



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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August 1998

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

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*Aroona, Qui Vive* and *Aquarello* shortly after the start of the last race of the Winter Series on 18 July. The photo was taken looking aft from *Tingari*.

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**COMING EVENTS**  
**SATURDAY 5 SEPTEMBER 1998**

SASC Opening day for the 1998/99 Season

**SATURDAY 12 SEPTEMBER 1998**

SASC Lion Island Race and the first Point Score Race for the Cavalier 28 Division, Division 2 and the Traditional Division.

**SUNDAY 13 SEPTEMBER 1998**

First Point Score Race for Metre, Heavy and Light Divisions.

**FRIDAY 18 SEPTEMBER 1998**

Opening of the Season Flag Officer's Dinner at the Clubhouse in Mosman Bay.

**1998 SYDNEY HARBOUR REGATTA**

This Pre-pre-Olympic event will be held on Sydney Harbour between 17 and 27 September. There will be no harbour racing during this regatta.

**SATURDAY 10 OCTOBER 1998**

Second Point Score Race for Cavalier 28 Division, Division 2 and Traditional Division. There will be no race on the October long weekend.

**SUNDAY 11 OCTOBER 1998**

Second Point Score Race for Metre Division.

**SATURDAY 17 OCTOBER 1998**

Third Point Score Race for Cavalier 28 Division, Division 2 and Traditional Division. First Point Score Race for Division 7.

**SUNDAY 18 OCTOBER 1998**

Third Point Score Race for Metre Division, second for Heavy and Light Divisions and first for Gaffers Division. The gaffers will compete for the Joshua Slocum Trophy in this race.

**SATURDAY 24 OCTOBER 1998**

Fourth Point Score Race for the Cavalier 28 Division, Division 2 and Traditional Division.

**FRIDAY 31 OCTOBER 1998**

First Twilight Race.



Commodore Tony  
Clarkson

I would like to thank members of the Sydney Amateur Sailing Club for their confidence in electing me Commodore. As I contemplate the achievements of past Commodores, I will have an interesting challenge maintaining the high standard that has been attributed to them.

Immediate Past Commodore, Fred Bevis is to be congratulated on his achievements during his term, particularly the publication of our updated history and the 125-year celebrations. However, it is important to remember that the achievements of past Commodores are possible only with the tremendous help of many of our club members, and I know that Amateur spirit of help and cooperation between the members and the 'Flag' will continue.

This edition of the Club News also marks another important change.

After some 20 years of editing the Club News, Vic Dibben has decided to retire as Editor. What a tremendous job he has done over the years and we are indebted to Vic's efforts, not only as your Editor, but also as a Club Director, past Commodore and Starter. Vic will remain as the Club Starter and has indicated that he is ready to assist the Club from time to time in any capacity he can.

From this edition the new Editor is John Jeremy whose assistance in this voluntary position is appreciated. I understand John is planning on some changes to the news, particularly so with the aid of the latest technologies. However, he needs input and articles from members to maintain the high standards already set.

Members will notice that this year we will be holding the opening of the season dinner at the Club on 18 September 1998. Please add this date to your diary as it will be a great night for those new members who can attend as it will give them the opportunity to meet other members and enjoy the Club. If you are attending only with your wife or partner, we will ensure that you are seated with others who will make you welcome.

As I write this, the winter series has ended. Despite the light winds and the rather damp final race it has been a success. Congratulations to the place-getters and all who competed making this a most exciting series.

Members should also note that at last work has commenced on repair of the pontoon and it is also planned to refloat the western end. We have been warned, however, that the current pontoon will probably only last another five years, so planning on the replacement will commence in the near future.

*Tony Clarkson*



Dear Sir,

On page 119 of the SASC 125-year history is the following sentence. 'Bill Gale will also relate how Ben Lexcen once proposed a gaff rig for the 12 metre America's Cup challenge until the New York Yacht Club committee ruled it illegal'. The words are a complete misquote. The N.Y.Y.C. has no power at all in the administration of the 12 metre rules. This function is carried out by the International Yacht Racing Union.

The reality is that the bent mast top in our 1980 challenge gave more area in the mainsail and a more vertical leech. History shows that the shape change gave a quantum leap in light air boat speed. Some designers then applied to the Union to gaff rig 12 metres in a future Cup challenge. The Union wisely dismissed these proposals by imposing maximum chord lengths at various mast stations. It is unfortunate that posterity may view me as misrepresenting the committee of the N.Y.Y.C.

*Bill Gale*

*Sydney, 22 July 1998*

*[Posterity wouldn't dare! (Ed.)]*

## **THANK YOU, FRED BEVIS**

At the Annual General Meeting, Commodore Fred Bevis stepped aside after three eventful years as Commodore. These years capped a memorable twenty-one years as an officer of the Club. Fred was appointed Honorary Treasurer in May 1977, and he was to hold that post for over sixteen years. All the Flag officers and directors during that period soon appreciated his care and skill in steering the financial affairs of the Club and were able to sleep comfortably at night knowing that Fred was in charge of the finances. In September 1993 Fred was appointed Vice Commodore to succeed Tony Saunders who was moving overseas. He was elected Commodore in 1995. Fred was able to enjoy two Gaffer's Days as Commodore, and was privileged to lead the Club through the 125<sup>th</sup> Anniversary celebrations. He was a driving force behind the publication of the book and his great contribution to the Club with his skills of quiet diplomacy is appreciated and applauded by all.

Fred Bevis accepting thanks in one of his many roles at the Club.



## THE ANNUAL GENERAL MEETING

The Annual General Meeting of the Sydney Amateur Sailing Club was held at the Clubhouse on Wednesday 22 July 1998 and was well attended. Retiring Commodore Fred Bevis and the Treasurer Tony Saunders presented the annual report, and after some discussion it was accepted by the meeting.

As only 15 nominations had been received for the 15 positions on the Board, the following were elected unopposed.

Commodore	A. (Tony) Clarkson – <i>Mausi</i> A21
Vice Commodore	R. (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	A. (Tony) Saunders – <i>Rapier</i> 1463
Honorary Secretary	Charles Maclurcan – <i>Qui Vive</i> A160
Chairman of Racing	P.A. (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
	R. (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



Bill Merrington  
(above)



Vic Dibben  
(above)

John Morris  
(below)



After congratulating the new Board members on their election, Fred Bevis paid tribute to the retiring members, Past Commodores Bill Merrington and Vic Dibben. Bill Merrington, who was unfortunately unable to be present had joined the Board in 1948 and over his fifty years as a director had made an enormous contribution to the Club – in particular his work towards the purchase and development of the Mosman Bay Clubhouse. A motion of appreciation was carried by loud acclamation.

Vic Dibben served on the Board for 25 years and through his willingness to take on any job offered had filled most positions on the Board and also Training Officer, Newsheet editor, interviewer of new members and Starter. He will be continuing in the last two roles. The meeting thanked Vic for his efforts with three cheers and a standing ovation.

The incoming Commodore Tony Clarkson invited Peter Garrow and Vic Dibben to speak in support of their proposals for Honorary Life Membership to be awarded to past Commodores John Morris and Fred Bevis. The support provided by their wives Lil and Beverly was also praised. Both motions were carried unanimously.

## **SAFETY NOTES**

### **CLARIFICATION OF BRANDING REQUIRED ON PFD1's**

The Blue Book specifies that PFD1's shall comply with AS1512 (1988) or equivalent or more stringent overseas standard and shall be branded with their mark of approval.

Not all PFD1's available in Australia have gained the AS1512 standard (and are therefore not branded as such) however many have achieved an equivalent or more stringent Australian standard and comply with the branding requirements of that particular standard.

If a PFD1 complies with an Australian or International standard which is equivalent or more stringent than AS 1512 it should be accepted as meeting the intent of Rule 5. 1 (a) of Addendum A1. Such standard shall be branded on the PFD. This clarification expires on 30/6/2001.

Clarification on the appropriateness of any standard in relation to AS1512 may be checked with the YA(NSW) Office (02) 9660 1266 or the PFD supplier.

### **SAFETY INSPECTIONS 1998/99 SEASON**

As previously advised in the News, the SASC Lion Island Race requires a Category 3 Safety Compliance Certificate. Inspections can be arranged by appointment with Keith Radford at the Club.

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

### **FIRE EXTINGUISHERS**

All fire extinguishers must have a current inspection tag. A representative of Advance Fire Service Pty Limited will be at the Club on Saturday 15 August between 9.00 a.m. and 1.00 p. m. 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.

### **WARNING!**

The Race Committee will carry out random safety inspections of yachts during the coming season. Yachts which do not have the required safety equipment on board in good condition may be disqualified.



## MANAGING THE GPS ROLL-OVER

Whilst the 'millennium bug' is receiving much public attention there is another looming problem which has considerable significance for mariners. In April the Australian Maritime Safety Authority issued a Marine Notice outlining potential problems with the first 'roll-over' of the 1024 week GPS clock cycle which will occur at midnight on 21 August 1999. The following notes are extracted from that Notice.

All GPS systems keep GPS time. GPS time is maintained as weeks and seconds, beginning with week number one on January 6, 1980 when the system was initialised. GPS time is included as a data field in the navigational message transmitted by each satellite. Some GPS systems have limited storage space for this time information, and can only store a maximum number of 1,023 weeks. In these systems, 1,024 weeks would be interpreted as 0.

The week numbers are presently in the 900's. When GPS week 1,024 begins, the count will roll over and begin again as GPS week zero. This process will be repeated every 1,024 weeks, in GPS terms, an epoch (about 19½ years). The GPS week will reset to zero at midnight on the evening of 21 August 1999. Any effects should be readily apparent by the next morning.

Many GPS systems are known to be unable to make the transition from the first 1024 week cycle into the second 1024 week cycle. During this time the internal clocks of these GPS receivers will experience a lack of absolute reference and may give the wrong time and position, or may freeze or lock up permanently. Some will be repairable with a firmware upgrade and some may be no longer useable.

There are two basic tests a receiver should pass in order to be able to successfully make the transition. The first is to correctly accommodate the live transition of the new 1024 week cycle, the second is to cold start correctly in the new cycle i.e. satellite acquisition by first principles.

The following list of the outcomes of testing some GPS/DGPS equipment has been extracted from the May 1997 edition of *Cruising World*. More information can be found on the internet at <http://www.sailingworld.com/jmnewage.htm>.

**Apelco 182, 182XT, GPS11:** No modification required.

**Apelco 180:** Not affected until May 2005. After this date, manual cold starts will be required. Time to first fix (TTFF) will be seven to 12 minutes then.

**Autohelm ST50** manufactured after December 1996: No modifications required.





**Autohelm GPS** units manufactured prior to December 1996: Not affected until May 2005. After this date, manual cold starts will be required. TTFF will be seven to 12 minutes then.

**All B&G GPS:** No modifications required.

**All Cetrek GPS:** No information available on older models.

**All Eagle GPS:** No modification required.

**Furuno GPS 500 MK2 and subsequent:** No modification required. Earlier versions may not function properly and only limited support is available for these units.

**All Garmin GPS:** No modification required.

**All Humminbird GPS:** No modification required.

**All Interphase GPS:** No modification required.

**All Kodon GPS:** No modification required for current models. No information available on older versions.

**Leica models MX400/500/9400:** No modification required.

**Leica models MX 100/200/300:** Those units that do not have the latest software upgrade should be upgraded or the date can be manually reset by the operator.

**All Lowrance GPS:** No modification required.

**All Magellan GPS:** No modification required.

**All Micrologic GPS:** No modification required.

**All Northstar GPS:** No modification required.

**Raystar 105/112:** No modification required.

**Raystar 100/108 and GPS Sensor:** Not affected until May 2005. After this date, manual cold starts will be required. TTFF will be seven to 12 minutes then.

**All Shakespeare GPS:** No information available on older models.

**All Shipmate GPS:** No modifications required.

**All Sitex GPS:** No modification required for current models. No information available on older versions.

**Trimble Ensign/EnsignXL:** No modification required.

**Trimble NT Series:** No modification required if using software Rev 2.46 or higher. Earlier version should be updated with a new ROM version.

**Trimble NTCG:** No modification required if using software Rev 30.02 or higher. Earlier version should be updated with a new ROM version.

**Trimble NavTrac XL:** No modification required if using software Rev 2.14 or higher. Earlier version should be updated with a new ROM version.

**Trimble NavTrac:** Requires upgrading. New ROMs should be available in the spring of 1997.

**Trimble 10X, Transpak and Transpak II:** Cannot be modified to fix any problems that might be encountered. These units should be replaced before August 1999.



## WHAT WAS THAT IN ATHOL BAY?

Heavy lift ships and dock ships are a regular sight in Australian waters delivering the products of the Australian shipbuilding industry, moving oil rigs and shifting other heavy cargo. However, a Russian submarine is an unusual cargo to be loaded out of Sydney.

In 1994 the Foxtrot class submarine 540 was acquired from the Russian Navy by an Australian company, Toledo Enterprises. Decommissioned at the end of 1994, the boat arrived in Sydney on 31 August 1995. Although towed to Australia, about 90% of the submarines systems were still operational, and the submarine made an unusually complete and interesting display alongside the destroyer *Vampire* at the Australian National Maritime Museum at Darling Harbour.

The Foxtrot class submarines were built at the Sudomekh yard in Leningrad (now St. Petersburg) between 1958 and 1984. Sixty of a planned 160 were built for the Soviet Navy by 1971 and in later years further boats were built for export to Cuba, Libya and India. Foxtrot 540 was built in 1971. These diesel electric submarines had a submerged displacement of 2,475 tons and a length of 91.3 metres. The maximum submerged speed was about 16 knots with a range of 20,000 miles at 8 knots on the surface.

Foxtrot 540 secured in *Condock IV* before departure for Long Beach. The submarine will be on display with *Queen Mary* for at least five years.

In May Foxtrot 540 was moved from Darling Harbour to the Sutherland Wharf at Cockatoo Island – the first (and quite possibly the last) Russian submarine to visit the island – for preparation for shipping to the United States. On 30 May the boat was loaded on board the German dock ship *Condock IV* and after being welded to the deck of the ship and secured with wires rather like Gulliver in Lilliput the submarine left for Long Beach, California the following day.



The Racing Programme booklet will shortly be mailed to members. The combined block entry race-entry fee for the whole season has been set at \$322.00. This is an economical way to participate in the SASC racing as it includes all special events, twilights and the winter series as well as the Spring and Summer Season pointscores.

The Opening Day will be Saturday 5 September. Competitors should note that a significant change has been made to courses for easterly winds (Course Q). In the past there have occasionally been problems with yachts from different Clubs rounding the Neutral Bay mark in opposite directions on this course. From this year the SASC fleet will use the Kirribilli Point mark rather than Neutral Bay which should overcome these problems.

This year, as it will be in 1999 and 2000, the racing programme will be interrupted in September for the first Pre pre Olympic Regatta. It will be held on the harbour between 17 and 27 September. This regatta is a rehearsal for the Olympic sailing and it will be an international event involving Mistral sailboards, Europe dinghies, Lasers, 470's, 49ers, Finns, Tornados and Solings. Most events will comprise eleven races, except for 49ers (sixteen) and Solings (six). There will be a number of course areas in the Harbour that will restrict the movement of all vessels during the regatta. All vessels, commercial and recreational, will be excluded from course areas during the racing. Channels will be available for vessels to move around the areas but movement on the harbour will be considerably restricted.

Races will begin on Saturday 19 September and continue each day until Sunday 27 September. Races are planned to start at 1200 each day. The regatta will be run from Rushcutters Bay and it will be the first real test of the Olympic yachting organisation.

## **WINTER SERIES RESULTS**

Despite the generally light winds, which have been a memorable feature of Saturday sailing this winter, there was a good turn out for all the races in the winter series and some testing racing for the competitors. The final race proved a particular challenge with only one boat able to finish the shortened course in Division A. Many spent a frustrating afternoon drifting on the tide in the rain. The overall results were:

### **Division A**

First	<i>Chilly Bin</i> (Alex Williamson)
Second	<i>The Amateurs</i> (P. Pangas/L. Bishop)
Third	<i>Magic Dragon</i> (Colin Bull)

### **Division B**

First	<i>Vitamin Sea</i> (David Coleman)
Second	<i>Cherub</i> (John Westacott)
Third	<i>Anonyma II</i> (Tony Curtis)

Congratulations to the placegetters and to the *The Amateurs* (Rick Fitzgerald) for coming third in their division in the CYC winter series. (See page 17).

## WHAT ABOUT THE WEATHER?

It used to be easy (and cheap) to get the latest weather forecast over the telephone by calling 11541. This service has now been terminated and a new 1900 series service is available. We can now call 1900 926 101. It is still easy, but not so cheap. Luckily, Waterways has come to our rescue with a local call service. Dial 13 12 36, press 3, then press 1.

There are other ways. Some of us monitor VHF Channel 13 (the Harbour Control frequency) when we are on the Harbour. Not only can this warn us of the 40,000 tonne tanker about to round Bradley's Head, but Harbour Control broadcasts the current Sydney closed waters forecast every hour. On the internet the NSW Coastal Waters (and closed waters) forecast is available at [www.bom.gov.au](http://www.bom.gov.au) – the forecast is a text file and it downloads very quickly. If you bookmark the appropriate page it is possible to get it for little more than the cost of a local call.

Of course, if you don't mind spending a little more, there is a wealth of weather information available from the internet and the telephone. A new service recently introduced by the Bureau of Meteorology and Telstra provides radar pictures by fax-back on a 1900 number. This Weather by Fax service also provides a wide range of forecasts, maps, satellite pictures and other information (at 60 cents per minute) – the main directory is a freefax on 1800 630 100.

There are far too many services to be able to list them all in SASC News, but the following could be of interest to members in the Sydney region.

### Weather Charts

Australian Region MSLP Analysis	1902 93 5210
Australian Region +24hr Forecast	1902 93 5211
Australian Region 4 day Forecast	1902 93 5002

### Marine Forecasts and Analyses

South Eastern High Seas	1902 93 5268
Sea surface wind forecast – Eastern Australian	1902 93 5475
Daily sea surface temperature analysis	1902 93 5264

### Satellite Pictures

Australian region (hourly)	1902 93 5201
South Eastern Australia (hourly)	1902 93 5303

### Forecasts

NSW Coastal waters	1902 93 5220
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### Radar Pictures

NSW Coastal	1902 93 5749
Sydney	1902 93 5228

*More about the weather in future issues.*

Pleasure craft insurers' rights to take action against insureds for non-disclosure, misrepresentation or breaches of warranties have been curtailed by the new Insurance Laws Amendment Act. Pleasure craft insurance is now governed by the Insurance Contracts Act, rather than the Marine Insurance Act, and some of the options available to insurers under the Marine Act no longer apply. An insurer can no longer avoid a contract because of lack of good faith on the insured's part, nor can an insurer avoid the contract for non-disclosure, unless it was fraudulent. The new disclosure regime, which comes into force in October, is likely to apply to pleasure craft contracts. That means that the insured's duty of disclosure is limited to specific questions on a proposal form and the insurer waives the duty if questions are too broad.

*From Peter Smith of J.M.D. Ross Insurance Brokers*

## **SYDNEY AMATEUR SAILING CLUB**

Opening of the Season

### ***Flag Officers' Dinner***

Friday 18 September 1988

Reserve this date in your diary NOW!

This is a popular event and an outstanding dinner is planned

\$45.00 per head

Numbers are limited so book early

Telephone Faye Buckley 9953 1433

## **FOR SALE**

Outboard, 8 hp Evinrude Long Shaft, as new, 2 years old, could include bracket and tank.

Telephone Michal Tomaszewski 9953 6939



# **YACHT INSURANCE**

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

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

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

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

For immediate attention please contact PETER SMITH on

Telephone: (02) 9906 1199

Fax: (02) 9906 1007

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

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

---

TO: JMD Ross Insurance Brokers Pty Limited

ATTENTION: Peter Smith

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

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

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

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

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

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

There was considerable discussion at the Annual General Meeting about the tender service in Mosman Bay after Fred Snape had made a number of proposals to the meeting.

The tender service is a valuable asset to members in the bay however it will be most effective if members help by observing a number of 'Dos and Don'ts'.

**Do** arrive in sufficient time to reduce the load on the service in peak times.

**Don't** load all your crew on the tender in peak times when one or two would do to bring your own boat to the pontoon to pick up the rest of the crew.

**Do** try to help the tender alternate between each end of the bay in peak times.

**Don't** ask the tender driver to take you to a boat outside the bay – they are not authorised to do so.

**Don't** ask the tender driver to tow your boat – they are not permitted to tow without approved supervision except in an emergency.

**Do** move promptly off your boat when the tender arrives to pick you up.

**Do** help trim the tender properly and ensure that the driver has proper visibility.

**Don't** overload the tender at any time.

**Don't** keep the tender waiting – even if you are 'almost ready'. It will be quicker for everyone in the long run if you let it go until the next trip.

The problem of getting the attention of the tender driver at some times is well recognised and Vice Commodore Rob Evans told the AGM that he intends to provide the tender driver with a mobile telephone to help members contact him. Members will be given a card with the number to keep on their boat.



## THE AMATEURS The Second Century Begins

If you have not yet bought your copy order one now from Faye or Maggie. The cost is \$40.00 – postage extra. Credit card facilities are available.

Perhaps you should have one in the boat?

# 1998 SYDNEY TO PORT STEPHENS RACE

by James Davern

Let me say at the outset that *Ratu VI* with myself as skipper and Chris Kelly in his usual advisory capacity went into the race determined to avenge our unfortunate relegation to third place last year after our stunning victory of 1996. Imagine our surprise at the start in Middle Harbour when we couldn't find the starting boat. After stumbling over a couple of seedy looking characters in a small dinghy during our search, we came to realise that our normal start boat, the 40 foot *Murranui*, had in fact shrunk, and this is what she had become. We cheerfully accepted all the flag waving and horn blowing from this diminutive vessel as legitimate starting signals and commenced manoeuvring. To the inexperienced observer my starting strategy might appear aimless and rather haphazard, and of course if they had seen Chris' eye-rolling and teeth sucking at my weaving and dodging they'd be convinced the skipper was drunk. Anyway having forgotten to set the stop watch, I trundled up to the line, coming quite close to Grotto Point when the depth sounder alarm started wailing so I turned abruptly to starboard to avoid the sandbank and crossed the starting line about two seconds after the gun.

'Piece of cake that' I mused. 'How far ahead of the fleet are we?'

There was a sort of strangled noise from Chris and we trimmed up and set off for Pittwater. I must say the decision of the racing committee to have a few drinks and a rest at Coaster's Retreat is a sign of a more mature approach to competitive yacht racing. My own recommendation would be three or four further stops on the way and we could do a sort of pub crawl up the coast. But back to business as we lurched out of Sydney Heads in an awkward slop and wallowed downwind on the starboard gybe with somewhere near 30 knots from the South up our tails. I realised early on that the present course would take us directly to the Amadee light at Noumea so I called for a gybe and we managed one right on top of a breaking wave which came damn close to pitch-poling us and filled the cockpit with water which made me quite uncomfortable for the rest of the trip due to my waterproof pants being still in the cabin.

Chris: 'What about a kite'

This is typical of a certain type of restless youth.

Myself: 'Certainly'

Seeing that we were heading just inshore of Long Reef.

Myself: 'Which one do you think?'

I had unsettled him a bit there. Our true wind hovered around thirty knots and no one else in the fleet had put one up as they continued towards Noumea. Anyway he stuck out his chest and opted for the big, big one. Fortunately I'd read the weather forecast and left it at home so we put up the ounce and a half. The backstay shrieked, and the mast recited "The Wreck of the Hesperus" as we surged forward still heading for Long Reef. But because I'd been very good all week and only drunk one bottle of Glenfiddich, the wind God blessed us and moved the thirty knots around to the SSW and we could make course. So we rolled along, watching *Kidnapped* streak away and *Aurora* bounce along with only the keel in the water. Then came the challenge.

Chris: 'There's an interesting kite catching us up'

I looked back in disbelief.

Myself: 'Must be women'

No gentlemen would fly a spinnaker that was purple and pink.

Chris: 'Melanie Godfrey and Vanessa Dudley in *Classic Blue*'

I have to say I like having a woman or two in the club. Raises the tone of the place and gives you something to look at. But I fretted somewhat at the two names. Melanie Godfrey, given half a chance, would put up a spinnaker on the QE2. Miss Dudley, with whom I have sailed on quite a few occasions, came with me on *All That Jazz* in the '93 Hobart where it blew fifty knots for four days. At one stage, due to Glenfiddich withdrawal I became a little queasy. The conversation went like this:

Miss Dudley: 'Get Jim up, it's his watch'

Male Sympathiser: 'He's a bit sick'

Miss Dudley: 'Is he vomiting blood?'



Male Sympathiser: 'Don't see any'  
Miss Dudley: 'Well, get him up then!'

The same level of sympathy would be directed to Chris and I unless we could hold them back, so we attended to things, reaching Barrenjoey a few boat lengths ahead and tacked up Pittwater neck and neck, so to speak, except it was my neck they were breathing down. Again the wind God intervened and gave us a thirty degree lift on the last tack which took us over the line clear. As modest in victory as ever I gave *Classic Blue* a nonchalant wave and received a gesture in response. I think it was a wave.

Actually they were good sports about it all and at the prize giving lunch presented me with a bottle of Shiraz tastefully wrapped in last weeks Telegraph.

After a reinforcing interlude at Coaster's Retreat, we presented at the start just before midnight, timed to attend the nasty bar at Port Stephens in daylight. Unfortunately I completely lost sight of the starboard end of the line and clapped on everything I could fearing I was late. The gun went off and I still couldn't find it and resorted to some abuse.

Chris: 'We passed it two seconds after the gun, see it back there'  
A quick recovery is vital when one is in a position of command.  
Myself: 'I knew that. How far ahead of the fleet are we?'

More strangled noises, then we hoisted the trusty ounce and a half. The wind was down around eighteen true and we could have used the big, big one but unfortunately I'd left it at home. The rest of the race is best forgotten as one after the other *Pacific Breeze*, *Aurora*, *Class Action* and *Veninde II* all passed us on the rhum line, so in desperation I opted for inshore where we discovered the South West breeze was lighter and the South East swell was heavier, resulting in a sea state like the foothills of the Himalayas. But it was a bright moonlight night so we fortified ourselves against the cold and crossed the line at Port Stephens just after half past nine next morning.

Celebrations at the Anchorage Marina continued in time-honoured style, toasts were drunk to Denis Williams and Louise Sullivan on *Paper Moon* who had mislaid their mast and I retired having used up next week's booze ration over a couple of convivial hours. I was awakened by Chris Kelly, just back from his two hour workout and five mile swim.

Chris: 'Second. We made second'  
Myself: 'Dammitall don't wake me up to tell me bad news like that. Who came first?'  
Chris: '*Aurora*'

I groaned. How can normal people compete with sailors like Teresa Mitchell and Dave Pryce? Worst of all they're both totally charming and impossible to hate. I lay down again among the empty bottles and slumbered on.

## GOOD RESULT FOR THE ADAMS 10

The Club's Adams Ten, *The Amateurs*, competing in the CYCA BMW Winter Series over the last three months or so, has finished third overall in its Division. The overall winner was *Sagacious V*, with Hans Sommer's *Sommerbreeze* a close second.

We had been well placed in the pointscore for most of the series and in touch with the lead coming into the last few races. We struggled a little in races with very light winds and long square runs. This gave the mast-headers and bigger boats like *Sagacious* an advantage.

*The Amateurs* was entered in the series under the SASC banner and raced with a crew made up almost entirely of SASC members. In keeping with the theme of youth training, James Bevis, Penny Evans and Kate Pennefather were regular, integral members of the crew.

At no stage during the series, or for that matter any stage leading up to the series, was there a breakage or any failure of any gear. This is a result of the preparation of the boat for the National Titles and the constant work the crew has been doing to keep the boat in tip top shape.

*Rick Fitzgerald*

***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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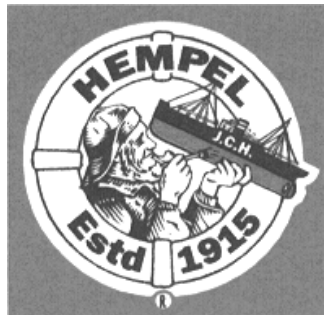
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*Anitra V* (77) - J. S. Samson - powering towards the Heads before a fresh south easterly at the start of the 1961 Sydney Hobart race. She finished fourth in the fleet of 35 boats. Bought a few years later by SASC member Sir Garfield Barwick, *Anitra V* is now owned by member Phillip Brown.

## CLUB CHARGES 1998/99

The Board has approved the following scale of Club charges for the 1998/99 year. They apply from 1 August 1998.

### BOATSHED CHARGES

Moorings per metre per week	\$3.73
Dinghy storage per week	\$6.38
Locker hire per week	\$3.42

### LABOUR CHARGES

Members, per hour	\$39.00
Non-members, per hour	\$45.00

### SLIPPING CHARGES

#### Using Club Labour

Members	per metre, first day	\$11.20
	per metre, subsequent days	\$4.90
Non-members	per metre, first day	\$14.10
	per metre, subsequent days	\$6.70

#### Not using Club labour

Members	per metre, first day	\$12.85
	per metre, subsequent days	\$5.45
Non-members	per metre, first day	\$14.50
	per metre, subsequent days	\$6.50

### SLIPPING AT WEEKENDS

Members	per metre	\$16.10
Non-members	per metre	\$20.40

### QUICK SLIP

Up to 9.14 metres	\$41.00
Over 9.14 metres	\$51.00

### WATERBLAST

Not using Club labour	
First hour	\$17.85
Subsequent hours	\$6.90

### SUNDRY EQUIPMENT

Hire, per hour	\$14.20
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