



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 1999

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Rear Commodore	Chris Oh
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Honorary Secretary	Charles Maclurcan
Executive Secretary	Faye Buckley

Cover:

A busy SASC day at the Squadron with *Captain Amora* and *Charisma* on the hard.

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COMING EVENTS

AUGUST 99

SATURDAY 14 AUGUST 1999

Fire extinguisher inspection at the Club.

SATURDAY 4 SEPTEMBER 1999

Opening Day for the 1999/2000 Season

SUNDAY 5 SEPTEMBER 1999

First Pointscore race for the Metre, Heavy and Light Divisions

SATURDAY 11 SEPTEMBER 1999

Lion Island Race and first point score race for Division 2 and Traditional Division. Non-point score race for Cavalier 28 Division.

SATURDAY 18 SEPTEMBER TO

SUNDAY 26 SEPTEMBER 1999

Second Olympic Trial Regatta on Sydney Harbour.

FRIDAY 24 SEPTEMBER 1999

Flag Officers' Dinner at the Clubhouse

SATURDAY 2 OCTOBER 1999

Idle Hour Race

SATURDAY 9 OCTOBER 1999

First point score race for Cavalier 28 Division and Division 7, second point score race for No 2 Division and Traditional Division.

SUNDAY 10 OCTOBER 1999

Second point score race for Metre, Heavy and Light Divisions.

SATURDAY 16 OCTOBER 1999

Second point score race for Cavalier 28 Division and third point score race for No 2 Division and Traditional Division.

SATURDAY 23 OCTOBER 1999

Third point score race for Cavalier 28 Division and fourth point score race for No 2 Division and Traditional Division.

**NEED TO
GET
ASHORE?**

**No problem -
call Robbie
on
0418 678 690**

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

(Continued on page 22)



Our winter racing programme is now over – congratulations to all the winners. I understand that all competitors have enjoyed the racing and I expect they are now busy preparing for the new spring and summer series. Our makeshift starting boat, I am told, handled its role very well. No doubt all competitors (bar one or two) had no difficulty finding the finishing line with that large Amateur burgee flying aloft.

One matter that has exercised the minds of both the Boatshed Committee and the Board over the past few months is the use of the pontoon. Problems mainly arise because:

- Our slipway staff want to use the sheltered side of the pontoon during the week to repair boats.
- Members want to use the pontoon on non-race days (including weekdays) to repair their boats.
- Members want to pick up or set down passengers or use their dinghies.

Whilst we pride ourselves that the Club operates with very few rules, it is obvious that members need reminding of the rights of others to also use the Club's facilities. Accordingly the Board has resolved that:

- The slipway staff have priority at all times to use the sheltered berth (on the north side) to carry out repairs to members' boats.
- Members wishing to use this position should check with Rod in advance, and if he is not using it he will confirm a member's use on a first come, first served, basis.
- The pontoon is not available for repair work on race days.
- That the correct position for vessels wishing to berth at the Club all day for repair or other reasons is between the piles in front of the wharf.
- That at all times there should be a position for boats to come alongside to set down or pick up. If someone is already in the designated position, they should be prepared to move as quickly as possible to allow the other member to also set down or pick up.

The wharf rules, which are displayed in the Boatshed, require that the dinghy launching position is to be unobstructed at all times.

Hopefully, with a little bit of cooperation, we will all be able to enjoy our facilities with a minimum of friction.

Another item of interest that has been under consideration for some time, is the extent that we can cooperate with the Mosman Amateur Sailing Club to better utilise the resources of both Clubs. At this stage discussions continue, and any final proposal will be put to members before implementation. However, whilst we continue to talk, we have agreed in principle to assist them with their racing next season. This will possibly mean that we will start their races after the start of ours, and finish them before we finish.

The work on *Nancy K* is almost completed and should be back in service shortly. The new engine for the *Captain Amora* is due at the Club in early August and hopefully she will be ready for our first race.

Tony Clarkson

The Sailing Programme for the 1999/2000 season will soon be posted to members as another summer of sailing approaches. This year the Cavalier 28s, No 2 Division, the Traditional Division and Division 7 will compete on Saturdays as last year, with 24 point score races for all divisions, except for the Cavalier 28s which will sail 23 races.

This season the Sunday series will comprise thirteen races. A Light Division will be formed again to join the Metre and Heavy Divisions for this popular series.

Four Sunday races are planned for the Gaffers, two in spring and two in summer. The number of competitors in this division is gradually increasing, with eight boats expected this year. The Captain Slocum Trophy will again be awarded for the first race in the series.

The Club is planning to develop a similar Sunday series for traditional bermudan yachts. Initially these boats will start with the Gaffers and will be handicapped with them, although they will compete for their own trophies. As numbers grow over the coming seasons, a separate start will be introduced.

There have been more changes than usual to the Sailing Programme this year, so every skipper should read the book carefully. Many of the changes are intended to simplify the wording of the sailing instructions for clarity. Other changes have been made to reduce variations from the Blue Book. These changes include the procedures for general recalls, for example. All skippers are reminded that they must report to the starter before the start or they may be recorded as a non-finisher. The rules regarding sail numbers have been strengthened, and yachts starting more than five minutes after their starting signal run the risk that they may be recorded as DNS.

There have also been some changes to courses. The start for all Saturday divisions in easterly winds will be west of Clark Island, and for south easterly courses in Athol Bay. For Course Z for Divisions 2 and 7 the Neutral Bay mark will now be left to port rather than starboard. One race in the Winter Series is to be around Middle Head to Balmoral, Manly and back to Shark Island.

The opening day for the coming season will be Saturday 4 September. As occurred in 1998, there will be an Olympic trial regatta on the harbour between Saturday 18 September and Sunday 26 September. The SASC spring series will resume on Saturday 2 October with the Idle Hour Race to Store Beach, and the first post-regatta point score race will be on Saturday 9 October. The popular Twilight series will start on Friday 5 November with eighteen races planned for the daylight saving period.

An additional trophy will be competed for this year by boats that have joined the Classic Yacht Association of Australia. Four races will be conducted within the Traditional Division on Saturdays to compete for the Logan Cup. Each of the four races will have prizes donated by The Logan Company with a trophy for the overall winner. The total value of the prizes for this series will be approximately \$1,800. Application forms to join the Classic Yacht Association are available from the SASC.



FIRE EXTINGUISHERS

With the new sailing season approaching rapidly, our attention is (or should be) focussed on ensuring that all our boats still have the appropriate safety equipment on board, in good, useable condition. We can have fire extinguishers inspected at the Club on 14 August – and for many this annual service is the only consideration they give to fire protection in the boat. Perhaps we should be doing more – this article prepared by Betta Fire Protection Pty Limited of Brookvale is informative.

Many boat owners believe they are following proper safety standards by having a fire extinguisher on their boat. They may not be as well prepared as they think.

Check the rating on your extinguisher, it may not be capable of putting out a fire on your boat. The minimum standard set under Australian Standard AS 1799.1-1992 (Small Pleasure Boats Code) states that:

- All boats powered by a motor should carry an extinguisher with a rating of not less than 5B. It is also recommended that ‘inboard’ engines be fitted with a fixed extinguishing system.
- Boats with a fuel tank larger than 25 litres must have an extinguisher rated at not less than 20B.
- Boats carrying LPG or other flammable gas must have an extinguisher rated at no less than 10B.
- Boats with accommodation must carry an extinguisher rated as 2A or better and this must be located near the exit to the sleeping compartments.

Australian Standard AS 2444 also refers to ‘motor cruising yachts’ and this sets a minimum standard of at least 2 extinguishers with a minimum rating of 2A:10B:(E). A fire blanket is also recommended.

The ratings quoted above, although minimum standards, are critical in ensuring that your extinguisher is capable of putting out the kind of fire likely to start in its vicinity. The rating shows the extinguisher is capable of putting out fires in carbon based material such as wood. The B rating is for fuel based fires. Many of the extinguishers sold in chain stores are rated at 5B:(E). If your boat has 2 of these you may get a ‘tick’ in your annual safety inspection, but they will not completely extinguish a wood based fire.

In addition to the above standards we recommend that you consider the likely experience of the person using an extinguisher and whether they would be experiencing panic at the time of operating the extinguisher. Always try to select an extinguisher with a rating above the minimum standard.



Servicing:

The AYF Blue Book states that 'extinguishers shall be serviced at time intervals specified by the manufacturer or, at intervals of not more than 1 year'. Australian Standards (AS 1851.1) recommends that equipment is serviced every 6 months and pressure tested every 6 years. It further recommends that the frequency of pressure testing is increased if the equipment is in 'Exterior situations - exposed to salt spray', or 'abnormally - moisture laden environments' or 'environments which subject the extinguisher to intense or continuous vibrations' or 'Environments having extremes of temperature'.

In other words we would strongly advise that in such situations the equipment is pressure tested every 3 years and service schedule is not less than those advised by the manufacturer- every 6 months.

SASC ANNUAL PRIZEGIVING 1999

The SASC Annual Trophy Presentation evening held on 25 June was attended by about 200 members, crew, partners and friends.

by
Vic Dikken

The cocktail party format allowed easy movement among those present enabling them to mingle, meet friends and opponents – and at the same time have drinks and eats.

The Chairman of the race Committee, Tony Waugh, announced the winners and the Commodore Tony Clarkson presented the awards, ably assisted by Race Secretary Maggie Stewart.

The Kelly Cup

The highlights of the evening were:

- The presentation of the Kelly Cup to *Aroona* (Duncan Hill and Paul Berkemeier). *Aroona* also won the Bob Brown Trophy.
- The presentation of a new award – while recognition was made last year of the significant contribution made by particular members to the Club's activities, Commodore Tony Clarkson obtained Board approval for a special annual award to be made to a non-board member who had made a significant contribution to the Club's activities in the past year. The award is known as 'The Club Member of the Year Award'.

This year the first award was shared by Trevor Cosh and Jim Lawler for their work on repairs to the pontoon. Our congratulations to them both.



The Annual General Meeting of the Sydney Amateur Sailing Club was held at the Clubhouse on Wednesday 28 July 1999. As only fifteen nominations had been received for the fifteen positions on the Board, the following were elected unopposed.

Commodore	Tony Clarkson – <i>Mausi</i> A21	
Vice Commodore	Rob Evans – <i>Celeste</i> A26	
Rear Commodore	Chris Oh – <i>Classic Blue</i> 6362	
Immed. Past Commodore	Fred Bevis – <i>Brigadoon</i> A145	
Honorary Treasurer	Tony Saunders – <i>Rapier</i> 1463	
Honorary Secretary	Charles Maclurcan – <i>Qui Vive</i> A160	
Chairman of Racing	Tony Waugh – <i>Sainora IV</i> A107	
Directors:	John Crawford – <i>Valiant</i> A47	John Gibson – <i>Taylor Maid</i> A56
	John Jeremy – <i>Tingari</i> 2131	Bob Lawler – <i>Firetel</i> A50
	John Morris – <i>Phantom</i> A27	Michal Tomaszewski – <i>Trangie</i> A747
	Denis Williams – <i>Paper Moon</i> 364	Randal Wilson – <i>Rambull</i> A148

VALE HARRY PFEIFFER

The passing of Mr Harry Pfeiffer has signaled the end of a significant chapter in the history of our Club. This is not only because we was our second oldest serving member (since 1929) and a life member and will be remembered for this, but also because of the long time registration of his beautiful yacht *Caprice* on the Club's register.

Harry Pfeiffer was not only a member he was also a stalwart of the Club, having faithfully served on the committee for some years, ultimately attaining flag rank.

The lifeblood of our Club is its racing activities and it was on the water that Harry demonstrated his prowess as a helmsman where he led the Club by example.

Caprice is a sleek classic after a William Fife design style. It was one of the first yachts to carry a 'marconi', i.e. bermudan rig, on Sydney Harbour, having been converted from gaff rig when she was racing in the Amateurs in the early twenties. Harry, and his brother Jack, commenced an illustrious racing career with the Amateurs which, over the years of racing, resulted in four gold medals for season point scores and many notable wins, including the Gretel trophy and the beautiful Hoana trophy. *Caprice* has been described as the 'Grand Old Lady' of the SASC and our members can be proud of the yacht as well as her owner.

Harry's son Tony, a Dragon racer, intends to maintain the tradition and keep on racing *Caprice* in the Amateurs' Traditional Division, a racing career of over seventy years, and will continue to maintain the John Taylor Cooke Memorial Trophy which Harry and Jack first donated in 1950, and annually ever since.

The quality of members and yachts like Harry Pfeiffer and *Caprice* will ensure that our Club will endure for another century.

The Club extends its sympathy to Pfeiffer family.

Nick Cassim

COME WITH US ON A GHOST TOUR



Visit the Quarantining Station at North Head

Time is running out for visits to the historic Quarantining Station – who knows what the future will bring for this important site

A Ghost Tour has been arranged for SASC members and friends

On

Wednesday 15 September 1999

At 7.30 pm

Bookings are essential – ring Faye Buckley 9953 1433

No later than 31 August 1999

Cost \$20.00 per person

The tour group will meet at the Quarantining Station Visitors Centre, Gatekeeper's Cottage, North Head no later than 7.15 pm



A supper of tea and damper is served after the tour to dispel any evil spirits

by
Frank and Sue
Talbot

The summer before last we set off for Tasmania in *Sally Lightfoot*, our 39 foot catamaran. We had a good trip until we were nearly across Bass Strait, some 30 miles east of Flinders Island, Driven by a 30 knot westerly we were making a fast passage (probably too fast) with double reefed main and storm jib through steep and confused seas, when we stove in a bow panel and water flooded into the port hull. The big hole (called “the picture window”) was above the waterline, so by taking all way off we shipped water only from the bigger waves. After some serious bailing by the three of us we were able to make a temporary repair. Mark Nash, kneeling on the big mobile pump, looked as though he was praying. “I am pumping AND praying” he said.

We motored slowly to St. Helens, a busy fishing port on a beautiful estuary in N.E. Tasmania and the police launch led us through the intricacies of the bar, which is fine if there is no heavy swell. We found a skilled shipwright who did an excellent job of both repairing and strengthening *Sally*, but by the time our upgraded ship was ready to go to sea again we had to head home to Sydney. Tasmania is seductive, however, and we were already thinking of returning.

So this past summer we set off south again, a cruise that turned out to be one of the greatest of our lives. It had all the important elements; sailing in exposed and in protected waters; walking on clean white beaches and in pristine forests; marvellous remote anchorages; albatrosses, penguins, dolphins, sea lions, and even some berserk whales. The trip ended with a fast, if slightly wild, run home.

We took off from Eden on the evening of 22 December. The forecast was for two days of fair weather before a front. Bass Strait gave us an easy crossing, but by 3 am on Christmas morning we were running down the Tasmanian north-east coast towing a Jordan drogue (lots of little cups on a strong warp, so you let out what you need) with a strengthening north-easterly behind us. This was the first sign of the great storm that was to devastate the Sydney-Hobart fleet.

J Brettingham-Moore’s *Cruising Tasmania* suggested that small Sleepy Bay gave protection from the north-east, and we ducked in to escape the building seas. This was the wildest spot we have ever been in and is anything but sleepy. It has a kelp and sand bottom, and is surrounded by the steep, red granite cliffs of the Hazards Range. Bullets of wind whipped down on us from different directions, and a rolling swell kept *Sally Lightfoot* in a stately dance. But it was secure, and we could look out past the jumble of rocks called the Nuggets and see the white crests roll by. We wanted weather information, but surrounded by mountains we couldn’t raise the Tasmanian Radio. The sail-training ship *Flying*

Cloud answered our call, and the skipper made this laconic statement: "Let out plenty of chain and put your feet up. It's going to blow hard for a few days."

The next day (Boxing Day) the wind shifted as the low came nearer, so we moved two miles south to beautiful Wineglass Bay, which was now a protected anchorage. Then it did begin to blow hard, and we thought of the Sydney-Hobart fleet starting their race that day. It seemed to us, isolated down there, that the racing fleet was running into a known storm. I gather winds of 50knots were predicted, when one might expect some gusts of over 65. Sue and I have been lucky and have never experienced consistent winds of over 50 knots in forty years of sailing. A 45 knot gale lasting for three days while we ran along the fortieth parallel from Africa in *Rainbird*, our steel 40 foot Adams, made us feel then that for us if the wind and sea increased much more we would be in survival conditions. Now we lay secure in Wineglass Bay with two anchors out, and listened with horror to the tragedy unfolding, the heroism of the rescuers, and the shocking loss of lives, including some sailors we knew. Later in Hobart we talked to those who had been through the storm, and felt humbled and very lucky to have been clear.

We left Wineglass in sunshine once the storm had died, and were amazed at the amount of sheltered water on the Tasmanian east coast. This is cruising heaven. We spent time inside the Freycinet Peninsula, at the tip of uninhabited Schouten Island, and at Maria Island. We shot the Denison Canal on a dropping tide, and felt that with our 21 ft beam we were very close to scraping the sides of the ditch in spite of the cheerful optimism of the bridge keeper. After Hobart we cruised the D'Entrecasteaux Channel, mostly in sheltered waters, reading, lazing, catching fish for the charcoal barbecue, and walking ashore in heavenly spots. What a place is Tasmania! The small villages are full of friendly people who smile and may even stop and chat, they have the time. The countryside is beautiful and diverse, with green farms nestling among native woods. Eastern Tasmania must be one of the great temperate cruising grounds.

Homeward bound from Hobart we reached Port Arthur late on the first afternoon. It is superbly protected and an extraordinarily impressive place. But the horrors bound up with its history and recent past are disturbing - and difficult to reconcile with its beauty. We had a restless night and left before dawn, rounding Tasman Island in the early morning sunlight. Looking up at the majestic cliff ramparts of the coast and the high, stark island from the deck of a small yacht filled me with awe; nature writ large and strong, making one feel puny by comparison.



We made our way north in easy stages, waiting for good sailing weather in protected anchorages. We could not resist re-visiting St. Helens and meeting friends from the year before. An outward bound fisherman showed us the best spot to cross the bar, and after one fast skid down a big wave we were in. We chose to berth at the town jetty, a convivial place where people stroll and gossip. It is close to post office and shops, and has all the amenities, including free showers.

We crossed the Bass Strait in a break in the north-easterlies and saw some of its marine riches, with rafts of shearwaters and albatrosses, and scores of dolphins and sea lions that swam with us. Near Gabo Island three whales we took for pilot whales were hurling themselves into the air and fiercely thrashing the surface into a white froth. Was this play, war or sex? We did not know, but with our light hulls were very glad to be clear of the frenzy.

The cruise ended with a hard sail. We left Jervis Bay in a southerly the forecast said would ease, and a steeply rising glass. Instead the wind rose to over 30 knots, with gusts to 40 and seas building over some massive swells from an offshore disturbance. With only a scrap of jib we still needed to slow buoyant *Sally* down with the Jordan drogue for steering comfort. She lifted well to the breaking crests, and we took only spray and no heavy water in the big cockpit. As we slid down the big swells through the Heads we saw a Manly ferry dip down and down until she took water over her bow, and felt a bit of pride in our *Sally*.

Will our next boat be another cat? You can bet your life on it!



SYDNEY AMATEUR SAILING CLUB

Opening of the Season

FLAG OFFICERS' DINNER

Friday 24 September 1999

Reserve this date in your diary NOW!

This is a popular event and an outstanding dinner is planned

\$45.00 per head

Book early – numbers are limited

Telephone Faye Buckley 9953 1433



14 May 1999

The workers have to have a break sometime. A pause in the considerable task of cleaning out the bilges of *Nancy K* before the boat was sent to Mona Vale for refit by Bruce Walker. (above)



2 July 1999

Bruce Walker inspecting the new Volvo MD2040 diesel in *Nancy K*. (left)



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: _____



15 July 1999

The interior painting of *Nancy K* is well advanced, and new deck beams have been fitted. The new engine has been bolted in position and is ready for plumbing and wiring. (above)

5 June 1999

The old BMC diesel is lifted from the *Captain Amora* using a crane at the Royal Sydney Yacht Squadron. It will be replaced by a Volvo TAMD31 turbo-charged diesel engine.(right)



WINTER SERIES RESULTS

With the usual light and variable winter's day for the last race (at least it didn't rain like last year), the Winter Series has come to an end. Despite the shortened last race, it was a good series, and congratulations are due the winners. The overall results were:

Division A

First	<i>She's Apples II</i> (Max Prentice)
Second	<i>Wings</i> (Terence Robertson)
Third	<i>Firetel</i> (Bob Lawler)

Division B

First	<i>Bungaree</i> (Barry Rutter)
Second	<i>Trangie</i> (Michal Tomaszewski)
Third	<i>Anonyma II</i> (Tony Curtis)

SAFETY INSPECTIONS FOR 1999/00

All boats entered in the SASC inshore racing series must comply with Category 7 Safety requirements. Owners will be required to sign a statement to that effect when submitting their entry for the 1999/2000 season. Entries will not be accepted until a signed Safety Compliance Certificate has been received by the Club.

The Lion Island Race, to be held on Saturday 11 September, requires a Category 3 Safety Compliance Certificate. Inspections can be arranged by appointment with Keith Radford at the Club (telephone 0415 641 126), or one of the other Safety Officers nominated in the Sailing Programme.

FIRE EXTINGUISHER INSPECTIONS

A representative of Advance Fire Service Pty Limited will be at the Club on Saturday 14 August between 0900 and 1300 to check and inspect fire extinguishers. Refills and new extinguishers will be available. Pressure testing of extinguishers older than six years is required by law. These will be taken back to the workshop and an extra charge applies.



A REMINDER

Subscriptions for 1999/2000 are now overdue.

If time has passed your in-tray by, Faye Buckley would like to receive your cheque at the earliest opportunity.

In recent weeks the thirtieth anniversary of the Apollo 11 mission has given us reason to recall where we were when Neil Armstrong left the first human footprint on the moon in 1969. For Australians, there is another similar milestone in history, the day when *Australia II* won the America's Cup in 1983. Originally known as the 100 guinea cup, the America's Cup is the oldest sporting trophy. The 132 oz silver trophy was made in 1848 by Robert Garrard of London and was part of the Royal Yacht Squadron collection. In 1851, a syndicate of wealthy New Yorkers built a new yacht, *America*, and crossed the Atlantic to challenge the British in a race around the Isle of Wight.

The rest, as they say, is history. For 132 years the cup, now known as the America's Cup, was securely bolted to a table in the New York Yacht Club – safe despite twenty five attempts to remove it. Then, in 1987 *Australia II* defeated *Liberty* four races to three in an exciting series off Newport and took the cup home to the Royal Perth Yacht Club. Suddenly the whole sailing world became interested in the series – but the Americans in particular were determined to recover the rather ugly piece of silver ware.

And so they did, with *Stars & Stripes* snatching victory 4-0 from *Kookaburra III* in 1988, but the cup went to San Diego, not New York. The world might have lost interest in the America's Cup, with a ridiculous defence with a catamaran in an unequal match, but sanity prevailed and with proper rules modern monohulls now compete in the world's most glamorous yachting challenge. In the 1995 challenge, when an Australian yacht demonstrated the consequences of inadequate longitudinal strength, the cup came down again when *Black Magic* soundly defeated *Young America* 5-0. Since then the trophy has resided with a club nearly as old as the America's Cup itself – the Royal New Zealand Yacht Squadron in Auckland.

The next challenge series will be held off Auckland in February and March 2000. The challenger chosen in a round robin series (the Louis Vuitton Cup) to be held between October and January will meet the team New Zealand defender in a best of nine race series.

Despite the America's Cup being, surely without doubt, the most expensive yacht racing series in the World, there is no lack of contenders for the prestigious trophy. Syndicates from Italy, the United States (four syndicates), France (two), Switzerland, Spain, Russia, Australia, Britain and Honk Kong will compete for the right to challenge for the cup.

Earlier this year, the 1999 Road to America's Cup Regatta provided a trial of the cup procedures and experience in local conditions for the three syndicates who took up the invitation to compete. After a round robin series, the Italian yacht *Prada Challenge* beat a French and American yacht for the right to take on *Team New Zealand*. Unlike the 1998 event, *Team New Zealand* only just managed to beat *Prada Challenge* by 1 second in the final race.

In the America's Cup series next year, weather may



have a significant part to play with the Louis Vuitton Cup likely to take place in heavy winds, and the challenge itself in lighter conditions. The series will be sailed to the north of Rangitoto Island, outside Auckland Harbour.

Preparations are well underway in Auckland for an event that will be one of the highlights of the year. A huge audience is expected to watch the sailing on television, and it will be covered on the internet. Many super yachts are expected to visit Auckland for the event, ranging in size from 25 metres to 60 metres. Some 80 vessels are expected, and about twenty will be accommodated at a new marina built by Ports of Auckland. Next stop – Sydney for the Olympic Games.

Most competing yachts will be based at the American Express New Zealand Cup Village, built in Viaduct Basin west of Princes Wharf on the waterfront of the City of Auckland. It is the first purpose built village ever created to support the America's Cup, and has required extensive reconstruction of the Basin. It is designed to accommodate eleven syndicates, who provide their own buildings and facilities. All syndicates except Team Dennis Conner will be using travel-lifts. Dennis Conner will be using a crane for *Stars & Stripes*. Not surprisingly, the cost of using the new facility is considerable, with a two boat base costing an average of \$500,000 for the first year, with a monthly rental thereafter of about \$30,000.

Serious racing will start on 18 October 1999, with the first round robin in the Louis Vuitton Challenger Series.

The American Express New Zealand Cup Village. The Australian challenger, *Young Australia*, will be based here.



Round Robin 1	18 October 1999
Round Robin 2	6 November 1999
Round Robin 3	2 December 1999
Semi Finals Sail Off	2 January 2000
Finals – Louis Vuitton Cup	25 January 2000

AMERICA’S CUP MATCH

Race 1	19 February 2000
Race 2	20 February 2000
Race 3	22 February 2000
Race 4	24 February 2000
Race 5	26 February 2000
Race 6	27 February 2000
Race 7	29 February 2000
Race 8	2 March 2000
Race 9	4 March 2000
Spare	5 March 2000
Spare	7 March 2000
Spare	9 March 2000



The America's Cup Regatta Course off Auckland. (left)

The second test regatta for the Sydney Olympics will be held on Sydney Harbour between 18 and 26 September. It will be the largest sailing regatta ever held on the harbour, with four hundred athletes competing (seventy more than last year). They will represent fifty three countries (fifteen more than last year) making the test event of a similar magnitude to next year's games.

The management of this event will be a considerable task, and will involve 200 team officials, 37 International Technical Officials, and 284 volunteers. There will be 79 competition management boats. The Olympic results system will be tested, and the Sydney Olympic Broadcasting Organisation will be testing some of their equipment.

This year the Star class will join the competition following its restoration as an Olympic class. The Star was removed from the Olympic competition for the Atlanta games after 64 years to make way for a new dinghy class, the 49er. In January 1998 the Star was re-ratified and the number of Olympic medals awarded next year will be eleven, the highest in the history of sailing at the Games. Sailing was first included in the Olympic Games in 1900 for the Paris Olympics.

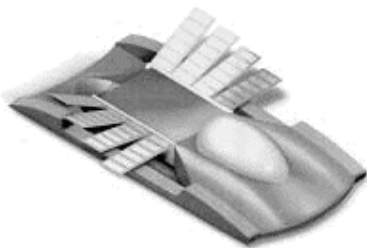
The classes competing in September (and in the Olympics next year) will be the Mistral sailboard (men and women), Europe dinghy (women), Finn dinghy (men), Laser (open), 470 (men and women), 49er (open), Tornado (open), Star (open) and Soling (open).

THE SOLAR SAILOR

Yachtsmen have always been strong supporters of solar power – after all we use it all the time – converted into wind energy. Other applications that we are familiar with include the solar battery charging panels that we use to be sure we can start the iron topsail in moments of calm.

Others have much greater ambitions for the use of the sun's power. Early next year trials will start on a solar powered ferry that is intended to demonstrate Australian solar technology during next year's Olympic Games. The Solar Sailor will be assembled at Jervis Bay later this year for trials before coming to Sydney about March. The prototype will be able to carry over 70 passengers at a modest speed and is expected to generate considerable interest. As the technology develops (and many people do not realise that Australia is a world leader in solar cell design), we may expect to see more of these environmentally friendly vessels plying our waterways. They will certainly be quiet.

An impression of the prototype Solar Sailor.





Building a house on Bradley's Head would probably be regarded by everyone as a mission impossible (sorry, just about every pun has been used before). This house that appeared early in July will be used during the filming of *Mission Impossible II*, starring Tom Cruise. Subject to weather, filming was expected to be complete there by the end of July. (above)

After a passage from Tasmania that took only 18 hours, the RAN's fastest ship, the wave piercing catamaran HMAS *Jervis Bay*, visited Sydney in June before sailing to Darwin. Chartered from Incat Tasmania for two years, the ship will be used as a fast transport and to provide the RAN with experience operating ships of this type. (below)





Solway Lass

Sometimes ships become so much part of the scenery that it is some time before we notice that they are missing. *Solway Lass* has been a regular sight around the harbour for most of the last fifteen years. Built in the Netherlands in 1902 as *Stina*, she was captured by Germany during World War II and was sunk by a mine. Refloated after the war she continued to work the oceans of the world finally ending up in a sorry state in the Pacific islands. Rescued in the early 1980s by Tim Lloyd, the *Solway Lass* was extensively refitted in Sydney as a restaurant/cruise ship. Operated by Matilda Cruises, she gave many people the opportunity to enjoy the beauties of the harbour. *Solway Lass* has now moved to a warmer climate in the Whitsundays, where she will sail out of Airlie Beach.

COMING EVENTS (Continued)

SUNDAY 24 OCTOBER 1999

Third point score race for Metre, Heavy and Light Divisions and Captain Slocum Trophy race for Gaffers.

SATURDAY 30 OCTOBER 1999

Fourth point score race for Cavallier 28 Division and fifth point score race for No 2 Division and Traditional Division. Second point score race for Division 7.





Despite grey skies and occasional showers, a large number of people visited the Australian National Maritime Museum in Darling Harbour at the end of June to celebrate the 40th birthday of the Daring Class destroyer *Vampire*. Now a major attraction at the Museum, *Vampire* was completed by Cockatoo Dockyard and handed over to the RAN on 22 June 1959.

The new RAN minehunter HMAS *Huon* beside *Vampire* at the National Maritime Museum on 27 June.

After long service with the RAN, she was paid off on 13 August 1986. With the possibility of the ship being displayed at the new Museum, she was maintained in a very complete condition by the RAN in Athol Bay. She was, in due course, loaned to the museum and transferred as a gift in 1997.

Today *Vampire* is in excellent condition and is being further improved every year with the help of willing volunteers.

Recently the Oberon Class submarine *Onslow* was also handed over to the Museum after some thirty years RAN service. Like *Vampire*, the submarine was kept in a very complete condition after decommissioning and was opened for public inspection on 22 June 1999.

Visitors to the Darling Harbour can visit both *Vampire* and *Onslow* with a complimentary audio CD guide for \$9.00. A slightly higher cost buys the 'Big Ticket', which includes the Museum and both ships. Members can visit free.





ELEPHANT ON THE PORT BOW!

It was recently announced that the Taronga Park Zoo is to acquire four Asian elephants to enable the reintroduction of elephant rides about the Zoo. It is also planned to allow them to swim in the harbour from Whiting Beach.

Whilst this won't happen until 2002, it always pays to plan ahead. The Blue Book is (perhaps not surprisingly) silent on pachydermous encounters during yacht races. It is recommended that yachts treat them as an obstruction.

WINTER BOATSHED CLEAN-UP

Work on forecast clean-up in the Boatshed has taken longer to get started than planned, but will now take place during August. Members must make sure that any gear in the Boatshed is clearly marked with the owner's or boat's name, and removed if not immediately required. Unidentified materials and equipment will end up in the rubbish bin.

POSITION FOR COMMODORE

On Monday 26 July, Commodore Tony Clarkson was elected Chairman of the YA of NSW Harbour Area Committee.

NEWSLETTER DEADLINE

Contributions from members for the SASC News are very welcome. The deadline for material for the November edition is Wednesday 13 October 1999.

Contributions can be provided in almost any word processor format on disk, by email or as clean hard copy. Faxes are not so easy to handle (they do not scan well for OCR) and should be avoided as they result in the editor having less time to spend on his boat. [*The editor realises that this may be a forlorn hope.*]

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.



Many members will remember the big white Chandris Liner *Australis* that carried many thousands of new settlers to Australia for some 14 years until the early 1970s. Built in 1940 as the United States Lines' *America*, the 35,400 ton ship operated across the North Atlantic and on cruises for a short time. In May 1941 she was requisitioned by the US Navy and became the transport *West Point*. After the war, she reentered commercial service as *America* until jet aircraft rendered her obsolete on the Atlantic run and she was sold to Chandris. After her Australian service, she was sold to America Cruise Lines who restored her old name. But this sale fell through, and Chandris bought her back, operating her in the Mediterranean as *Italys*. In 1980 she was sold again becoming *Noga* (1980 – 1984) and *Alferdoss* (1984 – 1993). A Thai company then bought the old ship renaming her *American Star*. After a refit in Greece to prepare the ship for the 100 day tow to Thailand, she left Perama Bay under tow in December 1993. The voyage began badly, but finally she reached the Atlantic in January 1994 where high seas and force 12 winds intervened. The tow was cut, but despite attempts to recover the ship she drifted ashore in the Canary Islands on the morning of 18 January 1994. Within 48 hours she had broken in two and started to disintegrate. Today, only the bow section remains.

Australis passing the Hornby Light outward bound in December 1965. (above)

American Star ashore in the Canary Islands. (below)



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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SHIP CHANDLERS**

Keen users of the internet will be pleased to know that work is underway on a new submarine cable to the USA via New Zealand and Fiji. The start was eagerly reported on talk-back radio on the morning of 8 July when the cable ship *Cable Innovator* was spotted working off the beach at Bronte. The task of laying the first stage of the new optical fibre cable to New Zealand was expected to be completed in about 15 days. It can't have been a comfortable job noting the weather in the Tasman Sea the following week.

The new cable was made in Australia by Alcatel Submarine Networks (ASN) at their factory at Port Botany. This facility was opened about ten years ago and has since exported cable worth about \$1.1 billion. The factory cost \$120 million to build and was the first in the world to be purpose built, and is the only one of its kind in the southern hemisphere. It is one of only five such operations in the world.

The factory occupies five hectares and has the capacity to make 6,000 km of optical fibre cable each year. The cable is produced and stored in the facilities holding tanks and then loaded, via a gantry, directly into the cable ship's tanks. Each cable is fitted with optical repeaters at regular intervals, which are fitted to the completed cable sections at Port Botany. The entire system is then tested prior to loading.

Australian made optical fibre cables are used all over the world. It has been used in the new trans-Atlantic Gemini network, and will be part of a new main link between Singapore and Germany. ASN cable will also supply the southern part of an extension of this system from Singapore to Shantou in China. This extension will have a capacity of 40 Gbits/s, roughly the equivalent of 500,000 simultaneous telephone calls.

Cable Innovator
at work off Bronte
on 8 July.





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