



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2000

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Rear Commodore	Chris Oh
Honorary Treasurer	Richard Lamrock
Honorary Secretary	Tony Saunders
Executive Secretary	Faye Buckley

Cover:

Division A boats crossing the start line for the Winter Series race on Saturday 3 June.

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

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

COMING EVENTS

AUGUST 00

SATURDAY 5 AUGUST 2000

First RANSA/SASC Pre-Olympic Series Race

SATURDAY 12 AUGUST 2000

Second RANSA/SASC Pre-Olympic Series Race

SATURDAY 19 AUGUST 2000

Third RANSA/SASC Pre-Olympic Series Race

SATURDAY 26 AUGUST 2000

RANSA/SASC Ladies Day Race

SATURDAY 2 SEPTEMBER 2000

Fire extinguisher inspection at the Club

FRIDAY 6 OCTOBER 2000

First Friday Twilight race

SATURDAY 7 OCTOBER 2000

First point score race for Cavalier 28 Division, OK Dinghies, Classic Division, Combined Division 2/3, and Combined Division – Short Series.

SUNDAY 8 OCTOBER 2000

Opening Day Regatta

SATURDAY 14 OCTOBER 2000

Lion Island Race. Second point score race for Cavalier 28 Division, OK Dinghies, Classic Division and Combined Division 2/3.

SUNDAY 15 OCTOBER 2000

First point score race for Divisions 4 and 5

SATURDAY 21 OCTOBER 2000

Idle Hour Race.

SATURDAY 28 OCTOBER 2000

Third point score race for Cavalier 28 Division, first point score race for Cavalier 28 Short Series, third point score race for OK Dinghies, Classic Division and Combined Division 2/3.

SUNDAY 29 OCTOBER 2000

Second point score race for Divisions 4 and 5.

SATURDAY 4 NOVEMBER 2000

Fourth point score race for Cavalier 28 Division, OK Dinghies and Classic Division and Combined Division – Short Series.

**JUST
GOT TO
GET
ASHORE?**

**Call Robbie
on
0418 678 690**

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



By the time you receive this Newsletter, the Annual General Meeting will have already been held and the results of voting for the various positions will be known. Congratulations to all whom were successful and our thanks go to those who stood unsuccessfully. From time to time clubs such as ours need an infusion of new blood on the committees to ensure that the various views of all members are represented on the board.

As we begin a new club year, a number of projects are well advanced. One item that was mentioned at the last meeting of members was the need for our Club to consider the introduction of By-laws. The legal responsibilities of your directors are always increasing, and it is important that members are also made responsible for the outcome of their actions. Our Insurance Underwriters have drawn our attention to a number of matters that include:

- Safety when members and employees are working on the slipway
- Our environmental responsibilities
- Fire hazards and the health of members and employees (particularly smoking in the clubhouse and boat shed)
- The use of subcontractors who do not carry adequate insurance.

The proposed By-laws will address these matters and will also deal with other matters to ensure the harmonious working of the Club for the benefit of all members

Whilst the new sailing season has been disrupted by the Olympic Games, we feel that an interesting program has been put together. The traditional 'Gaffers' day, which is now called the SASC 128th Anniversary Regatta, will be held on 5 November. We are hopeful that this event will be bigger and better than last time. We have our fingers crossed that satisfactory arrangements can be made with the Sydney Heritage Fleet for *James Craig* to be available as our official vessel with VIP guests and members all sharing the same boat. We have already obtained a sponsor for *James Craig* so that her use will not be a large financial burden on the Club.

We have also received confirmation that *Sayonara* will also be coming to Sydney for the event. Built in 1897, *Sayonara* is a William Fyfe design and is the vessel after whom the Sayonara Cup was named. She will spend approximately six weeks at the Club and will be available for members to sail upon on a similar basis to *Waitangi* when she was last in Sydney.

Our winter program has now been completed and we hope members will support the special program with RANSA for the month of August.

Tony Clarkson



Racing in the coming season starts later than usual, due to the Olympic Games, and will be interrupted by the Paralympic Games in late October. With the early start to summer time this year, the first Friday twilight will be held on 6 October, and the first Saturday point score race will be on 7 October. There will be an Opening Day Regatta on the Sunday, 8 October — normal Sunday racing begins the following week.

This year, six races for a non-spinnaker division (to be known as Division 6) will be included in the Sunday racing programme. These races are an excellent opportunity for those who do not normally race or find difficulty recruiting enough crew to manage spinnakers to get out and enjoy some friendly competition on the harbour.

The Sailing Programme for the coming season will be posted to members soon. Meanwhile, an important date to remember is Saturday 2 September, when fire extinguishers can be serviced at the Club between 0900 and 1300. All members are urged to take advantage of this opportunity for the essential annual service of their extinguishers, and to have them at the Club, suitably marked with the name of the owner and boat, by that date.

WINTER SERIES RESULTS

Luckily the wind held in for the last race of the Winter Series on Saturday 22 July and all enjoyed a beautiful afternoon on the harbour. Congratulations to the winners. The overall results were:

Division A

First	<i>Chilli Bin</i> (Alex Williamson)
Second	<i>Hot Chilli</i> (Alan Cox)
Third	<i>Azzurro</i> (Jim Lawler)

Division B

First	<i>Trangie</i> (Michal Tomaszewski)
Second	<i>Anonmya II</i> (Tony Curtis)
Third	<i>Tamaris</i> (Greg Sproule)

THE ANNUAL GENERAL MEETING

The Annual General Meeting of the Sydney Amateur Sailing Club was held at the Clubhouse on Wednesday 26 July. The meeting was well attended and the following were elected to the Board for the coming year.

Commodore: Tony Clarkson – *Mausi* A21; Vice Commodore: Charles Maclurcan – *Qui Vive* A160; Rear Commodore: Chris Oh – *Classic Blue* 6362; Immed. Past Commodore: Fred Bevis – *Brigadoon* A145; Honorary Treasurer: Richard Lamrock – *Ça Va* A111; Honorary Secretary: Tony Saunders – *Rapier* 1463; Chairman of Racing: Tony Waugh – *Sainora IV* A107

Directors:	John Crawford – <i>Valiant</i> A47	John Jeremy – <i>Tingari</i> 2131
	John Morris – <i>Phantom</i> A27	Bob Lawler – <i>Firetel</i> A50
	John Gibson – <i>Taylor Maid</i> A56	Rod Gillespie – <i>Sawasdee</i> 2997
	Randal Wilson – <i>Rambul</i> A148	Michal Tomaszewski – <i>Trangie</i> A747

FISHER-BUILT BOATS AT THE SASC

On Sunday 18 June about eighty members and visitors enjoyed a beautiful Sydney winter's day celebrating the boatbuilding achievements of the late Billy Fisher. Billy Fisher died in 1968 at the age of 77 leaving a legacy of memories and fine wooden boats.

Billy Fisher was a foundation member of the NSW 18ft Sailing League and sailed his boat *Australia* in the first race. Over the years he occupied all the official positions in the Club – Commodore, Vice and Rear Commodore, President for 22 years and he was the Club patron at the time of his death. A builder of many skiffs, Fisher had joined his father in his North Sydney boat building business after he left school, and he was still building boats at Botany Bay into the 1960s.

Cliff Gale commissioned Billy Fisher to build *Ranger* (A1) in 1933, and *Ranger* was one of the boats at the SASC this June. Several other *Ranger* type yachts were present, as well as the beautiful *Varuna* (John Musgrove) a similar but rather larger boat at 32 feet. Looking at the gleaming *Varuna* at the wharf it was hard to realise that she had helped to defend the country as a naval auxiliary patrol boat during World War II.

With much gleaming white paint and varnish, the Fisher built boats lined up for inspection at the SASC.

After Bill Gale conducted a tour of the boats on display, everyone sat down to a well-presented lunch on the wharf, prepared by Rob and Catherine Evans with the help of several volunteers.





Many hands make light wok!
John Gibson and Fred Bevis
demonstrating their multi-
skilled capabilities on the
wharf (left)

Bill Gale describing the
gathered boats to the
interested crowd at the Club
(below).



SASC NEWS

Gary Franklin's 30 sq. metre yacht *Classic* at the start of the Winter Series race on 3 June (right). Conditions for the race on 1 July were much more severe, with a fresh and gusty southerly. Sadly, during that race, *Classic* was lost in collision with the Manly ferry *Narrabeen*. All four of the crew were rescued wet and cold but unhurt by SASC yachts.

The start of the Winter Series race on 3 June was timed to start just as the replica *Endeavour* returned to Sydney after a very successful round the world voyage. Wisely, starter Vic Dibben delayed the start to let the procession pass by (below).



SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872

ANNIVERSARY REGATTA

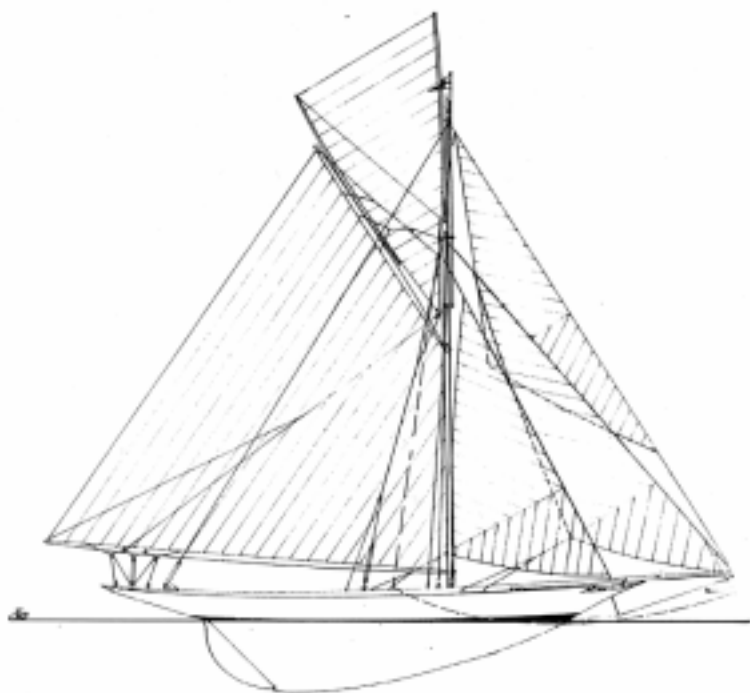
2000

128 YEARS

FOR VESSELS THAT HOIST A SPAR

&

CLASSIC YACHTS



TO BE HELD
SUNDAY 5th NOVEMBER 2000 ON SYDNEY HARBOUR N.S.W.
AUSTRALIA

FOR INFORMATION PHONE 02 9953 1433 FAX 02 9953 0898

by
Charles
Maclurcan

Its not often that you can sympathise these days with the SOCOG organisation, however, an examination of the myriad of small details and difficulties that have to be mastered or solved for the sailing competition alone, engenders feelings of great sympathy. Three prominent SASC members (Charles Maclurcan, John Jeremy and David Willis) are amongst the team of volunteers assembled by the Royal Sydney Yacht Squadron to help with the race management during the big event. Bearing in mind that our team has been challenged to manage the event in a totally Olympic manner, the SOCOG team must organise every volunteer in 'Olympic' fashion. That said, no stone is left unturned.

In my opinion, we are all fortunate to be amongst the keenest and best practiced volunteers in any of the Olympic disciplines. However, all teams are not equal. Just imagine being responsible for ensuring that each individual knows his job, will turn up on the day and can be relied upon to perform his sometimes boring job for the duration. There are 55,000 volunteers and 100,000 contractor personnel. Like it or not, each and everyone, in theory at least, needs to be stimulated to approach his job with keenness and generosity of spirit. The paperwork and procedures to achieve this in global terms can be seen at times to be somewhat trite or unnecessary.

Given the constraints of Government process, I think that SOCOG are giving it their best and despite the gaffs of some of the political figure-heads, those that deride SOCOG's efforts are really missing the point. Looking back, it will be the whole of the Olympic experience that we remember including the training sessions.

On the other hand, our team can testify to the buzz when any of the processes are accomplished with fun and precision. Even if this means meeting in the *South Steyne* moored in Cockle Bay for a drink after the opening volunteer presentation at Darling Harbour. The night was memorable for the discussion that followed the presentation which was possibly pitched at newer volunteers, but most enjoyable in any case.

Ahead we have a series of meetings and appointments. Our first official team get-together is in early August when SOCOG will bring us up to date with details that will differ from previous test events. Later in August we pick up our uniforms at the old railway workshops at Eveleigh. At this time our passes will be accredited allowing us authorized access to the venue in Rushcutter's Bay on specified dates. I am told that this will be quite an experience, one that can be accomplished in under an hour.

Venue specific training is to be undertaken again this year. In my opin-



ion it is most useful to know exactly the features of the Rushcutter's Bay facility and be reminded of protocol in dealing with the competitors or the press.

AUGUST 00

John Jeremy and I will take *Gitana* and *Era* to Garden Island for security searches on Monday 11 September and thence to the Olympic Marina where the fit out for competition management begins. By the time it is all over I expect that we will have had a memorable time and that we will all be proud to have committed our time to the Olympic Games.

YINGLINGS IN THE AMATEURS

In 1872 the SASC started with four boats and twelve members. It is fitting that in the next racing season the Yngling Class (a 6.35 m keelboat designed by Jan Linge in 1967 as a 'little brother' to the Olympic Soling — there are over 4,000 worldwide) with probably four boats and twelve sailors (not the same crews as 1872!) could be representing the Club competing for the 'SASC Perpetual Yachting Trophy'.

This trophy will be donated by the Australian International Yngling Association Inc., (AIYA Inc.) to the SASC and will be presented at the SASC annual prize giving. The races will be conducted by the RSYS with one race each month dedicated to the SASC's programme. The idea is to expose more members to this competitive class that has a core of twenty boats competing throughout the season on Sydney Harbour.

The crew training is an ideal prerequisite to providing top crews to the Sydney Amateur keel-boat fleet. It will also compliment the recent inclusion of the MASC dinghy expertise. We all look forward to this new initiative with the AIYA with welcome participation from the Amateurs' diverse range of sailing talent.

Bryan Riddell
Vice-President (AIYA Inc.)
Wyandot

A LETTER OF THANKS

Many friends have consoled us on the tragic loss of *Classic* in its collision with the ferry *Narrabeen*. Whilst *Classic* did not sink, she is however beyond economical rebuild. This in itself is a sad occasion.

The incident however is also a moment of rejoicing. To see ones shipmates in the water alive and unharmed and with rescue vessels *Chilly Bin* and *French Connection* to hand is a moment to rejoice.

To see the unselfish efforts and the care and nurturing by the rescue crews and the support of the SASC and members is an uplifting of the human spirit.

To all who have sailed in *Classic* we have the everlasting memories of some great sailing over the years and the enduring comradeship of fine crewmates. To be part of the SASC and its fine tradition is a privilege.

We thank you, and good sailing.

Gary Franklin, Andy McMenamin, David Court, Marin Curach
Classic Crew 1 July 00

THE *SOLAR SAILOR* ARRIVES

Sunday 25 June was appropriately sunny for the reception for the *Solar Sailor* at the Australian National Maritime Museum in Darling Harbour. Described as the world's largest solar powered vessel, the *Solar Sailor* powered by the sun and wind using a unique Australian developed solar wing technology. The catamaran, designed by Graham Parker, can carry 100 passengers and two crew and commenced commercial operation in July, managed by Captain Cook Cruises. The new vessel is expected to attract considerable attention during the Olympic Games in September.

The 21.5 m catamaran is powered by two 40 kW rare-earth magnet brushless DC motors. Power is supplied by solar panels backed up by two tons of batteries in the hulls and an 80 kW LPG generator for emergencies. Speed under solar power alone is seven knots in full sun or three to four knots in overcast conditions. Using both the solar panels and the wings a speed of 12 to 15 knots is expected when reaching in 15 knots of wind.

The *Solar Sailor* arriving at the National Maritime Museum on Sunday 25 June.

Yachtsmen should be aware that the *Solar Sailor* is completely silent, and even when sailing is regarded as a motor vessel. After all, how can you tell what is powering this interesting craft as it silently sneaks past?



The 40 Kw rare-earth magnet electric motor in the port hull of *Solar Sailor*. Most of the bulk of the motor is air ducting for cooling.



SYDNEY AMATEUR SAILING CLUB IMPORTANT NOTICE

Due to insurance requirements, members are requested to comply with the following policies:

SMOKING

To reduce the potential risk of fire loss, smoking is prohibited in all indoor areas. This means the clubhouse, chandlery, workshop, dinghy shed, office and all change rooms and toilets. Our insurers have asked that this policy be 'rigidly enforced'.

CONTRACTOR INSURANCE

In future, if a member requests a contractor to work on their boat on club property (this includes alongside the pontoon or at the piles) appropriate insurance must be held by the contractor. The Club's insurers state that: 'a record of the Public Liability and Workers Compensation insurances of all contractors and third parties should be maintained. It is also important that these documents be requested each year to ensure contractors do not allow their cover to lapse.'

A copy of the contractor's relevant insurance document must be filed in the Club's office before the contractor starts work.

The Board regrets any inconvenience that these policies may cause, but the Club has no alternative but to comply.

ROYAL NEW ZEALAND YACHT SQUADRON'S COASTAL CLASSIC

by
Alan Cox

The Lindauer Coastal Classic is a yacht race from Auckland 125 nautical miles north to Russell in the Bay of Islands. It is normally held over the NZ Labour Day weekend in October. The race is open to mono and multi hulls in seven divisions, including a two-handed and a cruising division, in which skippers are allowed to start their engines if speed falls below five knots. The race record of 7.5 hours is held by a catamaran.

Around 200 boats entered for the 1998 race, one of which was *Hot Chilli*, newly launched after a lengthier than planned build period.

The hull of our new 38 ft cruising boat was designed by Duthie Lidgard, a development of his earlier IMS designs. The rest is the work of the builder Thomas Borrmann, with interference from the owners.

We wanted to use the race as an extended sea trial and as a shakedown for the Trans-Tasman crossing planned for early December that year.

The handicappers had more confidence than we had in ourselves, as they ensured that we hit the line in Division 1 along with the multihulls, 70 ft *Antares* and most of the local hot race boats over 40 ft.

In reality, we started very cautiously in a 30 knot south westerly, with a new boat and a crew of three Germans, one Swede (who sailed in white abattoir workers boots), a converted Aussie and a token Kiwi, half of whom had not been on the boat before.

We blew the fractional kite out after an hour, which slowed our progress considerably, even if we had been proceeding northwards sideways for much of the time. We were steadily overtaken by boats with braver crews (and more kites).

The race was a good one for the big boats. It started with a bang and finished with a whimper. The breeze dropped later in the day and slammed the door shut in the face of the slower boats, just before we rounded Cape Brett and entered the Bay of Islands.

Local knowledge was useful. At midnight as we short tacked in a dying breeze against an ebbing tide to pass through the sound between Cape Brett and the mainland the crew readied the spinnaker pole. I was assured that it was very useful to fend of the rocks!

We crossed the finish line off Russell just before dawn to be greeted by a tender with two six-packs of Steinies. Very

Hot Chilli during a recent winter race.



civilised. We finished in the middle of the fleet and were satisfied.

In the still conditions we could hear the Russell equivalent of ‘the quiet little drink’ still going on in The Duke of Marlborough, which stays open for 24 hours after the first boat finishes. The younger crew dived ashore. Those older and wiser went to bed.

The next day we began exploring the lovely sheltered anchorages in the Bay of Islands and made a leisurely return to Auckland over the next seven days.

This is a terrific race, with a nice “Amateurs” feel about it, although it is large, sponsored and organised by the club which holds the America’s Cup! It is usually sailed in a westerly, giving reaching conditions for three-quarters of its duration and is a marvelous way of getting to one of the best cruising grounds in the world.

We are planning to charter a boat for the race in October 2000. If anyone is interested please call Alan or Linda Cox on (02) 9969 6171 or email us at alcox@ozemail.com.au.

END OF THE LINE FOR CHANNEL HOVERCRAFT

For many years it has been possible to cross the English Channel at high speed in the largest hovercraft ever built – vessels neither ships nor aircraft. The Mountbatten class hovercraft (built by Saunders Roe) made the crossing carrying passengers and cars between Dover and Calais in 35 minutes. Their time has come, as recently reported in Lloyds List.

‘It would be an unsentimental boor who would fail to shed a small tear at the news that Hoverspeed is to dispose of the surviving SRN4 rubber-skirted giant hairdryers, to which it owes its name.

The survival of *The Princess Margaret* and *The Princess Anne*, more than 30 years after they hovered out of their building shed on the Isle of Wight, is something of a triumph. They have known decades of minuscule profit, quadrupling of fuel prices and more, price wars in the Channel, the advent of tunnels and the scrapping of duty-frees by horrid chancellors in league with beastly Brussels bureaucrats. Still they have hovered on.

It is the last that has done for these two remarkable old ladies, which can still be wound up to speeds that leave the Shuttle shaking and Australian aluminium boxes standing still. But they have cannibalised all their sisters, and one supposes they cannot be kept going forever.

We shall miss their passage in a cloud of spray, their vibration, their movement in a seaway which is unlike anything else experienced outside Alton Towers.

Their unique smell, which blended avgas and drains, with just a trace of vomit and disinfectant, will never be replicated. Perhaps somebody will preserve one, to take annual commemorative voyages to the Goodwin Sands.

“Goodness me,” the grandchildren will comment, “surely nobody would go to sea in that!”

From Lloyds List 6 July 2000.

OLYMPIC GAMES 2000 SAILING SCHEDULE

DATE	Mistral - M&W	49er	Finns/Star	Europe/Laser	470 - M&W	Tornado	Soling	
Fri 15 September				Opening Ceremony				
Sat 16 September	Practice					Practice	Practice	
Sun 17 September	Race	Practice				Race	Race	
Mon 18 September	Race	Race		Practice		Race	Race	
Tue 19 September	Race	Race			Practice	Race	Race	
Wed 20 September	Reserve	Race	Practice	Race	Race	Reserve	Reserve	
Thu 21 September	Race	Reserve		Race	Race	Race		
Fri 22 September	Race	Race		Reserve	Race	Race		
Sat 23 September	Reserve	Race	Race	Race	Reserve	Reserve	Match Round Robin	
Sun 24 September	Race	Reserve	Reserve	Reserve	Race	Race	Match Round Robin	
Mon 25 September		Race	Race	Reserve	Race		Match Round Robin	
Mon 26 September			Medal Ceremony (evening)					
Tue 26 September		Race	Race	Race	Reserve		1st Final Round Robin	
Wed 27 September		Race	Race	Reserve	Race		2nd Final Round Robin	
Thu 28 September		Race	Race	Race	Reserve		Reserve	
Fri 29 September		Reserve	Reserve	Race			Semi-final Match	
Sat 30 September		Race	Race				Final Match	
Sat 30 September			Medal Ceremony (evening)					

SOCOG and Waterways have announced that an exclusive aquatic licence will be in operation on Sydney Harbour for the following days during the Olympic and Paralympic Games.

Olympic Games

The exclusion zone will stretch from the Sydney Harbour Bridge to the heads (and will include the two offshore course areas) from 16 to 30 September between 1100 and 1700.

Paralympic Games

The exclusion zone will be from Robinson Point via Bradleys Head to Chowder Head (Course Area B) from 20 to 27 October between 1100 and 1700.

Recreational boats will not be able to transit the exclusion zones and there will be restrictions placed on recreational craft in the area during the racing periods.

Harbour traffic is generally expected to be heavy during the games but there should be plenty of opportunities for members to go out to enjoy the sailing or the other special events. In particular there will be a harbour element during the closing ceremony of the Olympic Games including a fireworks display. More details will be available in due course from the waterways web site www.waterways.nsw.gov.au.

The SASC racing programme for the coming season has been adjusted to take these restrictions into account (as has been necessary for the last two years for test events). We will have the novel experience of returning to normal next year.

PARALYMPIC GAMES SAILING SCHEDULE

DATE	2.4mR	Sonar
Wed 18 October	Opening ceremony	
Thu 19 October		
Fri 20 October	Practice	Practice
Sat 21 October	Race	Race
Sun 22 October		Race
Mon 23 October	Race	
Tue 24 October	Race	Race
Wed 25 October		Race
Thu 26 October	Race	
Fri 27 October	Race	Race
Sat 28 October	Medal ceremony	
Sun 29 October	Closing Ceremony	



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

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: _____

The following members have joined the Sydney Amateur Sailing Club over the last twelve months or so. We welcome them all to our Club (if perhaps a touch belatedly) and wish them many years of happy sailing with us.

Harry Bate (from MASC)	Kym Bermingham
Peter Blunt (from MASC)	Bradley Bishop
Mark Bollinger	David Brown
Bob Buchanan (from MASC)	Terry Clarke
David Coleman (from MASC)	Rick Corben
Jason Cowling (from MASC)	Craig Crombie
David Dale	John Easton
Darren Fraser	Paul Haas
Andrew Hahn	Michael Hall
Ian Hay (from MASC)	Peter Horn
David Jones	Christopher Jordan
Daniel Lawler	Alfred Lewis
Andris Lielkakis (from MASC)	Grant Loveday (from MASC)
Patrick Macalister	Hugh Millikan
Peter Moore (from MASC)	Alice O'Connor
Peter Perrin	Richard Powis
Kenneth Pryor	Willy Radwanowski (from MASC)
Steve Rogers	Wayne Rogers
Geoffrey Ruggles	Mark Sier (from MASC)
David Slater	John Taylor
Liam Timms	John Troy
Bill Tyler (from MASC)	Peter Wallace (from MASC)
Phillip Wallace (from MASC)	Ian Watson
John Woodall	

LIFE MEMBERS

Members who have paid thirty-five annual subscriptions are entitled to exercise and enjoy all the rights and privileges of any ordinary member with out the need to pay any further subscription.

We welcome three members who joined the Club in 1965 to Life Membership — Frank Talbot, Peter Gregory and Herbert Stoddard.

We also welcome Garry Stephens and Bruce Wallace from the Mosman Amateur Sailing Club as Life Members.



TEMPORARY VISITOR USE OF PRIVATE MOORINGS

Following lengthy negotiations by the YA of NSW since 1996, the Waterways Authority has introduced a 'Temporary Visitor Use of Private Mooring Scheme' to allow owners of private moorings to permit friends or visiting boats to use their mooring if it is vacant. The scheme provides mooring owners with much greater flexibility to allow friends or guests to use their mooring if they are away overnight or for a longer period, for a maximum aggregate time of six months in any twelve-month period.

The scheme will be tested for two years to gauge its success and the YA encourages boat owners to use the scheme so that the Waterways Authority appreciates the need for a flexible approach to managing moorings.

The following is a summary of the key elements of the scheme:

- An application form must be completed by the mooring owner and a letter of approval obtained from the Waterways Authority.
- A mooring may not be occupied by visiting vessels for an aggregate time of more than six months in any twelve month mooring licence period.
- All visiting vessels must display a simple A4 size sign stating VISITOR fixed to the inside of a window so that it is clearly seen from the water.
- The visiting vessel must be of comparable size to the vessel which is licensed for the mooring (either smaller or no more than one metre longer) and of similar type (sail for sail or cruiser for cruiser).
- There is to be no payment or reward for permitting use of the mooring.
- The mooring cannot be advertised as being available for visitor use.
- The mooring owner must indemnify the Waterways Authority against any claims arising from visitor use of the mooring.
- The mooring owner must maintain a written record of all visiting vessels which have used the mooring.
- Currently there is no fee required under this scheme.

Further information can be obtained from Waterways offices or Boating Services Officers, and the YA of NSW office.

SASC Members should note that this scheme does **NOT** apply to club moorings in Mosman Bay. If a member's boat is likely to be absent from a club mooring for some time, it would be helpful if the member could advise Rod Phillips so that the mooring may be available for use by another member.



In the coming racing season it is planned to change the name of the Traditional Division to Classic Division, a more accurate title representing the type of boats sailing in the division. It is also hoped to advance the starting time of the limit boat by fifteen minutes as in the past yachts on a minus handicap were often very late starting.

Bill Gale

165th AUSTRALIA DAY REGATTA

January 2001 is some way off yet, but it is never too soon to put an important date in your diary. The Australia Day Regatta on 26 January next year will celebrate the centenary of the Federation of the Commonwealth of Australia, and special events are being planned for the day. The SASC will be participating and it should be an enjoyable day for all. Put it in your diary now.

A NOTE FROM THE EDITOR

There is a major event coming to Sydney shortly, the Olympic Games. Along with several other members, I will be busy throughout the period helping to make it all happen. My job is on the starting boat on Course Area B. I expect that 'sharing the spirit' and helping to 'realise the dream' in this way will keep me away from the computer at a time when I should be working on the October edition of the *SASC News*. Consequently, I seek members' patience because I expect that the next edition of the *News* will be a published a little later than usual, probably in the gap between the Olympic Games and the Paralympic Games. There will, however, be no extension of the deadline for contributions!

John Jeremy

NEWSLETTER DEADLINE

The next *SASC News* will be the October 2000 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 13 September 2000. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



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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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Past Commodore Peter Garrow's *Sunchaser* standing out from Castle Lagoon on Cowan Creek in January 1991 (above). For many years Castle Lagoon was a favourite anchorage for Peter and Kate Garrow during their visits to Broken Bay. For about eight to ten years, the Castle Lagoon Sailing Club was an informal Pittwater branch of the SASC, comprising members who enjoyed regular raft-ups in that pleasant part of the world, and *Sunchaser* was often in the middle of the raft.

Many members have fond memories of the hospitality they enjoyed when secured alongside *Sunchaser*, with the problems of the world being solved in long discussions over a bottle of wine in the cockpit.

Unfortunately, the cruising days of Peter and Kate are now over, but *Sunchaser* (now without the dog-house) still swings on her mooring near the Club. Here she lies looking smart on the day of the Billy Fisher gathering, complementing the visitors at the wharf (right).





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