



# SASC NEWS

THE NEWSLETTER OF THE SYDNEY AMATEUR SAILING CLUB

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DECEMBER 2024

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SASC

(Photo John Jeremy)

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# COMING EVENTS

DECEMBER  
2024

## FRIDAY 10 JANUARY 2025

First Friday Twilight race for 2025

## SATURDAY 11 JANUARY 2025

Point score race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

## SUNDAY 12 JANUARY 2025

Point score race for Sunday Non-spinnaker Divisions

## SATURDAY 18 JANUARY 2025

Point score race for Classic Division, Mixed Fleet Division and Commodore's Cup. Sheep Station Series race 3

## SUNDAY 19 JANUARY 2025

Ranger, Couta and Folkboat Sprints

## SATURDAY 25 JANUARY 2025

Point score race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division. Around Islands Teapot Trophy for Super 30s and Codock Trophy for the Cruiser Racer Division

## SUNDAY 26 JANUARY 2025

189th Australia Day Regatta

## SATURDAY 1 FEBRUARY 2025

Point score race for Classic Division, Mixed Fleet Division and Commodore's Cup

## SUNDAY 2 FEBRUARY 2025

Point score race for Sunday Non-spinnaker Divisions

## SATURDAY 8 FEBRUARY 2025

Point score race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

## SATURDAY 15 FEBRUARY 2025

Point score race for Classic Division, Mixed Fleet Division and Commodore's Cup

## SUNDAY 16 FEBRUARY

RANSA Regatta

## SATURDAY 22 FEBRUARY 2025

Point score race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

## SUNDAY 23 FEBRUARY 2025

Point score race for Sunday Non-spinnaker Divisions

**NEED THE  
TENDER?**

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



I would like to take this opportunity to introduce a new member to our club — just launched on Sunday 1 December. A brand new, freshly caulked, Ranger-class yacht called *Volunteer*, with sail number A6. Five years in the making and the pride of Ian and Trish Smith with plenty of barracking from the sidelines from Bill Gale. *Volunteer* is a testament to a life spent building beautiful wooden boats and the design of the Rangers themselves. Please offer them three cheers as you pass by.

Whilst schmoozing with officers from other sailing clubs the question most often asked of me, in a tone conveying unbridled jealousy is “Where do you Amateurs get all your volunteers from?” It never fails to remind me what a special place we hold within the sailing community and the world beyond. “You mean you go in and give a day’s work and they don’t even pay you — you’re joking!” Well, it’s true, it is what our club is built upon and what holds it together, and just because you don’t receive money doesn’t mean you aren’t getting paid or valued.

So thank you to all our volunteers, especially everyone who put in their time and passion into Gaffers Day (70–80 of us). It was a challenging forecast for the day, with a South Easterly wind and the long fetch into Mosman Bay safety was a prime consideration. We honoured our recently departed, we celebrated in dress and deed, we were seen with all flags flying at our very best!

There was a wonderful display of boat handling skills on Gaffers Day with our slipway staff, tender drivers and dock master’s volunteers, shunting, cajoling and caressing boats and crews into the dock and surrounding moorings. We would like to see more members take up the opportunity to become volunteer drivers of the tenders and *Kareela*. If you have a boat licence we can train you straight away, if you would like a boat licence, we can support you there too! Just email the office to let them know you are interested; it takes a little time to get the skills up but is immensely satisfying and very much appreciated by your fellow members.

At the prize giving after each race we traditionally thank the starter’s team, a practise that I can imagine goes back to the original founding members of the Club. It displays conduct which becomes us, that we appreciate the efforts of those who help us to enjoy our racing. At times it feels a bit anachronistic, and yet at other times it feels fresh and appropriate.

The office staff and race secretary aren’t as visibly connected to our enjoyment — they demand that we commit to things, register and make payments. The slipway and maintenance crew and the tender drivers will at times frustrate you as they do things the way they need to be done. However, they are all as essential to our sailing as the starter’s



group. They all deserve our respect and appreciation, so just let them know occasionally and say thank you!

Lastly, our fellow competitors, our archrivals, those who provide the heat of battle, the frustration and glory of a successful day on the harbour. Let them also know how much you appreciate their efforts, especially when they beat you! The tradition handed down from our forebears — three cheers offered, and three cheers replied.

Happy Christmas and best wishes for the New Year

*Peter Scott*

Commodore



Photo Maz Kivi

The newest Ranger, *Volunteer*, after her launching on Sunday 1 December

# 189<sup>th</sup>

## Australia Day Regatta



*Join us on the water to celebrate our National Day*

26 January  
2025



AUSTRALIA DAY  
IN SYDNEY

endorsed by the Australia Day Council

The Notice of Race is available at  
[www.australiadayregatta.com.au](http://www.australiadayregatta.com.au)

and

[www.sasc.com.au](http://www.sasc.com.au)

DECEMBER  
2024

# SEASONS GREETINGS

**THE COMMODORE, FLAG  
OFFICERS AND DIRECTORS  
EXTEND THEIR BEST WISHES  
TO ALL MEMBERS FOR A HAPPY  
CHRISTMAS SEASON AND HAPPY  
AND REWARDING SAILING FOR 2025**

*BEST WISHES TO ALL OUR STAFF ON BEHALF  
OF ALL MEMBERS WITH THANKS FOR THEIR  
SUPPORT AND EFFORTS DURING 2024*

SEASONS GREETINGS FROM KAREN, SOPHIE  
AND DAVID (ADMIN AND RACING) ROD,  
ANDREW AND CURTIS (BOATSHED), PETER  
(CLUBHOUSE), AND ALL THE TENDER DRIVERS  
AND STARTING TEAMS





## REFLECTIONS 150 YEARS

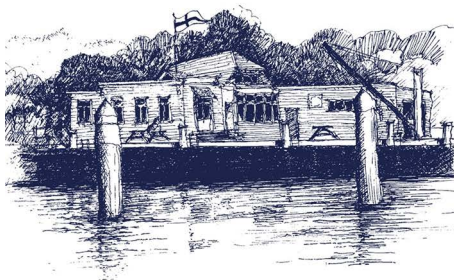
# REFLECTIONS LAUNCHED

The Club's 150th Anniversary oral history collection, *Reflections*, is up and running on the website.

Over the past two years, SASC volunteers have conducted audio interviews with past and current flag officers, perennial volunteers, winning skippers and incorrigible story tellers. The 40 podcasts so far recorded ranged far and wide, traversing numerous aspects of the Club's recent history and its activities on and off the water. As well as the yachts and their crews, and the races and cruises, various other memorable tales also got an airing.

A dozen of the podcasts are now available on the *Reflections* site, each with an accompanying transcript. Nick Cassim, Bill Gale OAM, Leone Lorrimer, Ian and Wendy Anstee, Michal Tomaszewski and Martin van der Wal are among those featured initially, with more voices to be added in coming months as post-production work continues.

It's hoped this collection will continue to grow in the years ahead, preserving our clubmates' stories for present and future generations of Amateurs to enjoy. It was compiled by Ian Macintosh, Richard Palfreyman, David Salter and Robin Harris (interviews); Fred Bevis, Alice Murphy and the SASC Archives (research); Jim Atkins (sound editing); John Crawford (illustrations); Margaux Everett (design) and WEAV Media (development). The accompanying photographs were sourced from John Jeremy's expansive archive and from those who shared their stories with *Reflections*.



## Reflections



Reflections | Podcasts | The Crew

This oral history collection records the stories of generations of Amateurs members, among them flag officers, notable achievers, perennial volunteers and inveterate raconteurs.

The podcasts are an enduring legacy for our club in the wake of its 150th anniversary in 2022.

In keeping with the SASC's long and proud tradition of self-help, the interviews were recorded and produced by fellow members of the best kept secret on Sydney Harbour.

To them, and their clubmates who generously agreed to tell their stories, provided photographs, or assisted with background research, our gratitude.

We also pay our respects to the families and friends of those Amateurs who've 'crossed the bar' since sharing their memories.

The podcasts are presented in surname alphabetical order, and each includes a transcript. More will be added to the collection as they become available in the future.

May you get much pleasure from our *Reflections*.





Photos John Jeremy unless otherwise indicated

*Nerida* securing alongside the pontoon as the colour builds early on Gaffers Day 2024



The bacon-and-egg rolls were very popular, the demand kept the volunteers busy



The piper on *Nancy K* opening the formalities of the day has become a Gaffers Day tradition



Commodore Peter Scott welcomed everyone to the event before....

Photo Philip Brown



„,the cannon was fired to mark the start of the sailing



The start of the Couta Boat Division



Photo Sarah Scott

*Jamiel* has been a regular Gaffers Day participant for many years



*Ranger and Vagrant*



*Sao was one of the oldest boats taking part*



Close racing between the Coutra Boats *Tenacity* and *Cariad*

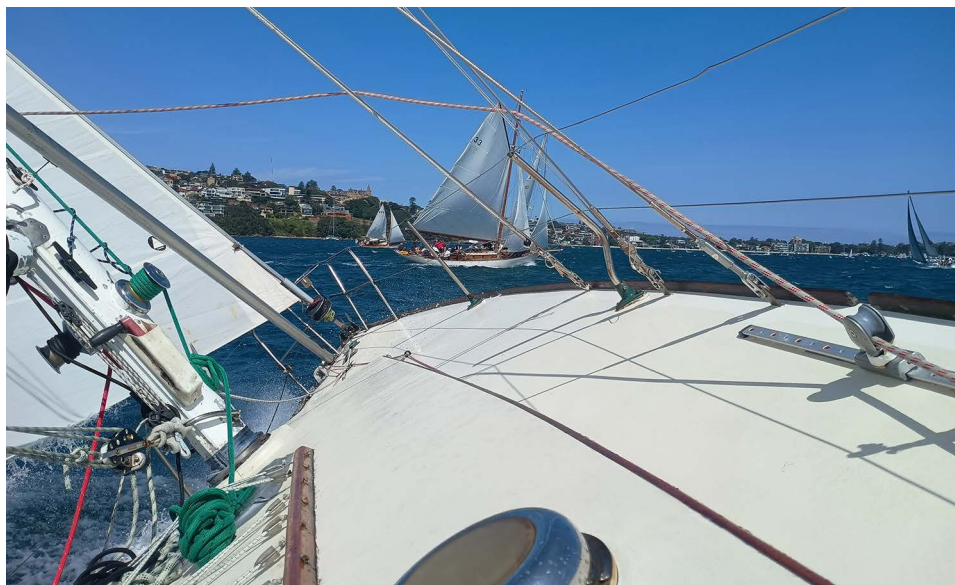


Photo David Salter

The weather forecast had predicted a fresh breeze but it held off for most of the day.  
*Mister Christian* is heeling before the freshening wind as she follows *Nerida*



The beautifully-restored *Rana* (A200) and *Athene* (A45)



Photo Sarah Scott

*Wraith of Odin* approaching the finish



Photo Sarah Scott

The fleet approaching the finish



The Kelpie Trophy was presented to the crew of *Vagrant*



*Kareela* keeping an eye on some of the smallest boats in the fleet, the Cygnet 20s, as the ferry *Fred Hollows* passes. *Kathleen Gillett* (CYC29) is in the background off Point Piper

The rigging fittings for *Kareela* were generously donated by Ronstan

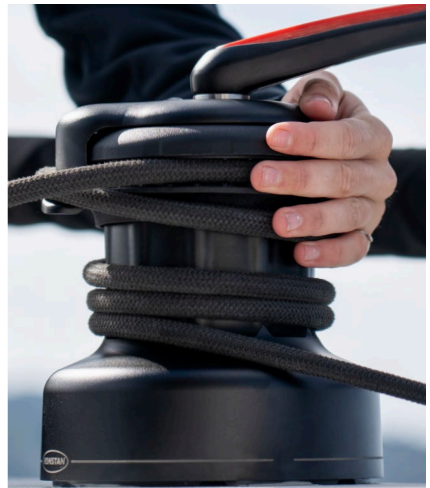
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**Be First.**



# A CRUISE WITH A BBQ AT SPM, PORT STEPHENS

DECEMBER  
2024

by  
Chris Manion

During the second week of November nine sailing boats started a cruise north to Port Stephens and the beautiful Soldiers Point Marina (SPM). This event started four years ago when the Lord Howe Island BBQ could not occur due to Covid. The organisers of that BBQ, led by Nigel Stoke, planned an alternate BBQ location and we continue to work with the organisers of the LHI cruise as a lead up to their cruise east.

This year *Double Dutch* and *Weekend Option* enjoyed our BBQ at SPM then came home via LHI. *EZ Street* lead us off on Wednesday 6 November as they needed an extended holiday due to the many hours, they have put into preparing *Kareela* this year as our new start boat in addition to all the other jobs they have undertaken in 2024 for the SASC. They finally had success with catching their first fish in 10 years while visiting Broughton Island, congratulations to all involved.

*Samphire* and *Delinquent* took off on Friday morning to Coaster's Retreat, Pittwater — what a great sail we had in perfect East/NE conditions. On Saturday morning there was an early start for *Out of Africa* from Mosman Bay to catch those of us sailing from Pittwater. We now had *Samphire*, *Delinquent*, *Out of Africa*, *Wind Cheeta*, *Heather Mist* and *Weekend Option* all on the way to the NCYC marina for an overnight stay and dinner at their restaurant — 23 of us had a great dinner and a few drinks there. We all deserved it as this is a big day of sailing on this cruise (48 n miles), tomorrow to Port Stephens is only 27 n miles plus the run across Port Stephens to SPM (about 60 minutes). *EZ Street* arrived at SPM having been to Broughton Island, which is only 8 n miles NE of Port Stephens. *Anitra V* also joined us at SPM on the Sunday.

*EZ Street* quite alone, anchored in gorgeous Coalshaft Bay at Broughton Island

Photo David Salter





Mission Control:  
*EZ Street* is well  
equipped for com-  
munications and  
navigation

*Double Dutch* sailed up on the Sunday evening doing the 95 n miles from Sydney to SPM as a warmup for their trip to LHI. They arrived in time for a shower and breakfast of coffee, fruit, egg-and-bacon rolls put on by the SPM management.

It was great to catch up with everyone on Sunday night at SPM. After Monday's breakfast we dined on oysters and salad for lunch then from 4.30 pm the 30 attendees all arrived dressed in Hawaiian-themed outfits for cocktails and the BBQ. The management were terrific relocating the gathering locations during the day based on the weather. All worked out perfectly.

The wind over the week was generally quite light so we all needed to do a little motor sailing though this was really cruising in company for the trip with many hours in sight of each other. We will be doing this trip again and we may add in Lake Macquarie next year. It's a great sail with safe locations in the evenings to rest up.

*Chris Manion*  
*Samphire*



Photos Chris Manion

Ready for the BBQ at the Soldiers Point Marina



Dinner onboard  
*Delinquent* at  
Coasters Retreat



Dr Frank Talbot AM, a member of the SASC for nearly 60 years, died in October at the age of 94. He was one of the SASC's most accomplished cruising sailors his story is told in a fascinating interview which will be added to the *Reflections* site next year.

As a tribute to Frank, we reproduce some excerpts from his interview here.

*Frank's remarkable life began in South Africa where, as a young boy, he was fascinated by fish and other marine life in coastal rock pools. His discovery of sailing soon followed.*

**Frank Talbot:** I was a young religious boy going to Sunday school and reading my bible every evening. Then my uncle came to Cape Town to be the engineer developing a big dock there and bought himself a boat and invited me to go sailing. He had two boys, roughly my age, and it was irresistible so I gave up religion on a Sunday and went sailing.

**Ian Macintosh:** Took up a new religion?

**FT:** I took up a new religion, got totally hooked on sailing, it was just wonderful. And sometimes sailed as a crew with a man called Mussolani who was dying of tuberculosis, which we didn't know, and he loved sailing out to sea.

I think he had hopes, but they were never to be realised, of doing long cruises and he took a 25-footer with myself and my schoolmates sailing on a Friday sometimes, sometimes a Saturday and we'd sail straight out to sea, down south, straight south towards the Antarctic as far as we could go and then he'd turn around and sail straight back. Sometimes we got caught, of course, in bad weather but he was a wonderful skipper.

**IM:** So you had some pretty serious sailing experiences as a teenager?

**FT:** Yes, I did too. My uncle tended to be a Sunday sailor but Mussolani was a fanatic and helped hook me. I used to sleep on board of course with the boat going out to sea, 'Mussy' singing in the cockpit and the boat sailing out and it was wonderful, I just loved it.

*Frank went on to study ichthyology (the science of fishes) in his homeland and the UK, before the coral reefs of Zanzibar beckoned. This was the prelude to an acclaimed international career in marine biology which culminated in Frank heading up three of the world's leading natural history museums, including the Smithsonian in Washington DC. He explains the call of Zanzibar, and how his love of sailing went with him.*

**FT:** I was interested in coral reefs, which I had been on during my university days. Zanzibar was ideal.

I wanted to know about the fishes there because of their linkage with South Africa, because there is a tropical component in the South African fishes which comes from the north and Zanzibar had those fishes and so I was very interested to see and learn and started a PhD there...and bought a boat.

That was really the first boat I owned, and it was a 16-foot gunter rigged or high-gaffed sailing dinghy with a little cuddy. We did a lot of sailing around there including a little bit of coasting down to Dar es Salaam and it cemented my love of boats.

We looked after her, kept her in superb condition. But we did sell her and I bought a dhow with two others. So we then had a fishing dhow, 30 feet long. That was great fun, learning to use a lateen rig.

**IM:** This is the Arab style?

**FT:** Arab style fishing dhow, yes. It's a highly efficient rig. I'm surprised it's not used, well it is of course in the East, but I'm surprised it's never caught on anywhere else because it's a wonderful rig.

You can square off this big yard and have it as a square sail virtually and run beautifully with it, with a lifting sail, it's excellent. Not quite as close winded as a fore and aft sail system but pretty good. So I loved that.

**IM:** Zanzibar sounds like a carefree time in your life.

**FT:** Oh, it was wonderful. You worked from seven o'clock till one o'clock and (then) you were free so you could go sailing.

*Frank, who joined the Amateurs in 1965, owned and skippered 10 yachts on the Club register—believed to be the most of any member in the Club's 152-year history. Among them was Rainbird of Sydney, a Joe Adams designed 40-footer, which the Talbot family took on a memorable voyage to South Africa and back in 1979–80. Their outbound leg, around the top of Australia and across the Indian Ocean, was highlighted by endless days of idyllic trade wind sailing. The return passage, down into the Southern Ocean, was a markedly different experience.*

**FT:** That was not as easy as the trade winds. Trade wind sailing was just a pure delight.

But coming back along the Southern Ocean is a bit of a 'bee'. Those southerlies don't seem to blow all the time. So you have calm and then you have a blow coming through, a front coming through from the southwest or due west. It wasn't as easy.

We only had one really bad gale...that force nine was pretty horrifying. Huge waves built up because they have an enormous fetch of course virtually around the world.

**IM:** Were you trailing warps or drogues?

**FT:** I didn't tow anything during that trip. But I sailed with a very small bit of jib and just let her run. Try to avoid the breaking crests because these huge waves build up and up and up, and when you're on the top of them you look down what virtually looks like a mountain range and down below you can see birds, albatross flying, and every now and again a crest would break and that would be frightening. They would roar down these faces.

So we steered away from those crests all the time and only got one or two to hit us. But it was like being hit by a sledgehammer, banging against the boat. We broke off a dorade box, but no serious damage.

**IM:** Hand steering the whole way?

**SASC NEWS**     **FT:** Hand steering the whole way...yeah. The Aries vane gear which I had just couldn't handle it, nor could the electric system. So it was hand steering one hour on, one hour off, for that really bad two days. You can't do that for long. I was starting to have awful...I thought boats were going to hit us; I was dreaming virtually.

**IM:** Hallucinating?

**FT:** Yes, quite odd.

*Nearing the end of the 18,000 n mile voyage, and having weathered the long haul from Cape Town, Rainbird of Sydney was back into Australian waters and just days from her home port when the ocean brutally reminded Frank of offshore sailing's inherent challenges.*

**FT:** I never quite know what happened, but I know I was a fool. I wasn't towing a drogue and that was the one time I really needed to because those huge waves were touching the bottom and so the waves were curling over really...not just breaking and running down the crest, but curling right over as she touched the bottom. Like a shore break really.

We got picked up by one of these and thrown upside down.

**IM:** Pitch poled?

**FT:** Pitch poled.

**IM:** Whereabouts were you?

**FT:** We were just entering Bass Strait. Of course that's why they were touching, starting to shallow, and you learn. It takes a long time to learn everything about the sea.

Now, I would have had no sail up. (But) I had a rolled-up bit of jenny then, and I should have had nothing. I should have held her a bit so that those waves didn't pick her up and take her along, (so) that you could cope anyway.

**IM:** And what condition was the boat in when you finally came through Sydney Heads?

**FT:** Well the boat was in surprisingly good nick. We'd broken two spreader bases. Big heavy aluminium cast aluminium bases of the spreaders on the port side as she'd speared into the sea.

The hull was all right. Everything was okay. The engine managed to start, so it wasn't too much of a problem. We thought of going into Melbourne but the boat seemed fine. We didn't know that the bases of the spreaders had broken because they looked just...

**IM:** So they'd held up until you got to Sydney?

**FT:** Yeah, they held up... we had no heavy weather again luckily, because with the main up we'd have busted those spreaders off.



*Rainbird of Sydney in South Africa*



Photo Geraldine Wilkes

*Colleen III* heeling to the breeze during the Mixed Fleet Division race on 23 November



Photo Geraldine Wilkes

*Hoana* finished third in the Classic Division race on 23 November





Photo Lindy Danvers

Twilight sailing started on 11 October in beautiful weather. Sometimes competitors have had to endure a drenching but evenings like this one make up for it

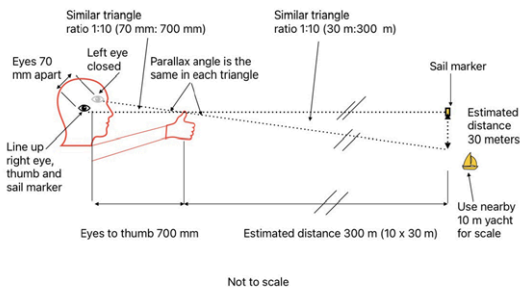
by  
Stuart Anderson

When racing, estimating the distance to a rounding mark is quite useful. For example, consider a boat that is traveling at 6 knots (approximately 3 m per second) downwind and is poled out and 300 m from a rounding mark. It will take 100 seconds to reach that mark ( $300 \text{ m}/3 \text{ m/s} = 100 \text{ seconds}$ ). That's plenty of time for the crew to take in the pole and prepare the sheets for the next leg of the race.

So what is a reasonable way to estimate the distance to the next mark? One way is to employ the concept of similar triangles brought about by the phenomena of parallax. This method is known as *the rule of thumb*. Two triangles are similar if they have the same shape but not necessarily the same size. The corresponding angles are equal and the sides are proportional. When you hold out your arm and thumb and view the mark with one eye open, then switch to the other eye, your thumb seems to shift in relation to the objects in the background. This apparent displacement of the thumb when viewed along two different lines of sight is known as parallax. The brain uses this positional disparity automatically in everyday life to gain a depth of perception.

Measuring distance by *the rule of thumb* relies on leveraging the known dimensions of the outstretched arm and the distance between the eyes. Your arm is typically 10 times as long as the distance between your eyes. The angle formed between the eyes and the thumb will be the same as the angle between the thumb and the mark and the apparent shift in the background. The method relies on most people being better at determining distances that are horizontal than perpendicular distances.

How to estimate distance using *the rule of thumb* method:



Estimating distance using the rule of thumb method

1. With the left eye closed, line up the right eye with your thumb at arm's length and the mark.
2. Switch eyes with your thumb in the same position.
3. Your thumb moves off to one side of the mark. With the assistance of a nearby object, such as a boat, estimate this displacement, say 30 m.
4. Multiply that displacement by 10, and you are 300 m away.

In a world dominated by technology *the rule of thumb* offers a simple and practical means for estimating distance that may help racing a little bit easier.



Photos John Jeremy

This year's annual REPYC Women on Water event was held on Sunday 24 November as a combined event with the SASC Sunday Non-spinnaker Series. The SASC was well represented with 14 boats participating across two divisions. *Isis* (4380), sailed by Kim Davidson, came third in Division 2



*Clewless?*, sailed by Suze Hardy, passing Shark Mark.  
*Clewless?* came fourth in Division 1



*Sana and Eloise near Shark Island*



*Sapphire and As You Do competing for room at Shark Mark*

# THE HALVORSEN STORY AND CENTENARY CELEBRATIONS

DECEMBER  
2024

by  
*Philip Brown*

Lars Halvorsen and his family came to Sydney in 1924–25 from Arendal in Norway following a stay of two years in South Africa. Lars, at the age of 35, travelled alone to Capetown to investigate establishing a boat building business.

Due to the uninsured total loss of a trading sailing vessel he had built, and of which he was a part owner, Lars had lost all his money and his reputation in Norway had been damaged. He was thus seeking a new life for his family away from Norway. His skills were in boat building and his aim was to establish a new business building boats.

Lars set up in Capetown as a boat builder and later entered a boat-building business partnership. He designed and built several yachts, based on Norwegian design principles, which were much acclaimed by the local yachting fraternity in the Royal Capetown Yacht Club.

However, despite early success and making enough money to purchase a cottage to accommodate his wife and seven children who had followed him to Capetown, neither Lars nor his wife Bergithe found the life in Capetown really suited them, nor had prospects to develop a big enough boat-building business in which their five sons might participate.

In late 1924, with introductions to contacts in Sydney, Lars sold his share of the boat-building partnership and their house, leaving his wife and children in Capetown to live in a shed and a tent at a seaside village over summer. He travelled by ship to Sydney to investigate opportunities to establish a boat building business, arriving in early December 1924. His eldest son Harald, aged only 14, also arrived in December having travelled as crew on a sailing ship which landed him in Adelaide, followed by a train trip to meet his father in Sydney on Christmas Day.

Lars quickly obtained a contract to build his first Australian yacht, *Sirius*, and rented a boatshed in Drummoyne. Lars designed the yacht on which he and his young son Harald immediately started work. Having established a source of income, Lars sent for Bergithe and the remaining six children who arrived by ship in Sydney on 16 February 1925.

The rest of the Halvorsen family story has become an Australian legend of boat-building success. The business survived the Depression and by the mid-1930s four sons, Harald, Carl, Bjarne and Magnus, were working in the family boat-building business with their father. The youngest son Trygve, born in 1920, was still at school. All was going well post-Depression and the business had an increasing order book to construct work boats and cruisers of varying sizes.

A major setback for the family occurred when Lars contracted osteomyelitis and died at the young age of only 49 in 1936. By this

**SASC NEWS** time all his sons were working in the boat building business. The five sons carried on the business in what became the famous brand name of “Lars Halvorsen Sons”.

During the second World War the Halvorsen boatyard, then operating five slipways at Ryde on the Parramatta River, built over 250 vessels for the American and Australian military forces, including tenders and barges plus the fast 38 foot air-sea rescue boats, the 62 foot supply boats and the famous 112 foot Fairmile rescue boats.

With the end of the War in 1945 the government orders abruptly stopped and there was little money around for pleasure boats to be built to order. To maintain their business and keep their workforce of shipwrights intact the brothers decided on a new business model to build pleasure cruisers to operate in a hire fleet, and in late 1945 acquired the boatshed at Bobbin Head to be the hire-fleet base. This became the centre for the renowned Halvorsen hire fleet which at its largest included more than 60 cruisers for hire. The first cruiser built specifically for the hire fleet was a 25 footer launched in early 1946 and quickly followed by several others.

Holidays on Halvorsen cruisers on Broken Bay and the Hawksbury River became very popular in the 1950s through to the 1980s. Many more boats, and of larger size, were added as the business and so the fleet grew. The Ryde yard also continued to custom build cruisers to order for local owners, and several boats were exported to USA.

In the late 1940s and through to the 1960s, the Halvorsen yard built numerous sailing yachts, although mainly for the two youngest Halvorsen brothers Magnus and Trygve. These yachts included *Enterprise* 1945, *Peer Gynt* 1947, *Solveig* 1950, *Anitra V* 1956, *Norla* 1960, and *Freya* 1962. Also in 1962 the Halvorsen yard built *Gretel*, the 12 metre class yacht designed by Alan Payne which was Australia’s first challenger for the America Cup.

The Halvorsen brothers Magnus and Trygve competed in most of the Sydney Hobart Races from 1946 to 1965 in their own designed and built boats, and won the event on handicap five times with *Solveig*, *Anitra V* and *Freya*. They also competed in three TransPac races from Los Angeles to Hawaii with *Solveig* and *Anitra V*. Trygve and Magnus were part of Australia’s first America Cup Challenge team with *Gretel* in Newport Rhode Island, USA and in Australia’s first Admirals Cup challenge in 1965 with *Freya* as part of the Australian Team at Cowes, Isle of Wight, UK.

Halvorsen cruisers have become collectors’ items and are much sought after pleasure cruisers today. Most have been restored, some magnificently, and are much admired timber boats. Some of the sailing yachts are also still in good condition and actively sailed. These include *Solveig* and *Anitra V* in Sydney and *Norla* in Hobart.

To commemorate the Halvorsen Family’s arrival in Australia 100 years ago, and to celebrate the legendary Halvorsen boat building story, there are numerous special events arranged for this summer.

The first occurred on 9 November with the addition of the Halvorsen Family to the Monument Wall at the ANMM in Darling Harbour to record and commemorate migrants to Australia. Kari Svensen, a granddaughter of Lars and Bergithe and crew member of *Anitra V*, gave the principal address at the ceremony to tell the Halvorsen Family immigration story in the presence of Her Excellency the Norwegian Ambassador.

The next event will be a display of yachts and cruisers in the Pond at CYCA Ruschcutters Bay as part of the Hobart Classic Regatta from 12 December. Public access is available to the Pond.

Following on in January there will be a Halvorsen Flotilla Display at the ANMM in Darling Harbour, for 12 days from 10 to 22 January 2025. This event will be open to the public

In Hobart, during the AWBF, there will be a special gathering and boat display at RYCT for Halvorsen family members and friends on Saturday 8 February.

Then, on Friday and Saturday 14 and 15 February, there will be a collection of Halvorsen cruisers assembled at Bobbin Head, followed by a procession of boats on Saturday back to Cottage Point for a BBQ lunch at KMYC in aid of Marine Rescue.

On Sunday 16 February there will be a luncheon for family and friends at the RSYS Kirribilli, again with Halvorsen boats on display in the Squadron Pond.

Finally, over the following weekend, 22 and 23 February, there will be another flotilla display of Halvorsen boats at the RMYC Marina in Newport. This too will be open to the public.

These multiple events demonstrate the widespread interest in Halvorsen boats and the Halvorsen Family history. Boating enthusiasts who wish to see these various and different examples of the diverse Halvorsen boat building legacy will have the opportunity to view a range of different vessels in these displays.

For further information please contact Philip Brown on 0418 214 897.



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## SOME NOTES ABOUT DINGHIES

Recently Jim the tender driver advised me that a member had complained to him that a Walker Bay dinghy at the green shed was leaking. Fortunately, Jim knew that I tried to look after the dinghies and passed the information to me. I found that the three Walker Bay dinghies all had defects, two leaked and the bow eye had been ripped out of the third one. They have now been repaired, but there are two points from this, first, if you don't tell the Club office that there is a problem with a dinghy, I probably won't know about it and it won't be fixed. Second, if the bow eye was ripped out in normal use, I may need to reinforce the other ones before they break—so I would like to know how the eye was ripped out of the one that has failed.

The owner of *Tingari* has donated his dinghy to the Club. A couple of minor problems have been fixed and members might find it to be the best dinghy to use if they need a stable boat, or one to carry a load as it is larger and more stable than the others in the Club fleet.

*John Pennefather*



Photo John Jeremy

Today a familiar sight on Sydney Harbour, Tony Cousins' *Cuttlefish* is easily recognisable by her unusual sail number, GV7. *Cuttlefish* is much travelled. During a search for something completely different this photo of *Cuttlefish* emerged.

It was taken at Goolwa in South Australia during the 2015 Wooden Boat Festival



# HOLIDAYS AT THE SASC

DECEMBER  
2024

Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

As usual, New Year's Eve in Sydney will be a special day and many members may want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible. The kitchen and barbeque facilities will be available, but the bar will not be open.

## TENDER SERVICE

No service on Christmas Day, normal service on the following days.

Wednesday 18 December

Saturday 21 December

Sunday 22 December

Thursday 26 December — Boxing Day

Saturday 29 December

Sunday 30 December

Tuesday 31 December to Sunset (8 pm)

Wednesday 1 January

Saturday 4 January

Sunday 5 January

The office will be closed from COB Wednesday 18 December 2024 to the morning of Monday 6 January 2025. Racing will be closed from COB Monday 16 December 2024 to the morning of Monday 6 January 2025 (first Friday Twilight 10 January). The Boatshed will be closed from COB Wednesday 18 December 2024 until Monday 13 January 2025.

## MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense.**

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

**Please** — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.

## REMEMBER THE NEIGHBOURS

We share our little patch of paradise with our neighbours. Please ensure that you and your guests avoid parking inconsiderately and, when leaving the Club, do so quietly and without inappropriate behaviour.

## WHARF RULES – A REMINDER

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

More people use the dinghies during the holiday period and the launching area can be in high demand. Please do not obstruct the dinghy launching area!



# NEW MEMBERS

DECEMBER  
2024

We welcome the following new members:

Charlotte Atherton	Michael Cassidy
Timo Kairi	Stefan Nowak
Michael Paull	Edward Peake

## SASC SHOP

*New stock available — all sizes!*

### 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

## 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 which has operated on Wednesdays since October last year has been popular and will continue, from 1000 to 1600.

## NEWSLETTER DEADLINE

The next *SASC News* will be the February 2025 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 January 2025. Contributions can be in hard copy or sent by email. Photographs are very welcome.

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.



Visitors to the Club on Gaffers Day 2024 were greeted as they came down the stairs by the sight of *Kelpie* suitably dressed on a mooring off the Club  
(Photo John Jeremy)

