



April 2025

John Jeremy
Tingari



The Newsletter of the Sydney Amateur Sailing Club

"Honouring the Past, Sailing Into the Future"

Legacy, Reflection and Renewal at the Amateurs

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The SASC News is published four times per year
Newsletter Curator & Editor: Alice Murphy
Content Editor & Publisher: Margaux Everett
email: news@sasc.com.au

Cover photo: John Jeremy sailing *Tingari* in SASC Cruiser Racer series

Sydney Amateur Sailing Club

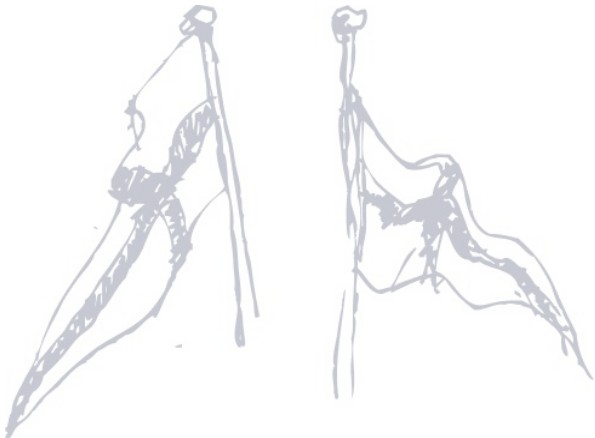
ABN 30 000 409 727
Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Boatshed	(02) 9909 2185
Racing	(02) 9953 6597
Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au
Crew Concierge	crew@sasc.com.au

NEED THE TENDER?
Call
Nancy K
on
0418 678 690
or
Jack Millard on
0418 678 819
(race days)

Coming Events

Friday 2nd May 2025	Winter Season Opening Party
Saturday 3rd May	Winter Race 1
Wednesday 7th May	General Meeting
Saturday 17 May	Winter Race 2
Sunday 25th May	En Plen Air
Saturday 31st May	Winter Race 3
Saturday 14 June	Winter Race 4
Saturday 21st June	Sounds of the Sea
Saturday 28th June	Annual Prize Giving
Saturday 5th July	Winter Race 5
Saturday 19th July	Winter Race 6
Wed 23rd July	Life Members Lunch



Being a member of SASC means more than just sailing — it’s about connection, community and making the most of club life. Our upcoming events are a great way to socialise, get involved, and meet fellow members.



sasc sounds of the sea soiree

WINTER SOLTICE SATURDAY 21ST JUNE 2025
7PM-9.30PM
Sweet Ballads
Soulful String Quartets
& Salty Rollicking Sea Shanties!!
BYO BBQ menu & BAR open, book a table or just yourself!
Prize for best Shanty Crew!!!

Next up:
The Sounds of the Sea Soirée on 21 June, featuring sweet ballads, soulful string quartets and salty sea shanties.
Don’t miss this evening of music, mateship and maritime magic by the water.
Book Now with Ines:
ines.benavente@me.com

Signals from the commodore

*"I have fought the good fight, I have finished the race, I have kept the faith."
Timothy 4:7-8*

Over my last 25 years at the Amateurs I have enjoyed the illusion that the club held the secret of the fountain of youth or was perhaps the fabled "Shangri-la". Older members raced their yachts well into their 80s and I, at the age of 50, was still referred to as "boy". Our arch rival in the Ranger class, Bill Gale, reluctantly retired from active racing at the age of 92. Others such as Nick Cassim, Dr John Musgrove, Graeme Nock, all raced their yachts into their 90s.

The last year has dispelled this illusion somewhat, with the passing of a group of our dearest life members. In the last year we have lost Philip Kinsella, "Thommo", Ian Anstee, Jim Lawler, Don McCorquodale, John Jeremy and Bill Gale, all great contributors to the spirit and fabric of our club.

In their passing we can reflect on what they have left us; their values, their useful skills, friendship, energetic volunteering and support. As we go sailing we can appreciate the tangible structures that remain for us to enjoy such as the clubhouse and decks, the SASC News and the club's boats. We look to the corner table in the clubhouse ready to again thank the starters and there is a face missing. We might consider them now as "after-life" members whose presence lingers, and who still contribute to our enjoyment of our club. If we can do them any honour it would be to accept the baton that they have passed down to us and carry it for a while.



Over the course of the next year I would encourage all members to look for ways that you too might contribute to our community by the water. Our annual working bee is scheduled for mid-July, with a variety of work on offer – basic woodworking skills will be needed. The News is looking for a team for editing articles that have been submitted and desktop publishing. We would like help in applying for grants and running the membership services such as the Crew Concierge or just being buddies for new members. The Race Management team has lost a Senior Race Officer, we have lost our photographer, and the boatshed committee has lost a leader of our tender drivers and boat maintenance teams. So lots of ways to contribute.

I want to thank our staff and members who have given so much time, energy and passion to keep the club true to its course. Together we have accomplished a lot over the last season, the successful introduction of our new start boat *Kareela*, the sale of the *Captain Amora*, the development of a new website giving access to our archives and culture through the "Reflections" interviews.

The Amateurs slowly changes with the passage through time, we have lost some of our crew, but our course and values remain unchanged. We welcome new boats and crew members, both men and women, who come to sail with us, and who will share in rising to the challenges that lie ahead.

**Peter Scott
Commodore**

Centenarians Rally October 2025

Hoana will turn one hundred in October. An idea struck me as I motored across the harbour. Why not bring all the centenarians together for a rally? I'd seen it done before. Surrounded by the cheering Essex Smacks-men I sailed with in the early 2000s; we were enjoying post-race celebrations at the Kings Head in Tollesbury. The television in the snug showed that day's Centenarians Rally on the BBC; a brief snippet of light relief to conclude the parade of misery we call 'The News'.

That UK rally attracted considerable interest; being picked up by various forms of media in the weeks that followed. Interviews with owners, the tracing of historical tales of derring-do, piracy, wartime exploits, fishing tragedies and great storms – everything the British people revel in. Above all, it highlighted the indisputable fact that a well-cared-for timber vessel can endure for a very long time. A conservative estimate has



Photo: *Hoana* sailing on Sydney Harbour – Martin van der Wal

it that thirty to forty-million fibreglass craft of all sizes large and small, are currently reaching the end of their useful lives; untold millions are to follow. You can pick up every plastic bag on the tideline 'til kingdom come; your feel-good factor is just a speck in the ocean compared to the endless supply of micro-plastics and phthalates these redundant craft will inevitably contribute to every food chain.

Fibreglass has offered the boating community many advantages; I've enjoyed them myself: but an unpalatable truth is that no cost effective way of safely reprocessing old fibreglass vessels has been found and none are on the horizon. We know each one of us already carries a bio-load of micro-plastics scattered throughout our organs; a teaspoon worth in every brain. It's in mothers milk, it's in the

Photo: *Athene* Sailing on Sydney Harbour



Photo: *Hoana*– The Hall Collection 1925

rain that falls from the sky, the soil we grow from, the ocean we catch from, the food we eat, the water we drink. The current health implications are not looking good, worse is to come as carbon fibres come into play.

When a timber boat reaches the end, it largely returns to whence it came. What doesn't rot is melted down and repurposed. New wooden boats using plantation timber, recyclable epoxy and monocoque construction are increasingly

being seen as the way forward. Suppose you commit to looking after your existing timber boat as the intrinsically valuable object that it is. N.A.S.A. tells us the Universe has exoplanets where diamonds are so common they probably rain from the skies. Organic living materials like wood may well be exclusive to Planet Earth alone, unbelievably rare. Your wooden boat is worth more than diamonds, so you enjoy keeping on top of the maintenance, you enjoy learning a wide variety of skills, you've got nothing against the occasional day of hard therapeutic work; all of which, gives you a high probability your boat will usefully outlast its ageing, spongy decked, osmosis riddled, glaze crazed petrochemical cousins; with the added reward of knowing that you are minimising your toxic outcomes for ourselves, our children and our fellow species.

Mori Flapan joined the then Lady Hopetoun & Port Jackson Marine Steam Museum as a volunteer in 1971 at the age of fifteen. His achievements in the maritime field since then merit a book of their own. He and his Register of Australian and New Zealand Ships and Boats were my first resource to determine how many centenarians might



Photo: *Anthene* sailing on Sydney Harbour – Alice Murphy

be found in Sydney and its surroundings. His prompt reply yielded seventy-four names on the list, twenty of which were already on the Sydney Amateur Sailing Club register. I felt confident enough to raise the idea with Peter Scott, the Club Commodore. With his encouragement, I proposed it at a special meeting convened by the Classics Committee to discuss 'Where now? The Future of the Classics'.

The idea has taken on a life of its own! We now have an enthusiastic Committee dedicated to the task, and the Centenarians Rally will be a bi-annual October event, taking turns with the Club's well-established Gaffers Day. An approach to the Australian National Maritime Museum saw them seize the opportunity with both hands. The Museum is happy to display the craft for two weeks on their Heritage wharf over the two weeks of the September school holidays 29th Sep-10th Oct.

Vessels will be under constant 24/7 active security surveillance and boarding by members of the public will be by owner invitation only. A Marquee will be shoreside with history displays and practical demonstrations of maritime skills by members of the Wooden Boat Association. Boats will leave the Museum on the last weekend and proceed to the Sydney Amateur Sailing Club for the Rally on Sunday 12th October. Yachts and Power craft will be encouraged to participate in a sail past. Members from the regular Amateurs Classic racing fleet are available if owners need experienced crew. The Yachts will go on to sail a simple triangular route in their own time with opportunities for spectators to follow the day on one or more of the Sydney Heritage Fleet's larger Centenarians; the James Craig is in the mix.

We reconvene at the club afterwards; berthing will be provided, food and drink will be available, the cannon will be fired and good cheer shall prevail. Spread the word, jump on board. As usual, volunteers are needed on the day. As usual the Amateurs will create an event to remember.

Martin van der Wal

COMING EVENT

If you'd like to join in, volunteer, or register your interest, simply click 'Register' and we'll keep you updated as plans progress.

[CLICK TO REGISTER](#)



SYDNEY AMATEUR SAILING CLUB □ FOUNDED 1872



2025 Centenarians Rally

Sydney Amateur Sailing Club & Australian National Maritime Museum

In Memory of John Jeremy AM



Last month, we farewelled one of the Sydney Amateur Sailing Club's most dedicated and influential members—John Jeremy AM. His contribution over more than 50 years helped shape the very fabric of the club we know today. From the helm to the Board, from the starter's boat to the club newsletter, John's presence was constant, generous and deeply valued.

As we reflect on his legacy, we invite all members to listen to the Reflections podcast interview with John, available on the SASC website. It offers a rich, personal glimpse into a remarkable life spent on the water.

A Life Spent on the Water

For over five decades, John Jeremy AM was a steady and vital presence at the Sydney Amateur Sailing Club, contributing in nearly every way imaginable—from skipper and starter to editor and historian.

Introduced to sailing in the 1950s, John's first real foray began aboard *Faerie*, owned by SASC member Mac Shannon. This early connection would shape his life: Mac not only mentored him but also proposed John's membership to the Amateurs in 1971. Since then, John has owned three boats—*Tiarri*, *Tantani* and *Tingari*, racing consistently and successfully across decades. His first season win was in 1976, and his most recent was in 2018.

Beyond racing, John served 42 years on the Board—overseeing key projects such as the acquisition of Captain Amora and the club pontoon. But perhaps his most enduring legacy lies in his unwavering commitment to preserving the club's spirit:

resisting over-commercialisation and keeping the Amateurs grounded in what matters—community, sailing and self-reliance.

John also reshaped the club newsletter into the beloved publication it is today, combining his love of maritime photography with club storytelling. He captured over 47,000 frames in his lifetime, many of them the boats, people and moments that define SASC.

From the helm to the starters boat, from the darkroom to the editor's desk, John Jeremy's contribution to the club is immeasurable. His story reminds us what makes SASC special and why, after 50 years, he still called it home.



REFLECTIONS
150 YEARS

CLICK HERE FOR
'John Jeremy'
Reflections

John Jeremy AM – Leader, Editor, Shipbuilder, Mate

I think we all know about John Jeremy AM and his many achievements. Former Commodore and longest serving Board member of the SASC, our long time newsletter editor etc. Also photographer extraordinaire for both the Amateurs and the RSYS. Editor of the Institute of Naval Architects magazine and Vice President of the Naval Historical Society of Australia.

Another side of John which is not widely known. John and I were both introduced at the same time into the Probus Club of Sydney in 1997. We were both invited by another Amateurs stalwart and Board member, Colin Bull AM.

Colin had an ulterior motive, he wanted John to take over the Probus newsletter. John was appointed to the Probus Committee and rose through the ranks to become President. Virtually every month since 1997, John and I had a lunch together with fellow Probrians after a meeting. To get John started, just mention submarines, particularly of late AUKUS. His knowledge of submarines, shipbuilding etc. was extraordinary. Our monthly lunches won't be the same.

Tony Saunders

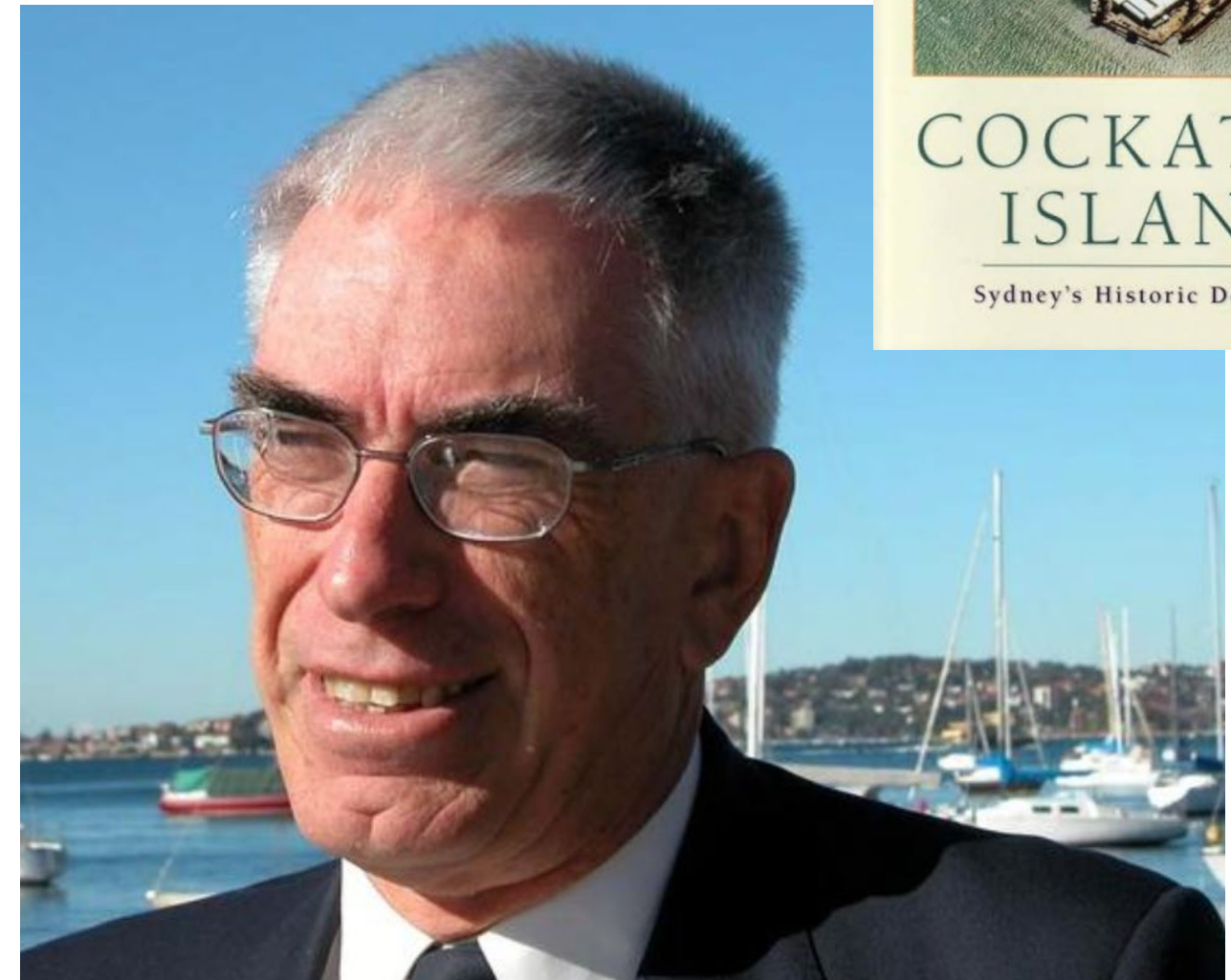
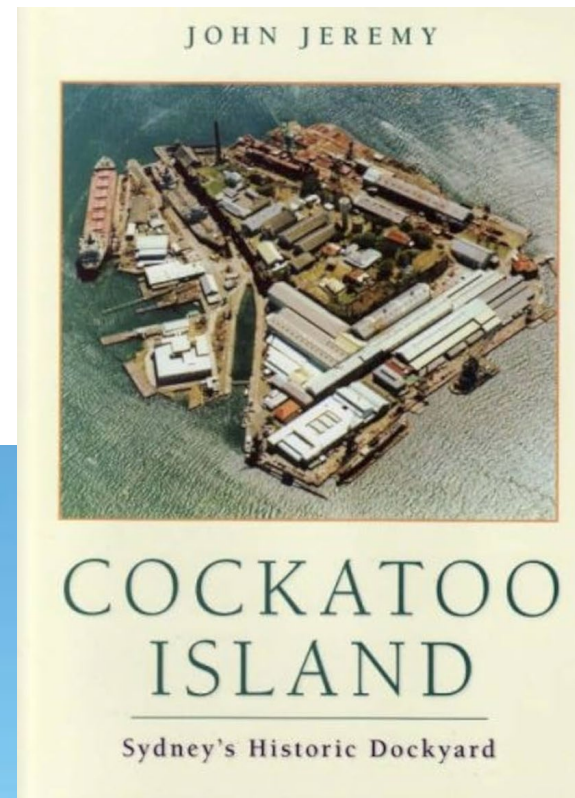


Photo: John Jeremy. Supplied from archives



Bob Brown Trophy Race 2025

The 2025 Bob Brown Trophy Race was a dramatic contrast to the light winds of last year. Powerful southerly gusts reaching into the high twenties and towering four-metre swells in a confused sea made for a fast, exhilarating ride. Most boats opted for the safety of a jib poled out, but the crew aboard *Illusion* boldly deployed a vivid green spinnaker. This striking sail acted like a beacon near the head of the fleet, guiding the way as rain squalls frequently obscured the coastline.

Spotting hazards proved difficult, with white-capped waves making it nearly impossible to see the occasional crab pots, their white floats blending into the sea – an ever-present threat for passing boats.

Shambles completed the roughly 19-nautical-mile course in a blistering 2 hours and 54 minutes.

After handicaps were applied, the results were:

1st – Illusion

2nd – Le Mistral

3rd – Shambles

The first three yachts were followed by *Delinquent*, *Lunacy*, *Anitra V* and *Double Dutch*, while *Cloud IX* retired from the race with a damaged forestay.

Some crew disembarked at Palm Beach Wharf to return home by bus. Boats found moorings in Coasters Retreat, and a few rafted up and settled in for a relaxed evening of shared meals and drinks under clearing skies.

A big thank you goes to the starters on *Kareela*, and to Alice and Mike aboard *Bordeaux* for controlling the finish line – your efforts made the race possible!

Stuart Anderson

Le Mistral

Photo: As the fleet rounded Barrenjoey Head, Maz on *Le Mistral* looked on as the two Philips – *Anitra V* and *Double Dutch* – battled it out on the lee side in a thrilling display of seamanship.

Photographer – Stuart Anderson



Photo: Bob Brown *Lunacy* approaching finish. Photographer – Alice Murphy



Photo: Bob Brown *Double Dutch* at the finish line. Photographer – Alice Murphy

'Ariel' Built by Hand, Sailed with Heart



Photo: Ariel sailing Sydney Harbour. Photographer – John Jeremy

"Built by hand in Tasmania in 1939, Ariel's story is one of craftsmanship, legacy and quiet triumph... still racing, still cherished and still winning."

Ariel was launched in October 1939 and built by one man Viv Innes in Cygnet Tasmania using only hand tools. She was designed by Olin Stephens of S&S fame, who came to Tasmania to sign off the drawings and these are now held in Hobart.

Ariel was only the second boat to be allowed to be built outside of America at that time and she is included in the book "The Best of the Best" published by S&S, as a Family or Working Man's boat - Design 208 "Week-ENDER". She was fast even then, and gave the New York 32 (waterline length) a run for her money.

Ariel was built for The Peacock Family who, at the time, owned a significant part of the wharf at Constitution Dock as they were associated with the jam people IXL She was raced on the Derwent by The Peacocks for over 50 years and was highly successful, and also sailed successfully out of the Victorian CYAA.

One of the owner's sons, Tony Peacock, heard I owned her and had kept her in original condition. We met him and his family at the Wooden Boat show in Hobart some years ago. He also came to Sydney and sailed her. I went below and when I looked out I could see tears running down his face. That's what old boats do for you! I still catch up with their family at the Wooden Boat Show, and I had a small Whisky with them this year.

I bought *Ariel* over 20 years ago by a lucky chance. I had been looking for a John Alden "Coastwise Cruiser" or a S&S "Weekender" as their lines were to me simply beautiful.

There was a John Alden in Queensland for sale, however they had fibreglassed her inside and out, so I was not interested. A friend of mine was in Williamstown and he mentioned that there was a beautiful looking boat that might be for sale called "weekend something".

It was love at first sight, but the price was way too high for me.

The owner Barry Weston knew I wanted her. I had kept my previous boat *Jaslia* in pristine condition at the end of Mosman Bay and enjoyed the hospitality of the SASC for many years. Barry sadly had a terrible accident and "She who shall be obeyed" told him to sell. He rang me and we agreed a price and the rest has been a dream.

The S&S Association asked all members for articles but originally did not accept mine until they realised she was the only one of her type still racing, and sometimes still winning. *Ariel* competes in the Amateurs Twilight series and occasionally in the Sunday non-spinnaker series.

I have now been invited to sail in Germany by the Association on one of the boats at the S&S AGM as I am in England as a Shore Crew for the Australian Challenge for the Admirals Cup.

Can't keep an old seadog away!

Tony Brown

Sydney Station



Photo: Ariel sailing Derwent River. Photographer – Unknown

Bill Gale – The Last Great Green Street Gent

Some lines on the passing of Bill Gale, a legendary Amateurs member

Now every time a Southerly blows we'll always think of Bill,
We'll think of him and Ranger and of Gale Street, Hunter's Hill,
Of fish fries in the summer heat, of stout before the race,
Of hearty laughs and classic yachts, and Bill's long cheery face.
That jaunty gait and ready quip, the trademarks of his ardour:
A love of sail – and sailing folk – on sparkling Sydney Harbour.

Adherents to the gaff rig faith could find no better preacher,
For him the boats that hoist a spar should need no other feature,
“They reckon gaffers cannot point,” (he'd mock with gentle laugh),
Then haul some main to twist the leech – and cut the breeze in half.
“She sails herself” he liked to say, with hands above the tiller,
“I haven't had to change this rig since sheets were of manila.”

At any function (large or small) Bill loved to give a speech,
Imparting yachting anecdotes to everyone in reach,
Resplendent in club blazer and his neatly knotted tie,
He'd tell us all the history – the ‘who’, the ‘what’ and ‘why’.
A century of boatbuilders, (he knew each one by name),
But once he'd started none of us could shut him up again!

Bill loved to win – who doesn't? – but he always raced fair-square,
And let the faster windward boats get past in clearer air,
At port and starboard crossings he would rarely test your nerve,
(Although port tack tackers often copped the standard Gale-force serve).
In essence Bill believed we all should stick to sporting norms,
“There's better things to do with life than fill out protest forms.”

It seemed that every other week he'd find a new harem
Of lissome girls in tight-fit pants to join the Ranger team,
His loyal crew endured this jape but feared when winds grew fresh,
Their captain's driving hand might find temptations of the flesh,
(While other skippers lived in hope – a long way further back –
That glimpsing ample cleavage might give Bill a heart attack.)

continued...

Photo credits: John Jeremy, Jon Reid/The Sydney Morning Herald



Boat maintenance was not his strength, he favoured lighter things,
As long as Ranger stayed afloat Bill overlooked its dings,
He always saw the heavy work was left to other blokes,
And gave the major painting jobs to Sean & Co. at Noakes.
He did, however, once appear with two-inch brush in hand,
To do the crudest varnish job that's ever graced this land.

In later years his quack forbad the risk of getting wet,
So Bill got 'round his doctor's law by hiding below deck.
He'd don his ancient oilies at the merest hint of rain,
Then wait until the sun came out to take command again.
The crew's concerns about his health dismayed Bill not one jot:
“It's alright lads – I went downstairs – she didn't take a drop!”

The club was central to Bill's life; we had no prouder member,
For more than sixty seasons he'd look forward to September,
The start of racing kept him young; the simple love of sailing,
The club, for its part, tried to help when Bill's old strength was failing,
So now the pontoon “Gale Rail” stands in tribute to his life,
And those of us in middle age board dinghies, free of strife.

But now he's gone. No more we'll see that friendly, cheerful dial,
Those baggy pants with shirt-tails out, that warm and generous smile.
No more the battered canvas hat, those ancient jokes and stories,
The tales of races long ago, and long-forgotten glories.
Yet through it still shines one great truth of Bill and his A1:
Above all else he understood that sailing should be fun.

So here's to Donald William Gale, the last great Green Street gent,
His life a happy testament to sailing time well spent.
Bill's legacy is plain to see on any Saturday,
When healthy fleets of classic yachts can all come out to play.
The SASC owes him much – he loved it with a will,
And every time a Southerly blows we'll always think of Bill.

David Salter



REFLECTIONS
150 YEARS

[CLICK HERE FOR
'Bill Gale OAM'
Reflections](#)



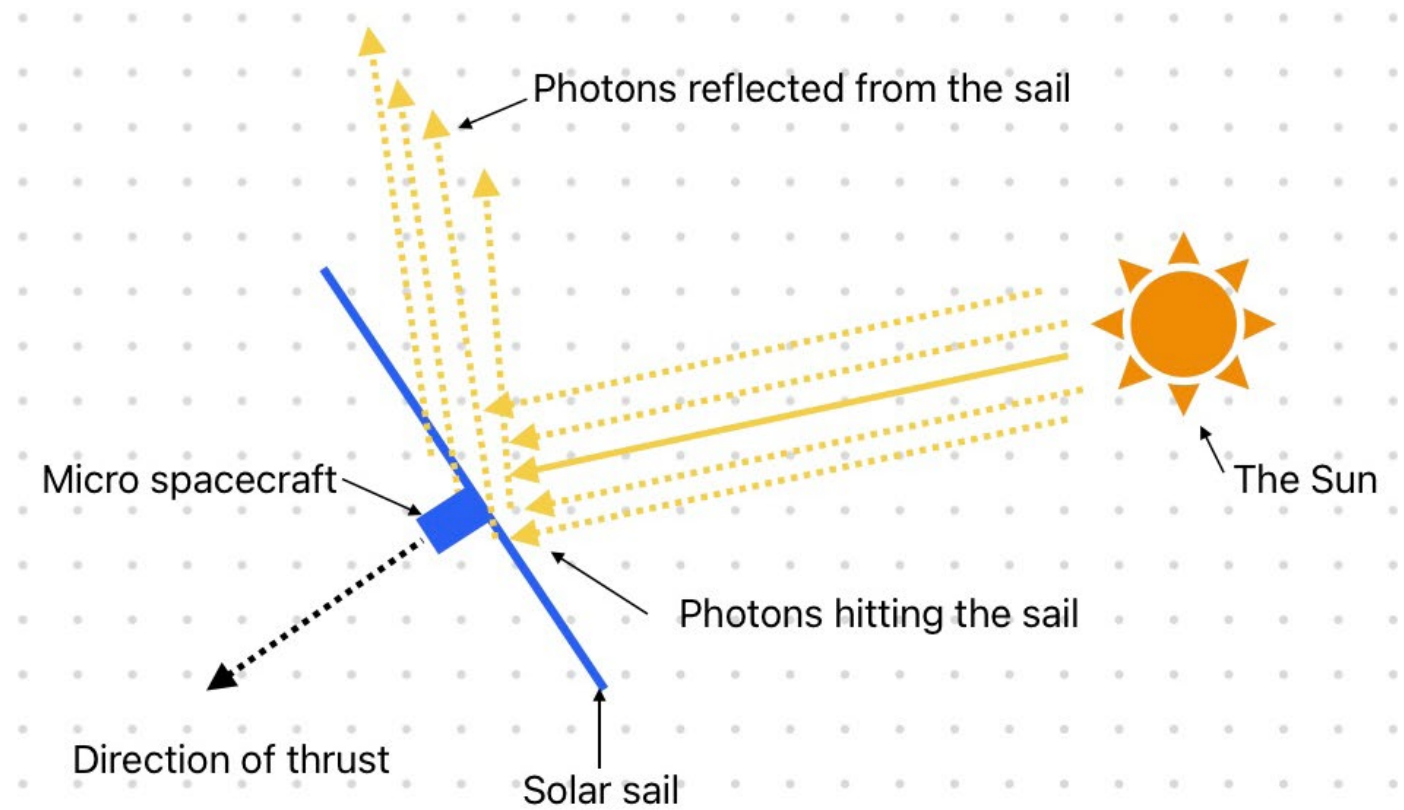
Sailing on a Heavenly Breeze

Centuries ago, astronomers noticed that the tail of a comet was always bent away from the Sun. They assumed this was caused by some kind of “heavenly breeze”. This phenomenon is actually the result of photons from sunlight exerting pressure on celestial objects. While the force is minuscule, it is still measurable. On Earth this pressure on an adult is about equal to that of the weight of a paperclip.

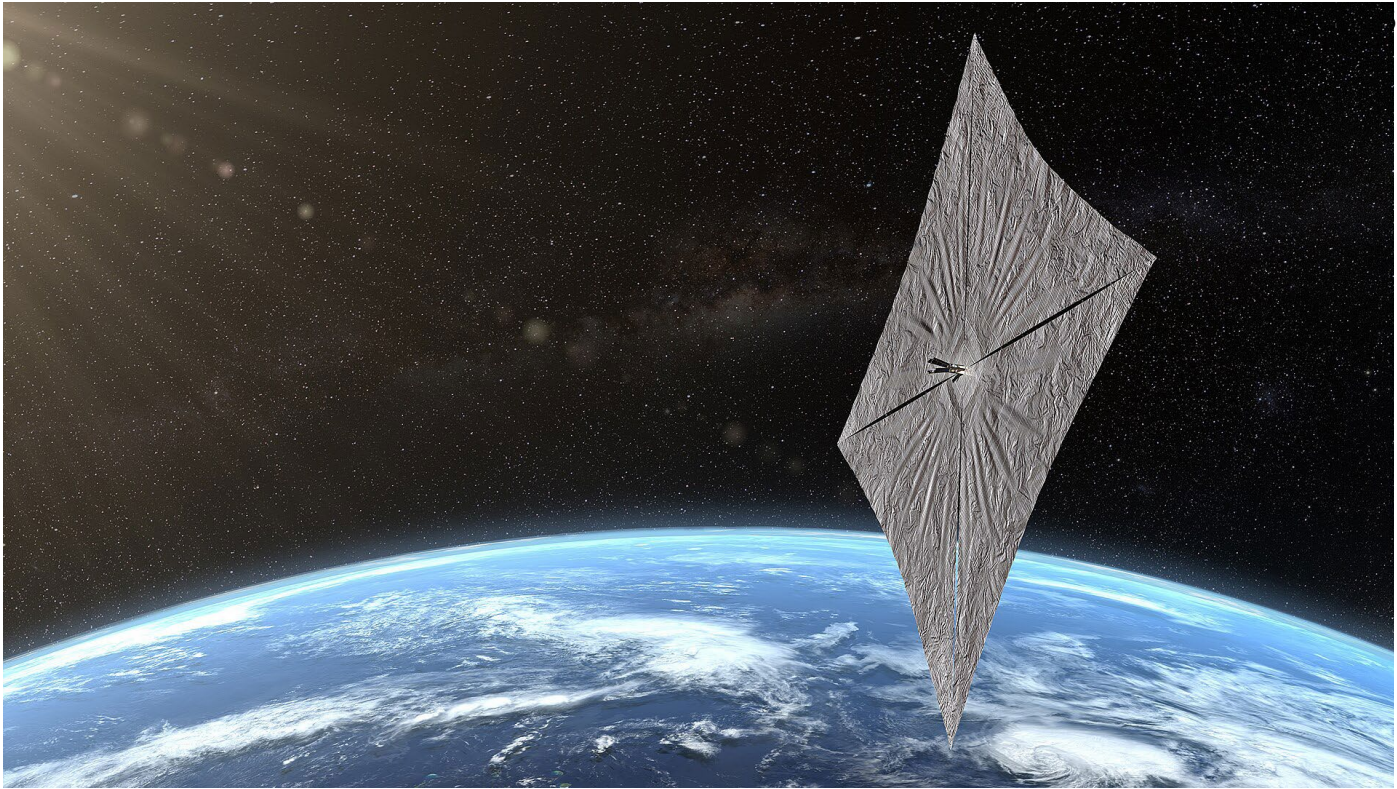
Despite being massless, photons carry momentum, enabling them to exert a physical force. This property opens the door to a remarkable concept: solar sailing. Unlike rockets, which rely on finite fuel supplies, photons provide a limitless source of propulsion for spacecraft equipped with light sails.

The force on a 100 sq.m. solar sail near Earth can be represented as: $F=2LA/4\pi cr^2$

- **L** is the Sun’s luminosity: $L=3.846\times10^{26}$ Watts
- **A** is the area of the solar sail, say: $A = 100$ square metres
- **c** is the speed of light: $c = 3.00\times10^8$ metres per second
- **r** is the distance from the Sun: $r =1.496\times10^{11}$ metres



This equation shows how the force depends on the sail’s area, its reflectivity and the intensity of the sunlight. In this case, the force on the 100 m² solar sail is 0.907 mN (millinewtons). This force is very small but a significant source of propulsion for crafts in space, where there is no atmospheric drag or other major resistance. Over time, this small force can result in substantial velocity changes. A micro spacecraft with a mass of just 1 kg could achieve a velocity of 2,351 m/s after 30 days. Cube satellites



(known as CubeSats) have already been deployed at about 960 km above Earth – more than twice the altitude of the International Space Station.

Solar sails can take advantage of these forces by utilising a material similar to Mylar (a very thin plastic film often used as an insulator) to construct four lightweight carbon fibre hollow and folding booms that span the diagonals of the square and unspool to reach, for example 7 meters, in length. The polymer material used to fabricate the booms is flexible and reinforced with carbon fibre and functions much like a sailboat’s boom, connecting to its mast and keeping the sail taut. The boom is also very stiff and resistant to bending and warping due to changes in temperature. Like a sailboat turning to capture the wind, the solar sail can be angled to alter a spacecraft’s orbit. Solar sails can operate indefinitely, limited only by the durability of the sail materials and the spacecraft’s electronic systems.

Solar sailing is indeed a revolutionary way of propelling a micro spacecraft through space. These large reflective sails capture the momentum of light from the Sun and use that momentum to push a spacecraft forward, creating truly celestial sailing.

Stuart Anderson

Le Mistral

CYCA Great Veterans Race

On Saturday 10 May the Cruising Yacht Club of Australia continued its tradition of holding its annual Great Veterans Race for classic yachts that have competed in at least one Sydney-Hobart.

The event is contested in two divisions: “classic” yachts with a launch date prior to 1976, and “modern classics” launched after 1975 and prior to 1996.

The race on Saturday was sailed in light conditions and featured some of the most celebrated yachts in Sydney-Hobart history.

Among the oldest were the 1933 Alfred Mylne gaff cutter *Nerida*, which won the 1950 Hobart when rigged as a Bermudian yawl, and *Archina* the 52-foot ketch that competed in the tough first S-H back in 1945. They were joined by the legendary two-time line honours winner *Margaret Rintoul*, 1954 handicap winner *Solveig*, *Anitra V* which won on corrected time in 1957 and three-time winner *Love & War* (1974, 1978, 2006).

Prominent among the “modern” veterans that raced on Sydney Harbour last weekend were the handicap champions *Sagacious V* (1990) and the original *Wild Oats* from the IOR era. The SASC classics stalwart competitors *Malohi* and *Mister Christian* also took part.

The 2025 Sydney-Hobart in December will be the 80th running of the event.

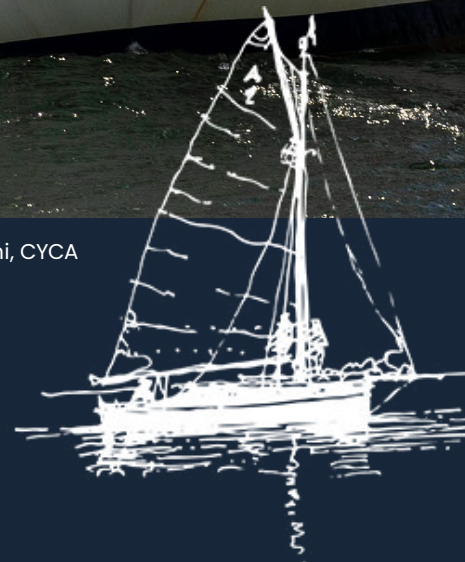
Article by David Salter



Photo: Boats participating in the 2025 CYCA Great Veterans Race Photographer – Andrea Francolini, CYCA



Photo: *Anitra V* participating in the 2025 CYCA Great Veterans Race. Photographer – Andrea Francolini, CYCA



Why Two Sails Outperform One:

The Aerodynamics of the Bermuda Rig

Experienced sailors appreciate that a Bermuda-rigged yacht performs markedly better upwind when equipped with both a mainsail and a headsail, rather than relying on a single sail. This improvement is often attributed to the so-called “slot effect,” which suggests that airflow is funnelled and accelerated through the narrow gap—or slot—between the sails. However, pressure measurements and aerodynamic analyses

indicate a more nuanced and accurate explanation.

Like an aircraft wing, a sail generates lift by creating a pressure differential: lower pressure develops on the leeward (outer) side, while higher pressure forms on the windward (inner) side. More than two-thirds of the overall propulsive force originates from the leeward surface of the headsail. Here, airflow is compressed, accelerates and adheres to the curved fabric, generating forward thrust—a phenomenon supported by the Coandă effect, where fluid flow tends to follow a convex surface.

Although a lateral (sideways) aerodynamic force remains, it is counteracted by the yacht’s keel, allowing most of the generated lift to drive the boat forward.

When both mainsail and headsail are deployed—forming a pair of closely aligned airfoils—the resulting airflow dynamics are substantially different from those around a single sail. At each sail’s trailing edge (the leech), a starting vortex forms with counter-clockwise rotation. To satisfy the Kutta condition, an equal and opposite circulation develops around each sail (see Figure 1), accelerating air over the leeward surfaces and reducing flow velocity on the windward sides.

Inside the slot, these circulations interact in a counterintuitive way. Rather than accelerating airflow through the gap, they slow it down, while simultaneously deflecting more air over the curved leeward surfaces of both sails. This redistribution enhances the pressure differential across each sail, thereby increasing the total lift produced.

For example, a yacht sailing upwind in a 10-knot true wind might experience accelerated airflow of 17 knots over the headsail, 13 knots over the mainsail, and just 6 knots through the slot.

As shown in Figure 2, the presence of the mainsail significantly increases the airspeed over the headsail. In this configuration, the headsail carries the majority of the aerodynamic load.

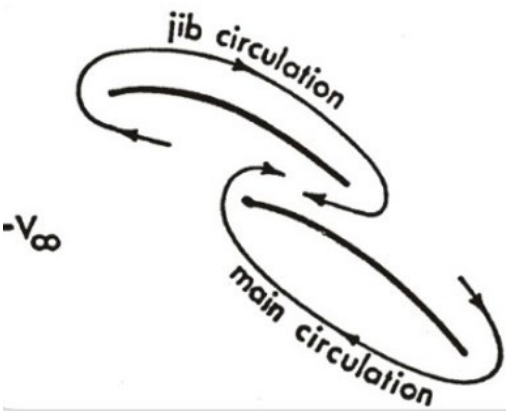


Figure1. Plan view of the circulation field directions about jib and mainsail satisfying the Kutta condition. V is the free stream velocity (gentrysailing.com)

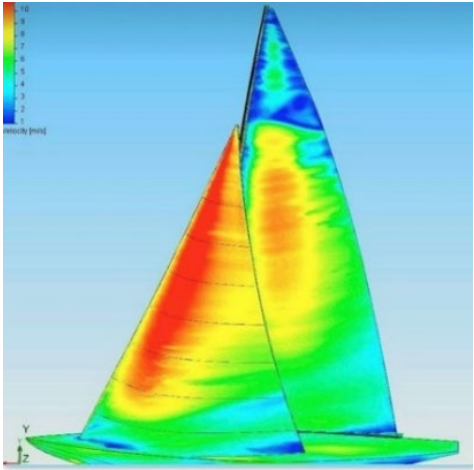


Figure 2. An example of airflow over an upwind two sail configuration. The red areas show the highest airspeed. The force on the sails is proportional to the airspeed squared. (boatdesign.net)

Because aerodynamic force increases with the square of wind speed, even modest boosts in airflow velocity can produce disproportionately large gains in thrust—doubling wind speed results in a fourfold increase in driving force.

Ultimately, the enhanced upwind performance of the Bermuda rig is not due to a simplistic “slot effect,” but rather to the synergistic interaction of two coordinated sails operating as a single, high-efficiency airfoil system.

On the Water Winter – Race 1



Photo: Amber K and crew enjoying the light conditions. Photographer – Alice Murphy



Windshadow under spinnaker won Division 3. Photographer - Alice Murphy



Kareela on station . Photographer - Alice Murphy



Start of Division 3 Non Spinnaker. Photographer - Alice Murphy



Waiting for the Breeze . Photographer - Geraldine Wilkes

On the Water Winter – Race 2



Winter Series Race 2 – *Clueless*. Photographer – Geraldine Wilkes



Winter Series Race 2 . Photographer – Geraldine Wilkes



Celeste sailing on Sydney Harbour . Photographer – Geraldine Wilkes



Winter Series Race 2 – *Samphire* on a work . Photographer – Geraldine Wilkes



Winter Series Race 2 – Start of Division 2 classic spinnaker. Photographer Geraldine Wilkes



Winter Series Race 2 – *Ronja* and *Sea Rover* . Photographer – Geraldine Wilkes

From the Archives

Commodore Hyam trophy returned to SASC

On 1st February, 1879 the Sydney Amateur Sailing Club had arranged two races for trophies presented by Commodore Salomon Hyam. The 24 footers were represented by the Deronda, sailed by Mr H Stevens; ; the Lizzie, by Mr W Johnson; the Bronte by Mr. G Fitzhardinge; and the Snowdrop by Mr. Johnson. The Ethel, sailed by Mr. Muston, had also been entered, but being late did not start. The race was over the usual Manly course.

Seven years ago, Mark Wilshaw, a school teacher in Suffolk England, found the trophy in the attic of his house. It is an unusual find, at least to be found in Suffolk. Mark has researched the trophy and discovered it was made in Connecticut, USA in circa 1870 by the company Simpson, Hall and Miller and is a decorative and very lavish Silver-Plated tea pot! Last year Mark saw a post on the Amateurs' Facebook page which prompted him to contact us asking for additional details of the trophy.

In May 2025, Fred Bevis, past Commodore and current Chairman of the SASC Archives committee, met with Mark Wilshaw in London. The 1879 trophy has now been returned to the Club.

Mark commented - *"Commodore Hyam's Prize is not just a trophy; it is a testament to the spirit of adventure and exploration that defines sailors and sailing communities. I look forward to hearing what you uncover about this remarkable piece and hope its discovery adds to your clubs already rich history."*

Fred will undertake the trophy's refurbishment and have a plinth made with notation of its history and to provide space for future winners of its rededicated purpose.



Fred Bevis receiving the Commodore Hyam's Trohy from Mark Wilshaw, a school teacher in Suffolk England. March 2025



The inscription on Commodore Hyam's Trophy. Photographer - Mark Wilshaw

SASC SHOP

New stock available — all sizes!

SASC merchandise is available for the winter Sailing Season!

Skippers and crew can purchase rugby tops, polo shirts and racing A flags from the bar on race days – you can also pick up any items at the office on weekdays.

SASC Branded Merchandise Racing ‘A’ Flag	\$35.00
Burgee (Medium – 30 cm x 54 cm)	\$41.00
Club Tie	\$25.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve)	
— white and navy	\$75.00
Polo Shirt Quick Dry (long sleeve)	
— white and navy	\$60.00
Rugby Shirts	\$82.00
SASC Caps	\$35.00



Board Members and Staff



Photo: Top Row – John Brady, Leone Lorrimer, John Brennan, Sean Kelly. Bottom Row – Alice Murphy, Peter Scott, Chris Manion .
Photographer – John Jeremy

The club’s board of directors is appointed by the members at the Annual General Meeting. The board meets 11 times a year, on the third Wednesday of the month. No meeting is held in January.

- Commodore:** Peter Scott, *Cherub*
- Vice-Commodore:** Chris Manion, *Samphire*
- Rear Commodore:** Alice Murphy, *Bordeaux*
- Club Captain:** Phil Tanner, *Double Dutch* (Absent)
- Honorary Treasurer:** John Brennan, *Dancing with the Wind*
- Honorary Secretary:** Leone Lorrimer, *finesse*
- Directors:** John Brady, Sean Kelly, Tony Cousins (Absent), David Brown (Absent), Maz Kivi (Absent)

Staff Members

- Karen Ewels – Office
- David Pryke – Sailing
- Sophie Tong – Office
- Rod Phillips, Shipwright – Boatshed

New Members

We welcome the following new members:

Jeremy Sparks
Michael Blight

Oliver Gayner
Boris Kivid

TENDER HOURS

Members are reminded that the normal hours of operation of the Club's tenders are:
Saturday/Sunday (EST) 0900–1700
Saturday/Sunday (DST) 0900–1800



WEDNESDAY TENDER SERVICE

The tender service will operate from 1000 to 1600.

NEWSLETTER DEADLINE

The next SASC News will be the July 2025 edition. Contributions from members, which are always welcome, should be sent to news@sasc.com.au by 4 June, 2025.

Articles and reports published in the SASC News reflect the views of the individuals who prepared them and, unless indicated expressly in the text, do not necessarily represent the views of the Club. The Club, its officers and members make no representation or warranty, expressed or implied, as to the accuracy, completeness or correctness of information in articles or reports and accept no responsibility for any loss, damage or other liability arising from any use of this publication or the information which it contains.

Bill Gale
Ranger

