



SYDNEY AMATEUR SAILING CLUB

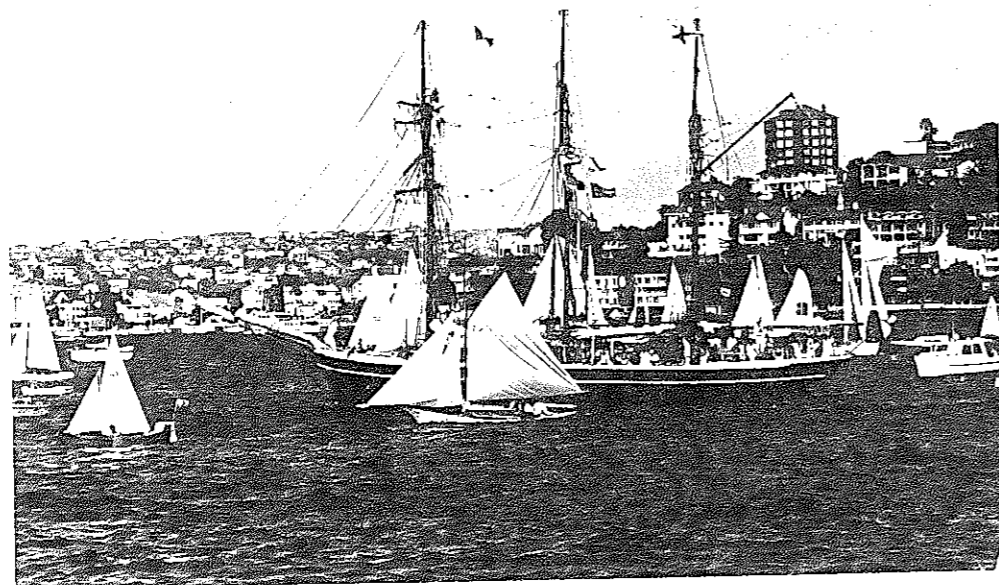
Clubhouse and boatshed, Green Street, Cremorne

(Founded 1872)

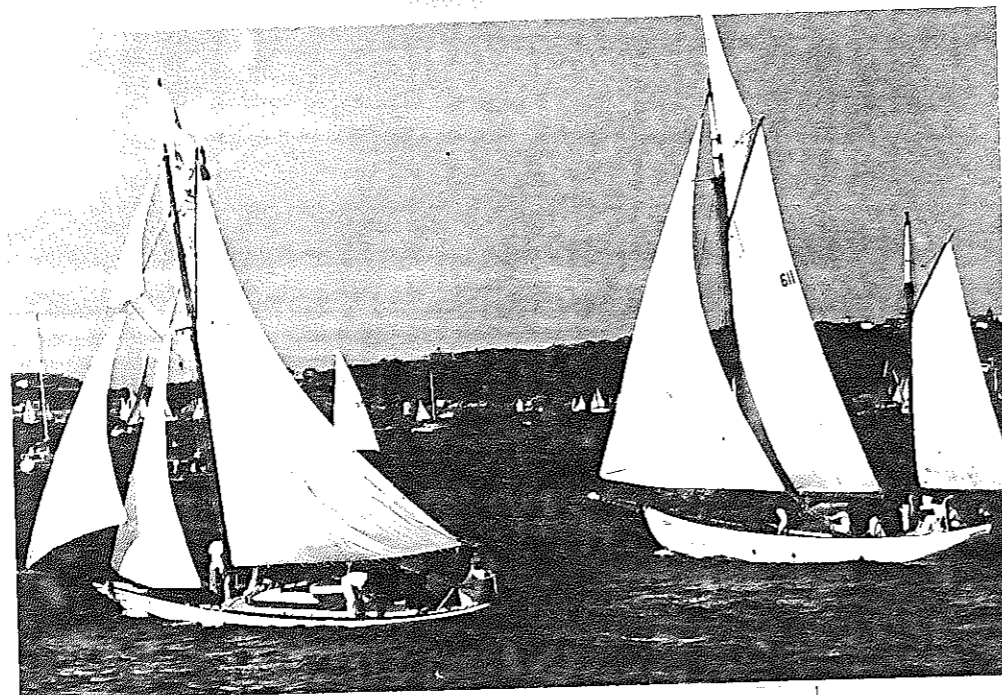
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NOVEMBER, 1983

## NATIONAL GAFFERS REGATTA

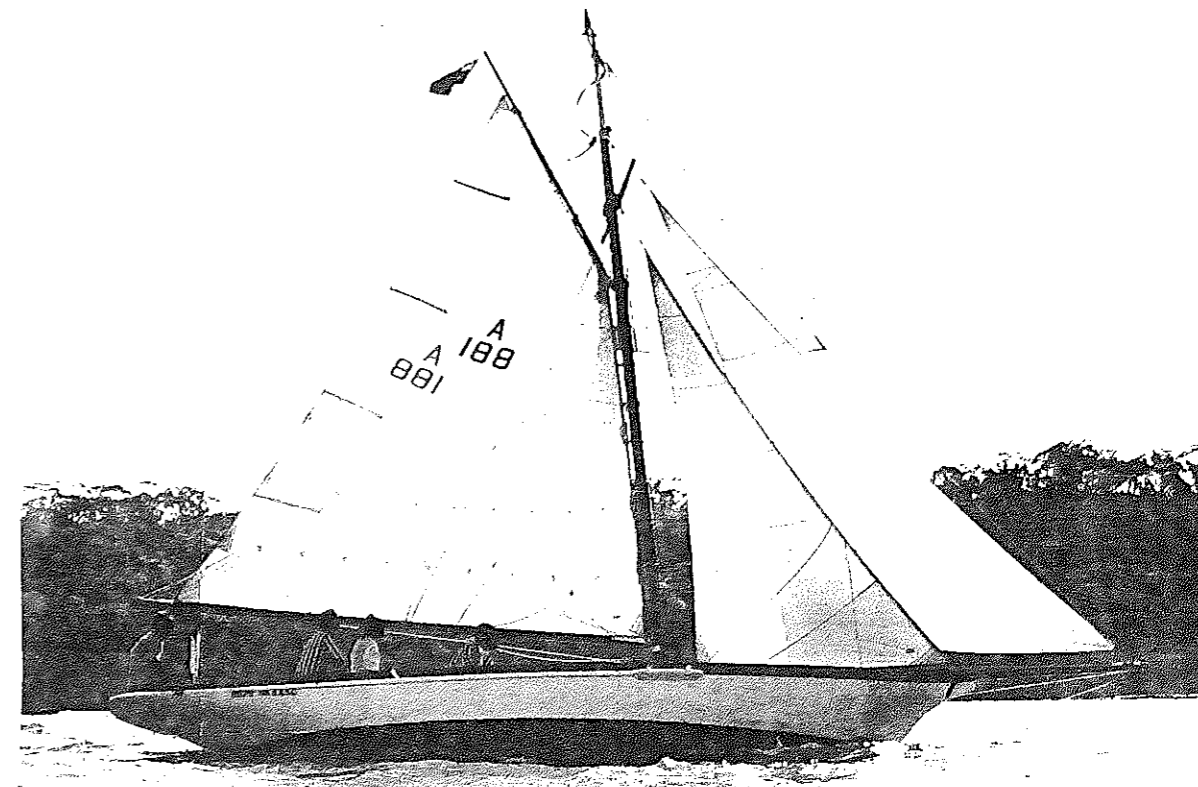


The start of the 1983 S.A.S.C. National Gaffers Regatta on Sydney Harbour.



A11	"IDA. 45' x 33' x 8'6", 1000 sq. ft. sail area. Built N.Z. 1896 by Bailey entered from H.A.Y.C.	Bob Cornell
611	"RON OF ARGYLE" Ketch 20 G.O.A. beam 13 ft. 25 tons disp.	Andrew Clubb, David Johnson

"IDA"  
"RON OF ARGYLE"



"KELPIE" A188 GAFF CUTTER  
Owned by J.A. Wood, built 1884.  
Oldest Sailing Yacht in Australia

SYDNEY AMATEUR SAILING CLUB

1872 - 1983

and the

S.A.S.C. NATIONAL GAFFERS REGATTA.

There is no doubt about the right of S.A.S.C. to conduct the National Gaffers Regatta having been formed on 1st October, 1872 and one of the first yacht clubs to be established in Australia. Gaff rigged sailing vessels at that time and for many years later, were standard.

As to the capability of gaff rigged vessels there is a record of a single handed crossing of the Atlantic in 1876 by Alfred Johnson in the " Centenniel ", a 20ft.Gaff Cutter.

Captain Joshua Slocum sailed around the world single handed in 1895 in a gaff rigged cutter.

Now in 1983 and with the victory of the America's Cup by Australia with what is probably the most modern designed yacht in the world and fitted out with sophisticated equipment, it is interesting to reflect that the first challenge for the America's Cup took place in 1870, and at the same time our Club was formed and for many years later gaff rigged yachts were being built to compete for the Cup.

In one instance, on 13th September 1899, it is recorded that the British challenger " Shamrock 1 " lost her steel gaff due to overcanvassing. Probably, at that time the steel gaff was modern and sophisticated.

Throughout the years the S.A.S.C members have kept pace with the times, and today we have the most modern types of yachts in our fleet.

1/.....

At the same time on our register we also have a significant number of gaff rigged yachts, such as :

" RANGER "        " JUNE BIRD "  
" HOANA "        " KELPIE "  
" ENTRENNE "

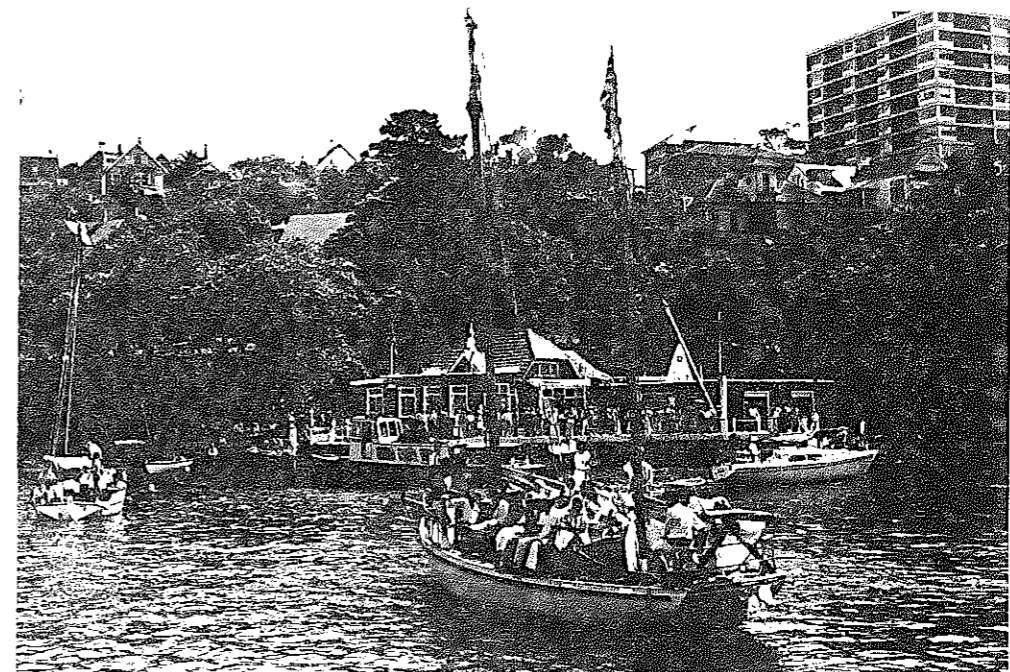
All maintained in first class condition. Some are still racing regularly.

Maybe we will see a return to gaff rigged vessels, but whether we will see a return to the dress of the gaff era, with skippers in full dress including stiff collars and bows or ties, vests, watch & watch chains - well - I will leave that to you.

We look forward to the future in which we will no doubt see what may be referred to as radically designed yachts on our register, but also there is no doubt there will be what will be referred to as the traditional yachts - The Gaffer.

The Editor

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AT THE  
S.A.S.C.  
with the  
last two  
yachts to  
leave for  
the starting  
line.

## S.A.S.C. NATIONAL GAFFERS REGATTA HISTORY.

by D.W. (Bill) Gale .

The first S.A.S.C. Gaffers Day took place on 22nd October, 1972 during the Club's Centenary Celebrations.

The event was very successful, and drew a large spectator fleet. The day being sunny with a light Nor - Easter blowing.

The M. V. " Kathleen " owned by Les White was the flagship for the day , and also acted as the finishing vessel. Entries came from as far as Wagga and Port Stephens , and approximately 30 yachts crossed the starting line. The " Lady Hopetoun " and a small steam launch were in attendance.

The second Gaffers Day was in October 1975, and there was a marked increase in the number of people getting dressed up in period style dress for the occasion. Once again the weather was favourable.

Again the M.V. " Kathleen " acted as flagship for the event. A memorable feature of this event was the Naval Whalers rowed to the Club by ratings in period uniform who gave a flawless display of traditional oar drill.

The next event was held in 1978 with 39 entries, and while there was a slight increase in numbers , sadly some of the old vessels were missing, one burnt, another wrecked and some just quietly resting. However, the steam launch " Edelweiss " attracted a great deal of attention with her large beautifully altered in 1890 style. Sadly she is now out of commission.

The flagship on this occasion was the yacht " Destiny " with David Swinfield , S.A.S.C. member as the skipper.

In 1981, S.A.S.C. Gaffers Day was held on Sunday 25th October. Again it was a bright sunny day with a fresh nor - easter with 41 yachts listed on the programme. These were divided into 2 divisions. The flagship for the day was the beautiful vintage M.V. " Silver Cloud " , owner/skipper The Hon. Derek Freeman. 3.

The barquentine " New Endeavour " re - created history coming into Mosman Bay and berthing near the Clubhouse. It was later moored on the starting/ finishing line , and we hoped this wonderful happening would continue. Captain St. Babe - Moore and Mrs. St. Babe - Moore represented the RAN and Commodores and their ladies from R.S.Y.S., R.P.A.Y.C R.P.E.Y.C., M.H.Y.C., RANSA and C.Y.C.A. attended at the S.A.S.C and were later entertained aboard the flagship following the races.

Sir James Hardy owner/ skipper of " Nerida " , a 45ft Gaff topsail cutter, responded at speech time before participating in the races. There was considerable publicity in the press, in boating journals and on television.

The 1983 event was held on Sunday 9th October and the title changed to " S.A.S.C. NATIONAL GAFFERS REGATTA, a RALLY FOR VESSELS WHICH HOIST A SPAR " , in order to de - emphasise any competitive spirit as the Club has the objective

of displaying the yachts under sail and believes that the best way to do this is to conduct a controlled rally in race form.

Interest in previous years' events showed with a record 58 entries.

A new division for open boats was created and the 20 or so participants created tremendous interest. One entry in particular " YENDYS " an original 18 footer, beautifully restored with a set of original sails.

The New Endeavour again participated and the flagship was S.A.S.C. member Richard Wilsons' M.V. " Karinya " , and guests had a most entertaining and enjoyable afternoon. Representatives from other major yacht clubs and their ladies were present and the RAN was represented by Rear Admiral K.von Thethoff and Mrs. V. von Thethoff. 4.

spectators were similarly dressed and it was noted how beautiful the ladies looked in their hats and long dresses.

A smorgasbord luncheon was available at the Club and well patronised.

Entries from Victoria, New Zealand and other areas outside Sydney continued to show that the S.A.S.C. Gaffers Regatta is a national one, and the day is now a major feature on the yachting calendar. The steadily increasing number of spar hoisting yachts assure a very successful future for the event.

To organise and run the events since 1972 has required time and effort on the part of various Club Officers, Members, Ladies, and Staff, and credit and thanks must be extended to them for their contributions towards making each event a successful one.

As we are now starting to plan for the next S.A.S.C. National Gaffers Day, to be held in October 1985. We would appreciate any information on vintage boats that may be eligible to participate.

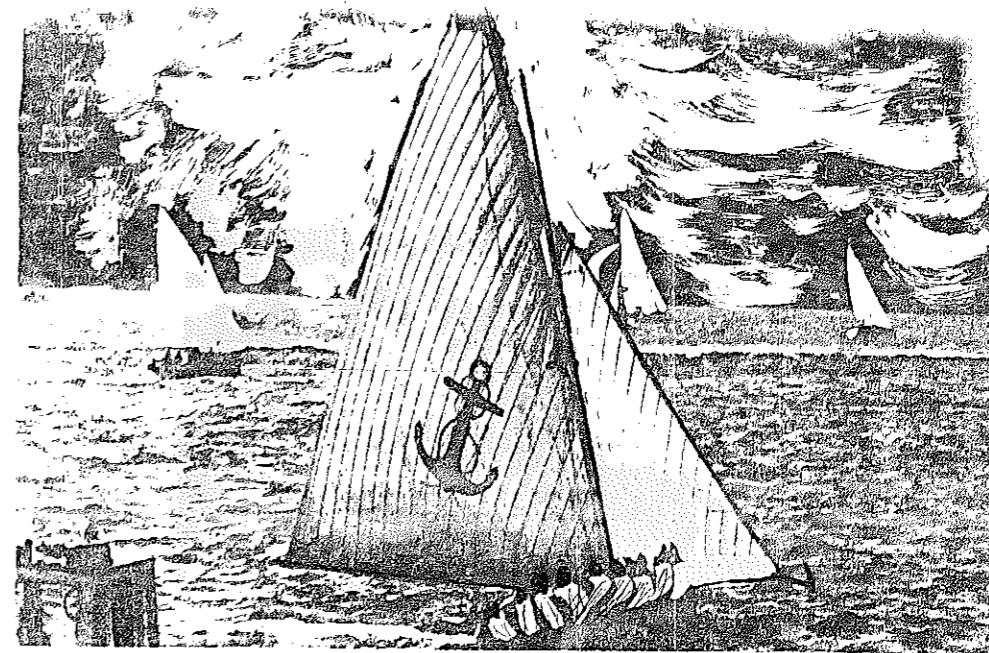
BILL GALE.

FROM THE EDITOR.

Mr. D. W. (Bill) Gale, an Honorary Life Member of S.A.S.C, first elected to organise a Gaffers Day as part of the Club's Centenary Celebrations in 1972.

As a result, Bill Gale has very capably organised each Gaffers Day since the inception in 1972.

We are very indebted to him for his continued interest and efforts in creating such a wonderful spectacle at the S.A.S.C, and on Sydney Harbour.



"YENDYS" Norman Blackman's famous 18 footer re-stored to immaculate condition by Vickers Cockatoo.



P. Kinsella  
and John  
Sheedy,  
S.A.S.C.  
Member.

2 Jolly  
Sailors