



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 1999

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Cover:

The French entry in the 49er class about to cross the finish line during a race in the recent IBM Sydney Harbour Regatta.

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COMING EVENTS

OCTOBER 99

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.

SUNDAY 24 OCTOBER 1999

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

SATURDAY 30 OCTOBER 1999

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

FRIDAY 5 NOVEMBER 1999

First Friday Twilight race.

SATURDAY 6 NOVEMBER 1999

Fifth point score race for Cavalier 28 Division and sixth point score
race for No. 2 Division and Traditional Division.

SUNDAY 7 NOVEMBER 1999

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

SATURDAY 13 NOVEMBER 1999

Sixth point score race for Cavalier 28 Division and seventh point
score race for No. 2 Division and Traditional Division.

SATURDAY 20 NOVEMBER 1999

Seventh point score race for Cavalier 28 Division, eighth point score
race for No. 2 Division and Traditional Division, third point score
race for Division 7 and first race in the Logan Cup series.

SUNDAY 21 NOVEMBER 1999

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

**NEED
Nancy K?**

**Just call
Robbie on
0418 678 690**

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

(Continued on Page 22)





I guess that one of the saddest things that can happen during the term of a Board is that one of the flag officers should find it necessary to resign. During September, Vice Commodore Rob Evans, tendered his resignation. We are all very conscious of the effort both Rob and Katherine put into our club and also their enthusiastic support of all our activities. I have written to Rob on behalf of the Board expressing our thanks for their contribution and I expressed the wish that at some time in the future he may feel free to once again stand for office. We all trust that Rob and Katherine will continue to enjoy their sailing out of the Amateurs.

At long last, after a series of problems, the *Nancy K* is back in service and from comments I have heard all members seem to think an excellent job has been done. The boat has been rebuilt to 'as new' condition and is ready for service for a further 25 years or so. Although the project exceeded budget by a fairly substantial margin, the total cost was contained by a considerable voluntary effort by a number of members to ensure she was near perfect before she was re-commissioned. A special thanks to Volvo Penta who persevered (with Bob Lawler) to solve some difficult problems as our engine had not previously been matched anywhere else in the world with the particular hydraulic gearbox supplied. Whilst these problems delayed the re-commissioning of the boat, I'm sure all members will agree it was worthwhile.

By the time you receive this newsletter, the *Captain* will also have been re-commissioned with its new engine and again what a beautiful result. Thanks to Volvo Penta, Bob Lawler, Trevor Cosh, Lindsay Buckmaster, and Robbie White for their contribution to this project.

One thing we all need to keep in mind with both boats is that they must only be driven by qualified drivers. Bob Lawler will be happy to explain the new set up and qualify members as necessary.

Our spring racing has commenced and whilst initial fleets were down for the first few races, I am sure that after the Olympic trials, we will again experience our normal fleets. I am advised that the Mosman Amateurs are enjoying their sailing with us. I have planned a special meeting of members for the middle of November to consider, and if thought fit, to resolve to merge our two clubs. The papers and resolutions will be distributed to members in early October.

This year marks a particular milestone in my life and I am inviting all members to join me in celebration drinks at the clubhouse after racing on Saturday 6 November 1999.

Tony Clarkson



This year's Sydney to Southport Race will be remembered as being a down wind flyer in which just about everyone's race finished a day earlier than they expected. Sadly for two Amateurs boats, loosing masts meant that their race was over far too soon. *Passepartout*, skippered by Simon Rice, lost hers on the first night, while Warren Anderson's *Wide Load* lost her mast late on the second afternoon after having sailed more than half the race. In total six rigs were lost during this race and a large number of the fleet retired to ports along the coast.

By
Chris Oh

A thirty-knot southerly meant a bit of work for all hands on all boats - even before the race started. Taking up a recommendation from the 1998 Sydney Hobart inquiry, the CYCA's Sailing Instructions included a new requirement that all entrants were to report to the Committee Boat before the start with their storm jib and trysail set. The idea is to ensure that every one on board knows where the storm sails were kept and how to put them on.

One of the smallest boats in the fleet, *Classic Blue* had a sensational start by leading the fleet of 81 boats off the line. This outstanding performance was marred by a collision in the melee at South Head. The boat that she hit, *Dreamtime*, was so big that although *Classic Blue* hit her amidships at 8.5 knots, a close inspection on the wharf in Southport revealed that she wasn't even scratched. *Classic Blue* was not so lucky ending up with a nasty smash on the bow. Fortunately, this damage was on the anchor well, which allowed boat and crew to continue racing.

Classic Blue
twenty minutes
before the start of
the Southport
Race (OK,
perhaps it was
two hours).



SASC NEWS

This was the start of a number of problems for *Classic Blue*. As the crew settled down to a screaming run under 1.5oz chicken shute and reefed mainsail, she rounded up and, in flogging off the sheet, tore the kite. With darkness approaching, she elected to pole out a number three as a safe option. By then rain and 30 to 40 knot squalls started to hit the fleet and the seas increased, so crews had to be on the lookout for that rogue wave: *Classic Blue* put in another reef. Still careering into the night, one crewmember became very seasick and had a collision with the tiller extension. The boat had a nasty round up with the spinnaker pole hitting the stays and bending.

By Sunday morning, *Classic Blue* was in full repair mode. Breakfast was put on hold while the resident bush mechanics worked downstairs rebuilding the tiller extension. For readers who have not sailed on *Classic Blue*, she is a handful to steer at the best of times, but without a tiller extension one has to be about six foot three to see over the coach house.

Fellow club member Ivan Resnikov's rocket ship *Farr Horizons* also had problems. Having torn her mainsail, she ran under trysail while making repairs. Heartlessly seizing the opportunity, *Classic Blue* sailed past and made ground on her. However, with her mainsail repaired, *Farr Horizons* quickly regained speed and on Sunday evening, took the lead. By Monday afternoon, she crossed the finish line 40 minutes ahead of *Classic Blue*.

Meanwhile, James Murchison and crew on *Mad Max* had a fast training run as they had only taken delivery of the boat two weeks before the race. Watch out for *Mad Max*, in the future this boat will just get faster and faster as skipper and crew learn all her abilities. Finishing in less than three days, they would have hardly enough time to realise that they had been in an Ocean race!

The happy crew of *Passepartout* admiring their mast while they still had it.



With a fresh southerly wind, the race to Lion Island and return on Saturday 11 September was a little wet for the seventeen starters in the two divisions. Congratulations to the winners:

Division A

- First: *Hot Chilli* (Alan Cox)
Second: *She's Apples Too* (Max/Ian Prentice)
Third: *Antipodes* (Greg Newton)

Division B

- First: *Trangie* (Michal Tomaszewski)
Second: *Harlequin* (Clayton McLellan)
Third: *Paper Moon* (Denis Williams)

IDLE HOUR DAY

Luckily the rain that descended on Sydney over the long weekend held off for the Saturday. The 24 starters in the Idle Hour race enjoyed a pleasant afternoon with the usual celebrations on Store Beach after the event.

Congratulations to the winner *A Fine Balance* (Leone Lorrimer). *Tamaris* (Greg Sproule) was second and *Anonyma II* (Tony Curtis) was third.

Aroona overtaking *Manu Kai* shortly after the start of the first Sunday series race on 5 September. The difficult conditions did not improve, and the race was subsequently abandoned.



Life member Donald Maclurcan OBE passed away recently. Father of our Honorary Secretary Charles Maclurcan, he had been a member of the SASC since 1962. An architect, Donald Maclurcan had a long and successful career in his profession and also served as Chairman of the Zoological Parks Board of NSW and as Chairman of the National Parks Advisory Committee of Architects.

His interest in sailing began early in life. In 1959 he purchased the 28 foot Daydream *Mirrabooka* and immediately began competitive racing. He graduated to the 31 foot *Mhairi Dhu* in 1962, then launched the 34 foot *Morag Bheag* in 1969. He continued to race until 1990 culminating with the recognition as Yachtsman of the Year at the Royal Sydney Yacht Squadron Annual Prize Giving, and he never missed the annual RSYS May Cruise. After retiring, he began to make a series of beautiful ship models, building about fifteen over ten years. In 1987 he was commissioned to build a model of *Endeavour* for the Bi-Centenary. It now resides with the National Museum of Australia in Canberra.

The Club extends its sympathy to the Maclurcan family.

BOATING EQUIPMENT REGULATIONS

The YA of NSW has negotiated an update and rewording of the exemption that applies to yachts carrying safety equipment under the NSW Boating Safety Equipment Regulations when engaged in races offshore.

This exemption confirms and removes confusion on the position and use of the Manly and Palm Beach Championship circles and establishes a new area off Newcastle Harbour to be called 'The Stockton Circle'. These circles are for use of racing boats that carry inshore AYF safety equipment.

The Order also clarifies the position of yachts in Short Ocean Races and they will be exempt under the Order provided they are racing and carry at least AYF Category 4 safety equipment.

GHOST TOUR

On the evening of 15 September, some thirty members and friends visited the Quarantine Station at North Head for a Ghost Tour. The Quarantine Station must be one of Australia's most well preserved historic sites. It is probably the best-preserved quarantine station in Australia, if not the world. The ghost tours are apparently very popular - it seems that the prospect of an ectoplasmic encounter is irresistible to most people. Unfortunately, the SASC visitors had to settle for many great stories told by the National Parks and Wildlife guides, unless some felt that any strange feelings they experienced at the end of the hospital ward should be kept private. There was one suspected ghostly apparition reported but it turned out to be Tony Saunders emerging from the shadows in his white pullover. Most of the visible residents turned out to be rabbits and possums.

Many of the visitors left with plans to return in daylight to see more. It would be a tragedy if the plans to lease parts of the site to private enterprise were to diminish the value and public access to this important part of our heritage. Highly recommended for a visit.

Several members of the Sydney Amateur Sailing Club were amongst the 284 volunteers who helped to conduct a very successful international regatta on Sydney harbour between 18 and 26 September. The IBM Sydney Harbour Regatta 1999 was the second of two test events for the sport of sailing in the lead up to the Olympic Games in Sydney next September. It will, in fact, be the first time that the sport will be known as sailing during an Olympics - it was previously called yachting. Those of us who sail yachts would probably agree that the name change is appropriate. There will be eleven classes competing for medals next year, one more than at the Atlanta games, because the 49er high performance dinghy will make its Olympic debut in Sydney.

All these classes (49er, Laser, Europe, Finn, Mistral (men and women), Tornado, 470 (men and women), Star and Soling) competed in the 1999 test event. Some four hundred competitors from fifty-three countries took part. Medals were won by a good spread of countries, and the locals certainly did not dominate the series, which was mostly sailed in ideal conditions. Australia won gold in the Tornado catamaran class, Star keelboats and the Mistral men's sailboards. Britain won the Finn and Laser dinghy classes, and Italy took gold in the 49ers. Gold medals were also won by the Netherlands (Europe), Portugal (470 men), New Zealand (Mistral women) and Sweden in the Solings.

The competitors were supported by some 200 team officials and their boats. There were also thirty-seven international officials involved in the regatta. On the 'field of play' there were nearly eighty competition management boats. Those SASC members who sat for two weeks on their boats looking longingly through binoculars at little boats spread over the apparently empty harbour must have wondered what all the fuss was about. Denied complete access to their beloved waterway for nine days they may have reflected on the enormous effort required for a regatta of this international standard and wondered if it was all necessary.

For those not actually involved, it must be had to imagine the amount of work required of the hundreds of volunteers and paid staff at the Rushcutter's Bay base and on the water. Three of the SASC members involved in the regatta were part of the Royal Sydney Yacht Squadron's team of volunteers that had been put together by

On board Start Boat Bravo - (L to R) Charles Maclurcan (DRO), Ross Wilson (PRO), John Jeremy (Timer), Michel Barbier (ISAF), David Flakelar (Flags), Paul Bastard (ISAF), David Reid (Gunner), Angela Mayhew (Recorder).



Charles Maclurcan over the last couple of years to manage the racing on Course Area B. That course area is from east of Fort Denison to east of Bradleys Head. The other two from the SASC in the team are Past Commodores John Jeremy and David Willis. The work of this race management team of 33 people would be typical of the five on-water teams required for the regatta.

The Course Area B crew had nine boats to manage the course and run races. All were required when trapezoids were set - some could be held in reserve if windward-leeward courses were used. The start and finish boats were the Squadron's *Gitana* and *Era*, chartered to SOCOG for the event. The other boats provided by SOCOG were a Start Pin, Finish Pin, Mark Boats 1,2,3 and 4 and a rubber-duck for the course marshall.

Following a series of briefing meetings and training sessions work for the volunteers began at the base two or three days before the regatta start. Equipment for each boat (some of which had been custom made by the team the previous year) had to be checked and special supplies drawn from store before an on-water practice session the day before the regatta. This year, a timing system (MTS) supplied by Swatch Timing was to be used as the primary means of recording race data for the first time, and patience was tested waiting for the equipment to be installed and set to work on the boats.

Each day of the regatta the routine was the same. The eastern suburbs residents would arrive at the base about 0830 to draw from store the radios, GPS units, guns and MTS units for the boats. The rest of the team would come over the harbour by 0915 from the Squadron in *Gitana* and *Era*. After essential activities like checking in (security must be obeyed), picking up lunch boxes and morning tea, there would be a briefing at the stern of *Gitana* at 1000.

At about 1030, with an ISAF representative on board for the day, *Gitana* would leave the marina for the course area to sniff out the wind. The rest of the boats would follow later, but by about 1100 all would be on the course area. Usually some of the boats would report the wind around the course to the Principal Race Officer Ross Wilson (supported by Charles Maclurcan as DRO) in *Gitana*. David Willis in Mark Boat 1

The Start Pin boat leaving Rushcutters Bay for another day on the water.



could be counted on to be sniffing out possibilities for the windward mark. The course was usually laid by about 1130 for the first warning signal at 1200, and before long the competitors would be testing the line and generally getting in the way as all competitors seem to do when start boats are trying to set a line.

The MTS included a rather large and heavy display mounted on the start boat which provided the course configuration and wind direction as well as the count-down to the start. It also supplied the results base with the start time by radio. The units in the mark boats and in the finish boats were used to report mark roundings and finish details in the same way. As a back-up, radio was also used to report start details and rounding details by voice in the event of a failure of the MTS. All this technology is intended to enhance the media impact of sailing - large displays for television and (almost) real time data on race progress for the internet and broadcast.

As a trial, differential GPS units (accurate to about a metre) were fitted to boats of some classes for some races. With DGPS units fitted to the start and finish boats and the marks they enabled real time tracking of the entire race back at the base with the intention of being able to supply computer graphics for television for the real event next year. Apparently there were some difficulties, including the loss overboard of several of the \$6,000 DGPS units from some competitors, and data transmission challenges around the harbour. Nevertheless, it was a novel experience to be able to see the race on a PC in the start boat as it unfolded.

49er action at mark 4 during a race in a perfect north-easter.



With racing at this level, great care has to be taken with setting out the course to ensure that it is fair and accurate, and that the boats will get around to the finish in the target time for the class. Bad start lines usually result in general recalls, and a good line can become a bad one in seconds in Sydney when the wind wafts around in the way we all know only too well. Race officers from other ports (or countries) have to be reassured constantly by the locals that all is well. *Gitana* is particularly well equipped in this regard, and there were often clusters of faces around the instrument showing a graph of the wind speed and direction against time. If the wind changes at the last minute, the AP gets a sudden airing. If the wind dies during a race, the mark boats must be ready to shorten course, or if absolutely necessary alter it (but that is a last resort).

On completion of the races scheduled for the day, the marks were recovered and the boats returned to the marina in Rushcutter's Bay. When all was secure, radios mustered and returned for battery charging, and a final briefing held in the afternoon light, it was time for a quiet "tea" before *Gitana* and *Era* returned to Kirribilli for the night.

For most of this year's regatta, the conditions were excellent. The wind was steady (in a Sydney sort of way) and of a moderate strength. By the third last day it looked as if the mark boats would have had an easy and boring regatta, with little more exciting than making the MTS work at each mark rounding. Then it began to change.

For the second last day of racing, Course Area B was allocated the 49ers. The wind was a light and flukey easterly of about eight knots, and the first race of the day got away at noon as planned. It was a short race and as it turned out, the only one of the day. On Course B, the start count down for a second race was begun, but the wind was easing. With seconds to go to the start the wind was down to about three knots

Waiting for the wind that never came.



and up went the AP. That was it for the day. After about an hour drifting around in next to nothing it was N over A on all courses and return to base.

The following day was the last for the regatta, and on Course B four races were scheduled, one each for Europe dinghies, Lasers and men's and women's Mistrals. With the boards held ashore until later in the day, the first two classes were started with out incident. The women's board race was started and fi-

nally the AP lowered ashore for the men at 1415. The wind was a bit fluky and the competitors were toey. One might have thought they did not want to race. It was one general recall after another, at 1526, 1535, and 1545. With time running out (no warning signal could be given after 1600), the warning signal went up again at 1549. Then with about two minutes to go to the start, the wind shifted through twenty degrees and up went the AP. At last some real work for the mark boats. It was only a windward leeward course, but the start boat, start pin boat, two Marks 4 and Mark 1 had to be moved and a new line set. With the timer, gunner and flags in the cockpit waiting anxiously for word from the rarified atmosphere of the flying bridge, all was finally in place and the warning signal was made at 1556, with four minutes to spare. The course had been moved in about five minutes, valuable practice for the team in case Mr Murphy has anything to do with the conditions next year. It was a late return to the marina that evening.

Overall, the regatta seems to have been a considerable success. All race management teams improved their skills with a target of nothing less than 100% for next year. The management of harbour traffic was much more effective than during the 1998 regatta, perhaps as a result of simpler procedures and better briefing, and some practice. With very few exceptions the cooperation from other harbour users was excellent.

The disruption to our normal sailing will be greater next year, but hopefully when it is all over we can all say with satisfaction that Sydney ran the best Olympic sailing competition ever.



AT LAST!

The Sydney Amateur Sailing Club is on the World Wide Web

www.sasc.com.au

*Sailing Programmes, Photographs
Past editions of the SASC News
and
RACE RESULTS*

Saturday and Sunday race results will normally be posted on the site on
Monday evening



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Randal Wilson and Robbie White busy with finishing touches for *Nancy K* at Mona Vale (above).

Almost ready - inspecting the finished product the afternoon before launching (below).



REFIT OF THE CLUB BOATS



'I was just passing', said John Pennefather when he was given the job to sand the cockpit boards for *Nancy K* (above).

Basin Trials (below). Not all went smoothly (in fact the transmission noise was considerable for a while), but that's what trials are for.





Ready for service - a gleaming *Nancy K*, as good as new, underway for fuelling in the care of Bob Lawler and Randal Wilson (above).

The work in the *Captain Amora* is less obvious from outside, but this new engine has transformed the boat with power and reliability. Water-skiing is not permitted (below).



THE AMERICA'S CUP 2000

Preparations for the America's Cup challenge series are continuing apace in Auckland, with the Louis Vuitton Cup, the challenger selection series, to start on 18 October.

Eleven syndicates have taken up residence in the Cup Village, representing the United States (five syndicates), Switzerland, France, Japan, Italy, Spain and Australia.

A late arrival was Syd Fischer's Australian challenger. Flying the burgee of the Cruising Yacht Club of Australia, *Young Australia 2000* arrived at the America's Cup base in Viaduct Basin on 27 September, after a journey across the Tasman for the 75 foot America's Cup Class sloop and its three containers of equipment. The yacht had been shipped from Sydney by the container ship *Cap York*.

The Australians had failed to obtain a spot in the Cup Village, and had to make other arrangements as a base for the boat. There can be no doubt that the Australians will be noticed, for the syndicate is using the crane barge *Hikinui*, a 50 metre working barge fitted with a 100 tonne crane. The crane towers over the Cup Village and the nearby buildings.

Young Australia 2000 during trials on Sydney Harbour.



The majority of *Young Australia 2000's* crew was already in Auckland to welcome the yacht, with her 20 year old skipper James Spithill arriving soon after. The crew, all aged between 18 and 25 years, were selected and trained during trials in Sydney during August and September. The twenty crew members were selected from 60 applicants. They face a considerable challenge to set up the yacht and get some more training and experience before the Louis Vuitton series begins. With the oldest boat in the series, sailed by the least experienced crew, and with the smallest budget of the challenging syndicates, it is perhaps too much to expect the America's Cup to be captured for display in Rushcutter's Bay. The budget for *Young Australia 2000* is said to be about \$1 million, which compares, for example with the \$12 to \$15 million budget for Dennis Connor's *Star's & Stripes*.

Young Australia 2000 is Syd Fischer's fifth challenge syndicate since 1983. He has reached the Louis Vuitton Cup series on three occasions (in 1983, 1992 and 1995), but has achieved only eight wins in sixty-eight races. The 1995 boat, *Sydney '95*, was extensively refitted and updated before being re-christened *Young Australia 2000* by Julia King, head of Louis Vuitton Australia at Garden Island shortly before the boat was shipped to New Zealand. *Young Australia 2000* is about 24 metres long, has a beam of 5.5 metres and displaces 20 tonnes. She has a sail area of 200 square metres and a spinnaker area of 300 square metres.

Whatever the outcome of the Australian challenge, there is no doubt that twenty young Australians are about to have an incomparable experience that will greatly benefit their sailing careers in years to come.

WINTER CLEAN-UP

A select team of volunteers rolled up their sleeves and helped to clean out the Boatshed on a sunny August day. The pile on the wharf was a little smaller this year, but included a collection of oil containers filled with waste oil and other unidentifiable liquids. Our waste collection service will not take this type of waste and the containers were left in splendid isolation beside the crane.

Members are urged not to leave liquid waste lying around the Boatshed. Not only is it a safety and pollution risk, but it costs the Club money for eventual disposal.

Mike de Burca and Tony Saunders looking very proud of the collection on the wharf.



LETTER TO THE EDITOR

Dear Sir,

Living in Queensland for more than a decade I rely on the SASC News and other Clubs' similar sheets to keep up with Sydney sailing news. I am saddened to learn of Harry Pfeiffer's passing. His brother Jack slipped his cable many years ago. I knew both from boyhood, great chaps.

I write mainly to add a little more detail to Nick Cassim's saga of *Caprice* (A43).

Built in South Australia around 1898 to a design by Wm. Fife Jnr. for a Capt. Paris, she was owned by the Late Arthur J Stone in the early 1920s. He sold her to the late J T Cooke (H & J's grandfather) on condition that Arthur design a bermudan rig for her and supervise the conversion. He gave *Caprice* to the boys as a reward for their fine efforts in helping to rescue many passengers struggling in the harbour after the Sydney ferry *Greycliff* was cut in two by the *Tahiti* in November 1927 off Bradleys Head. H & J were passengers on the Quay to Garden Island, Vaucluse, Parsley Bay, Watsons Bay service.

After World War II *Caprice's* hull was in poor shape. The late Jim Perry rebuilt and fully replanked her in the late Geo.Griffin's yard at the Spit. Harry later reluctantly fitted an engine!

Incidentally, Arthur Stone was a very successful competitor with his *Ozone* in the 30s and late 40s She was 37 feet long on deck. He literally cut two feet off the counter with a saw to comply with that illogical 35ft overall deck measurement rule in force until the 60s. The rule served to prevent a lot of members (myself included) from racing our boats with SASC, thanks to the negative attitude of three very old and senior members exercising an unreasonable influence in modern times. I think they felt Cousta type open CB hulls were the best especially if fitted with a coach-roof. I have to smile about this attitude because in 1936 Viv Ebsary brought his beautiful 22ft half-decked CB sloop *Miranda* from WA but (having won most events entered) she was quickly banned from SASC races as being too fast to handicap! We were a weird mob then...

With best wishes to all, sincerely

Jim Coxon

Minyama, Queensland.

Caprice, with Harry Pfeiffer at the helm (from *The Amateurs*)



AUS 31

A few years ago young Donald and Charles Maclurcan purchased an old but serviceable Yngling to take part in some of the RSYS youth activities. Whilst the gear was generally okay, the dark blue hull had its gelcote rubbed away in many places exposing the fibres underneath.

Under water, the fibreglass on one side of the iron keel had ceased to adhere and in time the hull risked serious degeneration.

Thus, after considerable funds were collected, the boat visited the Bradly Ave Marina opposite the Ensemble Theatre.

There, Hudson Boatbuilding stripped the hull, removing the interior self-draining deck that had been fitted and the faulty glass beside the keel. All was replaced after strengthening and rebuilding.

Geoff Tyers' men faired the hull and following considerable work repairing the deck, painted the whole assembly in a turquoise colour.

As can be seen from the photo the boat is now as good as new and hopefully will provide many years of enjoyable sailing.

*By
Charles
Maclurcan*

*3YS Men - ready
for action.*



VALE HARRY WEARNE

We regret to advise that life member C H (Harry) Wearne passed away on 21 August 1999. Harry Wearne joined the SASC in 1932, and was a life member for thirty-two years.

Described by his wife as a rabid sailor, he spent his early years with the Longueville Sailing Club. After his war service in New Guinea, Harry and his wife served on the SASC starter's boat for a season in 1947. Rescued by another of our members, Fergus Barclay, Harry joined the crew of the 6 metre yacht *Clipper*. He continued to sail with Fergus Barclay in *Nyola*, a Jubilee, and finally in *Solaire*, a Folkboat.

Harry Wearne is survived by his wife Ruth, three daughters and a son, to whom the Club extends its sympathy.

COMING EVENTS (Continued)

SATURDAY 27 NOVEMBER 1999

Eighth point score race for Cavalier 28 Division and ninth point score race for No. 2 and Traditional Divisions.

SATURDAY 4 DECEMBER 1999

Ninth point score race for Cavalier 28 Division and tenth point score race for No. 2 Division and Traditional Divisions.

SUNDAY 5 DECEMBER 1999

Sixth point score race for Metre, Heavy and Light Divisions and second point score race for the Gaffers Division.

SATURDAY 11 DECEMBER 1999

Tenth point score race for the Cavalier 28 Division and eleventh point score race for No. 2 Division and Traditional Division.



HMAS *Perth*
arriving in Sydney
for the last time
on the morning of
11 September.



HMAS *Perth* in April 1970.

At about 0900 on the morning of Saturday 11 September, Australia's oldest warship entered Sydney Heads for the last time. The 34 year-old guided missile destroyer HMAS *Perth* was commissioned in 1965. She was the first of three destroyers built for the RAN by the Defoe Shipbuilding Company in Bay City Michigan, USA. Her sister ships *Hobart* and *Brisbane* were commissioned in 1965 and 1967. Originally fitted with two 5 inch guns, Tartar surface-to-air guided weapons and torpedo tubes, the three ships were fitted with the Australian Ikara anti-submarine guided missile after arrival in Australia.

These destroyers displace 4,733 tonnes and are 437 feet (133 metres) long. They are the last RAN ships to be propelled by steam turbines, and have a top speed over 30 knots.

Perth saw active service during the Vietnam War from September 1967 to April 1968 and from September 1970 to April 1971. She was awarded the US Navy Commendation and the Meritorious Unit Commendation.

Modernised twice, *Perth* and her sisters have served Australia well. Despite her age, *Perth* looked immaculate when she arrived in Sydney for the last time. She will be decommissioned on 15 October.

Much of the ship's specialised equipment will be removed and retained as spares for the other two ships. One of her guns will be fitted to HMAS *Brisbane* to replace a mounting damaged by a fire during exercises north of Darwin recently. The ship has been given to the Government of Western Australia and will be towed to Fremantle, probably to be sunk as a dive site off Western Australia.

BARGE TIMETABLE

Work on the north-side sewage tunnel is proceeding apace. In case you engage in detailed voyage planning for days on the harbour, you might be interested in the schedules for the barges transporting spoil from Tunks Park (TP) and Little Manly Point (LMP) to White Bay (WB).

Barges leave at the scheduled time regardless of their state of loading so as to maintain schedule times, which may, of course, change as the production schedule changes. (Remember, the best plan should always be capable of amendment).

Departs	From	To	Arrives
0530	WB	LMP	0730
0830	WB	LMP	1030
1000	LMP	WB	1230
1230	WB	LMP	1400
1300	LMP	WB	1530
1400	WB	TP	1600
1630	TP	WB	1900
1630	LMP	WB	1830

NEWSLETTER DEADLINE

Contributions from members for the SASC News are very welcome. The deadline for material for the December edition is Wednesday 17 November 1999.

Contributions can be provided in almost any word processor format on disk, by email (news@sasc.com.au) 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 he may not succeed in converting the Commodore to email].*

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.

Or follow the link to the Bureau of Meteorology at www.sasc.com.au



Sailing in another era - five gaff rigged yachts taking part in a Sydney Amateur Sailing Club race during the 1920/21 Season. The yachts are (left to right) *Athene* (David Carment), *Triton* (Don Taylor), *Waitangi* (H L Carter), *Wanderer* (Cliff Gale) and *Dawn* (Oscar Backhouse).

FOR SALE

SASC CLOTHING

The 1999 range of SASC clothing has proved to be very popular, so don't miss out!

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Contact Faye Buckley

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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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SHIP CHANDLERS**

Sydney is to get twelve new ferries to replace the JetCats on the Manly run and the First Fleet class ferries on the inner harbour services.

On 29 July the NSW Minister for Transport, Carl Scully, announced that ADI Limited had been selected as the preferred tenderer to build the ferries, the first three of which would be in service in time for the Olympic Games next September.

Known as SuperCats, the ferries have been designed by Graham Parker Design to generate very low wash. The aluminium catamarans will have a top speed of 24 knots and will carry 250 passengers. They will have large open decks and the cabins will be comfortable and air conditioned.

The SuperCats' fuel consumption rates are expected to be 60% lower than the JetCats, saving \$500,000 in operational costs per year with significantly reduced noise and exhaust emissions.

The first three ferries will be used on the Manly service, and the remaining nine SuperCats will be brought into service over the next ten years to replace the First Fleet ferries as part of a \$100 million program to upgrade and replace State Transit's ferry fleet and wharves. The program includes the modernisation of the large Manly ferries.

A firm order has been placed for the first four of the new ferries. ADI will sub-contract the construction of the aluminium hulls and superstructures, and assemble and fit out the ferries at Garden Island in Sydney.

FRIDAY TWILIGHT RACES

The Friday evening twilight races will start on Friday
5 November 1999

*Entries and table bookings for dinner must be received by
Maggie Stewart no later than Midday on the day of the race.*

Volunteers to assist in the Clubhouse will be required again this
year.

Please help to ensure the smooth running of this popular event
by volunteering your crew for a night during the season.



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