosman Bay after suitable libation on Monday night arriving back to the roar of jet planes and a packed harbour for Australia Day.

All in all a fantastic regatta made even more enjoyable in that we had the use of the Bevis's unit at Soldiers Point. This is about a 10-minute

What do you do on a boat when there is no wind? Fish of course. Eternal optimism in *Sainora IV*.



drive from the Anchorage and also allowed us to host the *Paper Moon* crew for a very amicable barbecue. There were no reports of “Bevis Belly” even though Rob Evans was masquerading as a chef.

Fred assures me he can do a special deal for S.A.S.C. members if they want to have a great base within walking distance to the Port Stephens Yacht Club - any Amateur member would feel right at home here, it has SASC written all over it.

With the possibility of some other Amateur boats including the 1998 National champion *Rambull*, *Trangie* and *Ca Va* and maybe a couple of others it should make for an even more enjoyable regatta.

Any boat less than 32 feet can be JOG rated. The regatta is thoroughly recommended for anyone interested in some great sailing on beautiful Port Stephens hosted by the extremely pleasant Anchorage Resort and organised by the competent JOG association.

## 1998/99 S80 NSW ANNUAL REGATTA

The 1998/9 S80 Yacht Association of NSW Annual Regatta, sponsored by long-term supporters Leichhardt Trophies of Gladesville, was held by the Lake Macquarie Yacht Club over 23-25 January. The SASC was ably represented by *Hotspur* (Bill Hogan) and *Runamuk* (Ian Hamilton). Each day's racing consisted of a windward/return course followed immediately by an Olympic Triangle. Five of the six races counted.

Excellent sailing conditions prevailed for most of the series with E-SE winds of 10-15 knots except for day two, which saw heavy rain for race 3 and light conditions after the rain cleared for race 4.

The fleet was made up of boats from both Lake Macquarie and Sydney Harbour. The reigning Champion, Andy Whitbourne sailing *Superzilch*, stamped his authority on the series right from the start with a 1-1-1-2-1-2 scorecard to finish 7 points clear of second place. The battle for that second place, however, was much more intense with three boats capable of taking it out going into the last race. In fact the result was determined virtually at the finishing line. *Thea* (Bruce McKenzie) led for most of the race and had successfully pushed *Hotspur* (Bill Hogan) back into fourth in fleet. These placings would have given *Thea* a second and *Hotspur* a third in the series. However, within metres of the finish both *Fireworks* (Keith Rixon) and *Superzilch* slipped through *Thea's* cover to push her back to third place. This resulted in a tie for second place overall which was broken in *Hotspur's* favour on the count back.



## FACING THE GALE

By  
Joe Adams

*The 1998 Sydney Hobart Race reminded us that even very experienced sailors can get into difficulties in extreme conditions. Most of us would not expect to be sailing our own boats in such conditions, yet weather can change dramatically even on a sail to Pittwater. All of us should know what to do when faced with a gale at sea, and Joe Adams has sent us this article that he wrote some years ago. He comments that most racing yachts today do not have staysails, but when the wind is strong enough the mast, being forward, is sufficient windage.*

Cruising or racing, you should not go to sea unless you can handle a gale. Most certainly, If you go to sea, you will encounter gales. You will enjoy plenty of good weather but you will get your share of bad weather too.

Face up to this fact and prepare your boat and yourself to handle any situation, When you have prepared and you know what you are going to do, you will find yourself more confident when the wind howls and the waves rise.

**SAILS:** Make sure that you can reduce sail without having to work for hours on deck. You should be able to reduce the mainsail to one third of its original size. Roller reef or slab reef as you prefer, but if the main cannot be fully reefed by one person in a whole gale, get another system. If you want to enjoy cruising, use a cutter-rigged fore-triangle, preferably a yankee and a staysail (you can still use a genoa in very light breezes). With this rig you will not have to be continually changing headsails, when the wind increases. Taking down the yankee will leave you snug under staysail and main sail. The staysail should not be large and definitely not overlapping.

A trisail is a good back up sail in the event of mainsail damage. I do not believe that it has to be of enormously heavy cloth nor should it be over small. The time you'll need it most will probably be on a lee shore and then you will require a lot of power: to work your boat clear. Trisails should always be stopped with strong wool and kept that way in their sail bags. It is comparatively easy to winch a stopped trisail up the mast in 40 knots of wind but try doing the same to a flapping, loose-footed sail and the penny will drop (I wonder how many of our ocean racing yachts' "compulsory trisails" are now stopped, coiled in their sail bags ready for use?). If your mast has a bolt-rope groove then your trisail should have light eyelets up the luff to facilitate stopping; or else be fitted with slug slides.

**HANDLING:** Assume we are sailing well clear of any land: the wind increasing, the sea; getting progressively rougher. The yacht has been reduced to staysail and reefed main sail and here I should point out,





particularly to owners of ketches, that in heavy weather, the sails should be brought progressively closer to the mainmast which means that the mizzen is the first to be taken down.

Sailing a cruising boat to windward in increasing wind and sea conditions, you will find it easy to decide when to heave to for you will eventually find you are going nowhere at great discomfort.

Off the wind, it is much harder to decide and it is most often that mistakes are made by misjudging how long it is safe to run before increasing wind and sea. To continue running in severe conditions will lead to heavy breaching, rolling over or pitch poling. Warnings of dangerous running conditions are usually distinct enough but they must be recognised. Broaching may be all right for racing yachtsmen, but if it occurs in large steep seas, severe damage may result. The more usual indication that the time for heaving to has been reached is heavy water breaking over the deck from the quarter, not just a dollop or two, but large quantities. When this state has been reached, it is time to heave to, to stop the boat and wait for the weather to pass you by.

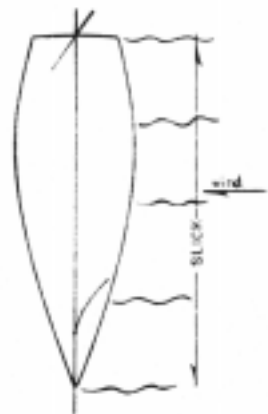
A boat that is being hit by heavy water from aft must be sailing with the wind on the quarter, for if she ran straight downwind, no water would come on board.

#### Now you may ask:

Why not run square? The answer is that you will increase the danger, for your boat could then fall into a broach with a pitch pole condition that comes without warning. You should allow the boat to slide diagonally down the waves so that the falling effect is not so pronounced. Surfing is great fun but beware of over doing it Surfing is simply speed gained by falling. Imagine you are running down the face of a wave, a giant wave 200 yards down the leeward side, with a curling, breaking top. If you run square down the face, you will pitch pole and if you cut diagonally down, the breaking top will roll you anyway. You should have hove-to earlier. It is worth noting here that the shape of a boat's hull determines also at what stage heaving to should take place. A boat with a small stern or canoe stern cannot run with safety in the way a wide transom sterned boat can. A boat with over high freeboard is dangerous and an overloaded boat of any shape is worst of all.

**HEAVING TO:** This is a very simple operation. Simply take off all sail except a small staysail, back this to windward and lash the helm to leeward (see Figure 1). This will effectively stop all forward or aft movement and the boat will lie broadside to the waves and the wind. It will drift off to leeward leaving a slick to windward. No waves will break through this slick. Almost all the noise will be gone and you will be delighted with the sudden peacefulness of it all. You can expect a drift of one and a quarter to one and a half knots which is little enough and with any sea room at all, you will have enough time to allow the worst to blow itself out .

Figure 1



The slick acts just like oil on the water. The breaking crest thunders past the bow and the stem but just disappears under the boat. Ifs no use quartering down the face of a wave, seeing the crest form and thinking you can stop the boat and make a slick. You cannot; you must have a developed slick. Sea anchors are useless, in my opinion. Some experts say that streamed from the bow, they will hold head to wind a yacht that can set a flat, riding sail aft. But the boat will still make stern-way and the rudder will be broken or damaged. Towing a sea anchor astern, on the face of a big wave, the boat and sea anchor are both in the wave and the sea anchor is liable to end up on top of the boat. If the sea anchor does happen to be between crests, the weight of the boat falling down the face of the wave will leave the sea anchor behind. The rope securing it will break or wrench the cleat off the stem of the boat. The same problems occur when streaming warps from the stern. The boat and warps are only a little item on the face of a big sea; the crest is liable to throw the warps on top of the boat.

If you are caught out on a coast with onshore gale force winds, do this: Decide which tack is the most favourable (it is seldom that the wind will blow at right angles to the shore) and put your boat on this tack. Sail with a small staysail and a close reefed main. Judge mainsail area so that there is sufficient to provide positive forward motion. Set up the boat so that it is sailing very close to the wind, closer than you would normally sail, so that the boat lifts more slowly up and over the seas. This will cut down the slamming effect of braking wave tops as the fine bow will knife through the seas rather than having them crash heavily into the topsides and deck. Check that you are making forward progress and are not in fact being washed further inshore. If you need more forward speed, allow the boat to fall off the wind slightly more.

While the boat is slowly sailing off the lee shore you should overhaul the trisail. Make sure that the wool stops are in order and not liable to break too soon. Bundle it up on deck and lash it down near the mast. Reeve the trisail sheet through the lead blocks and make it as ready for hoisting as you can, in case you split your mainsail.

Figure 2

Next, check that your engine will be ready to start, as a last resort. The engines of most auxiliary sailing yachts are too under powered to be of much use in the conditions we are discussing and I advise most strongly against starting the engine unless as the last resort and preferably use with mainsail.

When all has been attended to it should be possible to go below and get some rest. Don't start calling on the radio for help unless you really need it. In these trying conditions, it is essential that you get as much rest as possible. Don't fool around on the coast running your little motor. Get off and away and relax.

Don't rely on steering vanes for they will let you down when you most need them. If you must use a vane, make it strong.



For those who do not have a favoured method of making their boat self steer, here is one I have used on all types and shapes of sailing craft with very good results and mostly with better steering over a wider range of wind strengths and directions than can be achieved with a wind vane. You need three things to implement this system: A tiller (the emergency tiller can be used on a boat with wheel steering), a free running mainsheet and a length of shock cord.

Figure 3

Set the boat on course, adjust the jib to the wind and set the mainsail so there is very small lilt down the luff area. Run the mainsheet through a block on the windward coaming (or similar convenient point) and back to the tiller. Rig a heavy piece of shock cord. Adjust the position of the mainsheet along the length of the tiller to suit the wind strength. On a light day, the sheet will be towards the rudder, On a heavy day, towards the other end of the tiller.

A boat may be made to steer on the wind reaching and running as indicated in Figure 2, or running (with the help of a staysail or jib poled out to windward) as indicated in Figure 3. This system is as simple as it sounds. Try it. Do not expect with this method, or a wind vane, to steer a compass course when the wind is varying as it does close to land. But try it at sea and you will be delighted with the result. Make sure your sails and gear are up to the job. Sail cloth becomes brittle with age and easily torn, rotten sails may lose you your life.



# WANTED:

Wanted to Purchase

**VDO COMPACT LOG**

with or without transducer

Contact Michal (Tomo) Tomaszewski

Telephone: 9953 6939 (day or night)

## WINTER BOATSHED CLEAN-UP

Plans are afoot for another clean-up in the Boatshed. Please make sure that any gear in the Boatshed is clearly marked with the owner's or boat's name. Unidentified materials and equipment are likely to end up in the rubbish bin.

The Cavalier 28 Class Yacht NSW Championship Regatta was sailed on Sydney Harbour on 31 January and 7 February this year. It was conducted by the SASC for the Cavalier 28 Class Yacht Association. Fourteen yachts contested the series of five races.

The first three races on Sunday 31 January were sailed in steady south-easterly breezes, but conditions changed considerably a week later. The fourth race was postponed for lack of wind, but a fresh southerly change in the early afternoon ensured lively conditions for the last two races.

Each race in the series was won by a different boat, with handicap honours going to *Ward Seven*, *Shoshana*, *Trikerie Bay*, *Rhondo* and *Flying Circus*.

Overall, the scratch series was won by *Cav Sav* (Jim Kennedy) from *Centaurus* (Rod Mitchell) and *Shoshana* (Jonathan Rosenberg). On handicap *Quambi* (Justin Pelly/ Sean Rahilly) was first, with *Rhondo* (David Swales) second and *Whisperer* (Richard Harper/Ross Gleeson) third.

Action at the wing mark during the second race.





Painted ships on a painted sea - *Ça Va* waiting for the wind before Race 4 (above). The sky said it all - the wind arrived shortly after noon.

*Blind Justice* (3302), *Ward Seven* (4731) and *Christina III* (3797) approaching the windward mark during Race 4 (below).





# **YACHT INSURANCE**

## **A SPECIALIST SERVICE FOR SASC MEMBERS**

At JMD Ross Insurance Brokers Pty Limited we strive to offer better service with an Unbeatable Policy at the Best Premium.

It would be our pleasure to review your current Policy Wording and Premium rating at your next renewal.

When you deal with JMD Ross Insurance Brokers Pty Limited you deal directly with the Principals in the Business.

For immediate attention please contact PETER SMITH on

Telephone: (02) 9906 1199

Fax: (02) 9906 1007

Email: [jmdross@s054.aone.net.au](mailto:jmdross@s054.aone.net.au)

or complete the following and return for personal diarised attention six weeks prior to your next renewal.

---

TO: JMD Ross Insurance Brokers Pty Limited

ATTENTION: Peter Smith

ADDRESS: PO Box 411, St. Leonards, NSW 2065

Name: \_\_\_\_\_

Contact No's - Business: \_\_\_\_\_ Home: \_\_\_\_\_

Vessel Name: \_\_\_\_\_

Current Insurer: \_\_\_\_\_

Renewal Date: \_\_\_\_\_

It is the sort of question that tends to destroy concentration during a race. Sighting a passing vessel, one of the crew asks 'is that a barge or a lighter, and what's the difference?'

Simple question, you might say. Well, we all know that a barge is '*a boat of a long, slight, and spacious construction, generally carvel built, double banked, for the use of admirals and captains of ships of war*'. It is also an early man-of-war, of about 100 tons, and, more appropriately in this case, a flat-bottomed vessel of burden, used on rivers for conveying goods from one place to another, and loading and unloading ships. Barges of this latter type may be propelled by sails or power, or they may be 'dumb' barges that need the help of a tug.



The barge (scow or lighter) used to carry spoil from the Northern Sewage Tunnel excavation to White Bay.

It could be a close lighter, which is a '*large, flat bottomed boat, with heavy bearings employed to carry goods to or from ships*', which is fitted with a deck throughout its length. Americans might call it a scow. It is unlikely to be a pontoon, which is '*a large low flat vessel resembling a barge of burden, and furnished with cranes, capstans, tackles, and other machinery necessary for the careening of ships*' (just like the pontoon at the Club). Of course, we all know that a pontoon can also be any kind of boat adapted for the kind of floating bridges used by armies. It might also be a punt, which is an old Anglo-Saxon term for a flat bottomed boat, like a lump (a stout, heavy lighter used for carrying stores to and from ships).

Perhaps that is the answer – 'It's actually a lump'. If that only produces the response: 'Yes, obviously, but that doesn't answer the question', then a further comment like 'Well, it might be a gallias, but it's definitely not a kerlanguishe' might silence further distraction.

Nautical language is not only varied it can be colourful and expressive. It has been said that 'The pithy conciseness of the brackish tongue renders it eminently useful on duty'. Many words and phrases with a maritime origin have found their way into every-day English. Others are less well known. Imagine the quiet of an early morning in Smith's Creek broken by the call of a skipper to his crew, busy on the foredeck:

'Come on Bill, water his hole!'

Old salts will know that Bill was simply loosing for sea, but younger people may wonder exactly what was going on. For those who would like to enrich their language, a translation can be found on page 20.





Like many of us on Saturday afternoons, P&O's *Arcadia* negotiates many Etchells during their recent NSW Championships (above).

The horizontal structure below is *Crystal Symphony*. The others are buildings.

## CRUISE SHIPS INVADE SYDNEY

The visit of the Cunard liner *Queen Elizabeth II* is always a high profile event in Sydney during summer, but during February twenty five cruise ships visited the port during the busiest period of the season. Many of the ships are quite new, like P&O's *Oriana* and *Arcadia*, and Holland America Line's *Rotterdam*. Other visitors included *Nieuw Amsterdam*, *Vistafjord* and *Crystal Symphony*. The large number of passenger ships using the port are a reminder of the times when travel was usually by ship and the sight of a stately liner in the western channel was common.

Some eleven ships are expected in Sydney during the Olympics next year, and the number of ships visiting each year is expected to increase. There are 83 movements planned this year, including the Sydney based *Fair Princess* and *Norwegian Star*, compared with 60 last year. The number of movements is forecast to reach 184 by 2002.





## NEW TRAINING SHIP

APRIL 99

Now becoming a familiar sight around Sydney Harbour, the *Seahorse Mercator* has replaced the Attack class patrol boat *Ardent* as the navigational training ship for the RAN and is based at HMAS *Waterhen*. The 165 tonne, 31 metre long ship was built by Tenix Shipbuilding in Western Australia at a cost of \$15 million. The new ship is operated by Defence Maritime Services as part of their ten-year contract to provide the navy with training vessels, port services and maintenance, repair and replacement of small craft used in port or on board RAN ships. *Seahorse Mercator* has a civilian crew of six and will operate daily with three instructors and 18 trainees. She will also visit Jervis Bay and Port Stephens from time to time.

*Seahorse  
Mercator* off  
Neilson Park.



### SASC ANNUAL PRIZEGIVING

The annual prizegiving and cocktail party will be held at the Mosman Returned Servicemen's Club, 719 Military Road, Mosman on

**Friday 25 June 1999**

\$25 per person

Dining and entertainment is available at the club for those who want to party on, and there are excellent restaurants in the area.

***Put the date in your diary now!***

Bookings essential - please telephone Faye Buckley on 9952 1433 no later than Friday 18 June 1999

## NEW WARSHIP VISITS SYDNEY



The new HMAS *Arunta* at the Oil Wharf at Garden Island on 24 January 1999.

The Royal Australian Navy's newest warship, the frigate HMAS *Arunta*, visited Sydney for the first time during January. Built by Tenix Shipbuilding in Victoria and handed over on 30 October last year, *Arunta* is the second RAN Anzac class ship. She has a full load displacement of 3,600 tonnes, and is 118 metres (387 feet) long overall. Two MTU diesels and one GE LM2500 gas turbine drive two shafts for a maximum speed of 27 knots. *Arunta* is armed with a 127 mm (5") gun, eight Sea Sparrow surface to air missiles in vertical launchers, two triple torpedo tubes and a helicopter. During

her time in the Sydney area *Arunta* has been conducting Combat System Ship Qualification Trials. With the guided missile destroyer HMAS *Perth* (one of the RAN's oldest ships), *Arunta* will visit Ho Chi Minh City in Vietnam between 24 and 28 April.

The first HMAS *Arunta* was a Tribal class destroyer completed by Cockatoo Dockyard in Sydney in 1942. She had a full load displacement of 2,700 tons and was 115 metres (377 feet) long overall. Powered by steam turbines her top speed was around 36 knots, and when built she was armed with six 4.7 inch guns, two 4 inch guns, four 21 inch torpedo tubes, depth charges and smaller weapons. After distinguished service in World War II, she was modernised in 1950 to 1952. Paid off in December 1956, *Arunta* lay in reserve in Athol Bay until 1968, when she was put up for sale. Sold to shipbreakers in Taiwan, she left Sydney in tow on 12 February 1969, but sank about 60 miles north east of Broken Bay the following day.

Whilst the new *Arunta* has cost several hundred million dollars, the first cost just £683,817 (\$1,367,614).

The first *Arunta* departing Sydney in 1955 towards the end of her operational career. (RAN Photo.)



**SYDNEY AMATEUR: AS Div 2:** No Goose (D Pryke) Orpheus, Cross Fire. **Fastest:** Lap Of The Gods (I Full). **Traditional:** Even Ties (A W Merrington) Caress, Antarus. **Cavaller 28:** Ward 7 (R Simpson) Antarus, Trickery Bay. **Scr:** Chechana (I Rosenberg) Antarus, Centurous.

Some say boat names should simple enough to still be intelligible when shouted to windward in a gale. No doubt the owners of these place getters knew who they really were, but it must have been a very poor telephone line that day!

## THEY MUST BE BREEDING!

The number of batteries at the charging station in the Boatshed has increased considerably in recent months. Most are unidentified. Collectively they represent a safety hazard, and should be removed promptly. All batteries in the Boatshed must be identified with the owner's or boat's name. The Club will be pleased to arrange for the disposal of surplus batteries for members at a charge of \$5.00 each. Surplus batteries should be clearly identified as such.

## BMW SYDNEY WINTER SERIES

The Cruising Yacht Club of Australia is expecting another huge fleet for their BMW Sydney Winter Series which begins on Sunday April 9 with the traditional Ladies Day race. "Based on last year's fleet and the number of new yachts hitting the water we are 180 block entries and up to 200 out racing on the big days," said sailing manager Phil Thompson.

Series sponsor BMW Sydney in Rushcutters Bay will again provide generous financial support as well as prizes. In addition, Musto has offered to donate a Coastal HPX jacket to be drawn each Sunday of the 14 week point score series.

The BMW Sydney Winter Series Notice of Race is now available from the CYCA. Please contact the Sailing Office on 9363 4445 for details.

# FOR SALE

One 'Compass' T25 inflatable dinghy - 8' 3" x 3' 10", weight 23 kg, hypalon construction with oars and outboard transom, pump and valise. As New - seldom used.

Cost \$1,525, will sell for \$850.

One 'Mariner' outboard motor - 4 hp - as new, seldom used.

Cost \$960, will sell for \$650.

**Apply Harrison Gee**

**Telephone (02) 9724 3684**



The Gretel Trophy.

As mentioned in previous News the Gretel Trophy was misplaced and the Colonial State bank had funded the reproduction of a replica.

Good news! The missing trophy has been located and will be available for presentation again.

The bank has generously donated \$1,500 to the Club's training boat *The Amateurs* by way of recognition of the inconvenience to the members. It is a generous gift and we would like to express our thanks to the Bank.

## **PARKING IN KAREELA ROAD**

Parking restrictions were introduced some time ago on the western side of Kareela Road. These restrictions have applied on Saturdays and Sundays. **The restrictions now also apply on Fridays between 6.30pm and 10pm.** Members are urged to park with proper consideration for the local residents and not to make noise when leaving the Club at night.

## **NEWSLETTER DEADLINE**

Contributions from members for the SASC News are very welcome. The deadline for material for the June edition is Wednesday 12 May 1999.

## **SAY AGAIN?**

Loosing for sea is raising the anchor. When the skipper asked Bill to 'water his hole' he was urging him to hoist it fast so that the water might remove any mud stuck to the anchor. A gallias is a low-built vessel of burden, and, as the old salts will know, a kerlanguishe is a fast sailing boat found in the Bosphorus.

## **WEATHER FORECASTS**

The Sydney Coastal and Closed Waters weather forecasts and weather reports are available from the Waterways Boating Information Service on:

# **13 12 36**

Then press 3, then 1 for the Sydney forecasts and reports.

This will not work on Seaphone.



Back in 1965 yachts towed dinghies in the Idle Hour race to Store Beach. In the photo above Mac Shannon (member from 1963 to 1989) is returning to *Chione* (A90) with some of his crew. The traditional gathering is still going strong on the beach and if you look closely you can see the starter's boat secured alongside a yacht that looks suspiciously like *Idle Hour*.



***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*.

***MACDIARMID SAILS***

Providing *The Amateurs* with ongoing sail maintenance.

Telephone: (02) 9817 4155  
Fax: (02) 9817 5829



***B & E SUPPLIES PTY LIMITED***

Providing *The Amateurs* with chandlery and safety items.

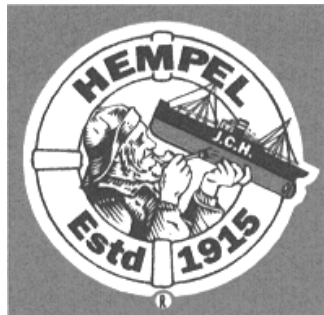
Telephone: (02) 9818 1766  
Fax: (02) 9555 1426

**B & E SUPPLIES PTY LTD  
SHIP CHANDLERS**

***HEMPEL'S YACHT PAINTS***

Providing *The Amateurs* with anti-foul and other paint products.

Telephone: (02) 9363 1939  
Fax: (02) 9363 2877



Sydney turned on a sparkling summer day for the Australia Day celebrations in January. The usual ferry race churned up the harbour waters before the tall ships paraded past the Flagship HMAS *Melbourne* to take up their places off Bradleys Head for a race of to the Bridge. Historic boats and yachts joined the sail past adding to the colour of the occasion. Many spectator craft were anchored around the harbour enjoying the sunshine and spectacle.

The Australia Day Regatta involved many sailors on the Harbour and other areas. The races for the larger yachts were of modest size but very well supported by SASC members. In the Traditional Division *Reverie* (A143) was first, with *Lolita* (A156) second and *Tamaris* (A64) third. Not surprisingly, perhaps, nine of the eleven starters in this division were Amateurs' boats. In Division 2 *Hebe* (A189) was first with *Qui Vive* (A160) third, and Division 3 was won by *Clueless* (A92).

A large fleet of boats participated in the Flags Afloat parade from Rose Bay to Darling Harbour as the sun descended towards the horizon. The fireworks in Darling Harbour were a fitting finale to a great day.

Sky-divers head for the water near the Regatta Flagship HMAS *Melbourne*.



## TUESDAY TWILIGHT SERIES

With fourteen entries and ten regular starters, another successful Summer Tuesday Twilight series was completed on 2 March. Congratulations to *Chilly Bin* (Paul Lyon) for winning the handicap series and the Paul Slocombe Trophy this year. *Farr Horizons* (Ivan Resnekov) took second place with *U2* (Bill Urquhart/ Bill Kopsen) third. On scratch, *Chilly Bin* was first, with *Farr Horizons* second and *Sainora IV* (Tony Waugh) third.



## **YACHT BROKERS**

See us for your next new or used vessel. Great trade-ins on all the Northshore range. List your vessel with us for quick results.

**OVER 120 YACHTS FOR SALE  
MORE LISTINGS REQUIRED**

**For friendly professional service phone**

Geoff Pearson, Bob Vinks, Jeff Pugh, Jason Rowed, Nigel Smith

**TELEPHONE (02) 9969 2144  
FAX (02) 9969 4191**

Open seven days  
**SYDNEY YACHTING CENTRE PTY LIMITED  
THE SPIT, MOSMAN NSW 2088**

Official Brokers to the SASC

Home of  
**NORTHSHORE  
YACHTS**