



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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August 2023

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Racing Secretary	David Pryke

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Competitors in SASC races come in all sizes. *Windward II* (A1926) and *Horace* (111) starting in the Classic Non-spinnaker Division race on 22 July  
(Photo Geraldine Wilkes)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by Focus Print Group

# COMING EVENTS

August 2023

## SATURDAY 19 AUGUST 2023

Equipment audits and fire extinguisher service

## THURSDAY 17 AUGUST 2023

First compulsory skippers briefing (by Zoom)

## TUESDAY 22 AUGUST 2023

Second compulsory skippers briefing (at the Club)

## SATURDAY 2 SEPTEMBER 2023

Lion Island Race

## SATURDAY 9 SEPTEMBER 2023

Opening Day Regatta and Spring pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

## SATURDAY 16 SEPTEMBER 2023

Pointscore race for Classic, Mixed Fleet Divisions and Classic Commodore's Cup

## SUNDAY 17 SEPTEMBER 2023

Ranger/Couta Sprints and Folkboat Sprints

## SATURDAY 23 SEPTEMBER 2023

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

## SUNDAY 24 SEPTEMBER 2023

First Sunday Series point score race, with RPEYC Women on Water

## SATURDAY 30 SEPTEMBER 2023

Idle Hour Race

## FRIDAY 6 OCTOBER 2023

First Friday Twilight Race — early start at 1730

### **NEED THE TENDER?**

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)

## **SAFETY REQUIREMENTS 2023–2024 SEASON**

### **EQUIPMENT AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB**

**Saturday 12 August 2023**

**Saturday 19 August 2023**



## SIGNALS FROM THE COMMODORE

There are always a few tasks requiring attention aboard *Lonely*. And no, the name is not eponymous. James Davern, in a typical flash, reckoned the former name of *Super Tramp* was very apt, but he knew me as a youthful member of the flying foredeck. *Lonely* was the sad, malodorous housebreaker and occasional cabbie, coopted to undertake various nefarious activities for the fictitious British agent David Callan. *Lonely*, when once asked how he liked his tea, surpassed even Mansfield when he replied “interfered with.”

We never seem to find the time, Pink Floyd melodiously observed, leaving “plans that either come to naught or half a page of scribbled lines.” *Lonely* will soon feature in a project that has taken longer than intended to finalise, it’s time to stop sending cards from Minneapolis and move to Mar a Lago.

In one of the races this winter a dead calm was replaced by a gentle north easter of about 12 knots. It snuck in under a cloudless sky and above unusually sedate harbour waters. It was one of those whispering sails where working to windward involved trimming by millimetres and steering by fingertip. Ours is truly a beautiful pastime and ideal for gaming.

Of the matters that need attention aboard *Lonely* some require considerable deliberation. On Saturdays, when we are not racing, two hours staring at a problem to the accompaniment of Roy and HG is surely time well spent.

No particular reason led me to join the Amateurs Board nor did any singular ambition underpin a ruthless climb through the ranks. Surpassing six decades without ever quite managing to formulate an adult thought, presents no barrier to falling back on philosophy. The assumptions upon which it has seemed reasonable to depend is that most want easy cost-effective access to their vessels, comradeship amidst the fleet and an environment where few sanctions are required because respect and simple common sense prevail.

One further aspect of the Amateurs that is central to what the French members of *Lonely’s* crew seductively refer to as our *raison d’être* is our main clubhouse and le cabanon qui est vert. The preservation and maintenance of our infrastructure sets much of our agenda and occasionally steals sleep from Board members.

We have seen the Club at its best of late. The winter races were extremely popular, even when the wind did not cooperate and the clubhouse post-racing was certainly a popular place to be. Immediately after the series, vast numbers have participated in our latest working bees. Ashore and afloat many who are quite new to the Club were involved, this is exceptionally gratifying.





The Club is a bit like an old armchair for some of us. This possibly creates a subconscious border for those entering the room, involvement in Club activities such as the working bees is certainly an effective induction.

We now look to the springtime. The notice of race for the Lion Island race on 2 September 2023 has been issued and the release of the 2023–24 season program is imminent. A selection of members is also planning some cruise-in-company events which others may wish to join during the season. High on the list of events worth recommending to new members is the Bob Brown race held each Easter, just after *Lonely* wins the Kelly Cup. The Bob Brown is a race to Pittwater culminating in a service and quiet little barbeque at Coaster's Retreat.

Due to the efforts of others, the Club remains in better order than most of the planet. It has been a pleasure.

*Sean Kelly*

Commodore 2020–23

Commodore Sean Kelly with the Club's Honorary Gunner, Phillip Kinsella, on the annual prizegiving day, 24 June 2023





## Classics at the Amateurs 2023/2024

### Sydney Amateur Sailing Club

The Sydney Amateur Sailing Club, the home of the Classics, invites you to participate in a range of events over the 2023/24 sailing season specifically designed for Classic yachts, their owners and crew.

At the Amateurs we have a passion for Classic yachts with our signature event--Gaffers Day, specific one off events such as the Karoo Cup, Slocum Cup, Metre boat rally, Ranger/Couta/Folk boat sprints and our regular Saturday and Sunday racing series.



#### Commodore's Cup Series:

Race 1 - Saturday 16/09/2023  
 Race 2 - Saturday 14/10/2023  
 Race 3 - Saturday 11/11/2023  
 Race 4 - Saturday 20/01/2024  
 Race 5 - Saturday 17/02/2024  
 Race 6 - Saturday 16/03/2024

#### Sunday the 20th of August at 3pm

To start the year off we will be holding an afternoon gathering at the club. Sean Langman and some of his crew join us to share their story of competing in this years Fastnet race in the now famous Maluka.



#### Other Classic race dates:

Ranger, Couta, Folkboat sprints - Sunday 17/09/2023  
 Ranger, Couta, Folkboat sprints - Sunday 07/04/2024  
 The Slocum Trophy Race - Sunday 05/11/2023  
 The Metre Boat Rally - Sunday 18/02/2024  
 The Karoo Trophy Race - Sunday 10/03/2024

All our events include social drinks back at our club house providing a great time of socialising and getting to know other classic enthusiasts.

1 Green Street, Cremorne (Access from Cremorne Point Reserve)

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





Photos John Jeremy - mostly

The Trophy table looked magnificent for the Club's annual prizegiving on Saturday 24 June



The firing of the Les Ardouin Trophy got the proceedings underway in style













A special award for Phillip Kinsella, the Club's Honorary Gunner

Kelly Cup winners for 2023 — Commodore Sean Kelly and his crew of *Lonely*





# MALUKA AND THE 50TH FASTNET RACE

by  
Alice Murphy

In January 2023 Sean Langman received confirmation from the Royal Ocean Racing Club that his entry for *Maluka* into the 50th Rolex Fastnet Race had been accepted. Pete Langman, Gordon Maguire, Pete Inchbold and Josh Alexander were up for it and would join Sean on *Maluka* for the Race — great crew, great mates!

*Maluka* was shipped to Crosshaven and welcomed at the Royal Cork Yacht Club where the mast was stepped and Sean spent a few weeks cruising before sailing half the Fastnet course in reverse to Southampton.

Starting in Cowes, the 50th Rolex Fastnet Race witnessed a record-breaking fleet of 450 yachts — 170 yachts retired or did not start due to challenging weather conditions — retirements were due to dismastings, one sinking, gear breaking, damaged sails and crew injuries. Those that finished covered the 695 mile course in winds which ranged from storm force to flat calm.

Congratulations to all aboard the Mighty *Maluka* for finishing the Fastnet in 6 days 3 hours 40 minutes and 43 seconds. *Maluka* was placed first in Class 4B and tenth in Class 4. She was the smallest boat at 9 m in length but certainly not the slowest. *Maluka*, built in 1932, was also awarded the Iolaire Block Trophy for the oldest boat to complete the race.

From Sean's point of view, *Maluka* is a lot more relaxing to race than big boats and more about enjoying the challenge of getting to the finish.

*Maluka* in a screen-grab from the RORC video of the start of the 50th Rolex Fastnet Race. The wind gusts appeared much higher than the 18 kn indicated!



She is very comfortable below with a 2.7 m long quarter berth with a very thick pillow!

August 2023

Many Amateurs members followed our daily Facebook posts which kept everyone updated. I'm sure *Maluka's* epic result will inspire many more Amateurs to enter the next Rolex Fastnet Race in 2025!

Sean Langman  
at the helm of  
*Maluka*



*Maluka* at the Fastnet Rock, 26 July 2023

Dinner time in  
*Maluka*



*Maluka* rations





*Maluka arriving at Cherbourg — France at last!*



The catering in France was a considerable improvement on *Maluka's* usual fare



Sean Langman with the Iolaire Block Trophy





The lolaire Block Trophy is awarded to the oldest yacht to finish the Fastnet Race



*Maluka* at rest in Cherbourg

## TRUE AMATEURS SPIRIT

### The Delivery of *Anitra V* from Tasmania

by  
Philip Brown

The Australian Wooden Boat Festival in Hobart has been a great excuse for a Summer cruise to Tasmania in January every two years for the last decade. However border closures for the COVID pandemic meant cancellation of the 2021 AWBF. Thus it seemed almost imperative that we should take *Anitra V* south for the 2023 event.

I had participated in each AWBF since 2013 and sailed on various Amateurs boats for the event. In 2013 on *Mister Christian* with Ben Gray, in 2015 on *Lahara* with Mike Warner and 2019 on *Lorita Maria* with Greg Barrel. The last time I had taken *Anitra* to the AWBF was in 2017. This year we departed Mosman Bay on 21 January with a plan for a leisurely trip of day sailing to Twofold Bay with a crew of four onboard. In Eden we had a partial crew change organised and then with a crew of five we sailed across Bass Strait to Eddystone Point with a week of Tassie cruising before moving the boat up from Kettering to Hobart to participate in the 2023 AWBF. We arrived in Kettering as planned with two days to spare before going up to Hobart for the Festival.

The trip to Tasmania is always an adventure so there was plenty of anticipation, boat preparation and planning for this next trip including arranging items not normally onboard — satphone simcard and liferaft. After the Festival I had planned some cruising in the D'Entrecasteaux Channel then a return run up the West Coast, including visits to Port Davey and Macquarie Harbour. Two boats from Victoria — *Westwind* and *Kingurra* — were planning the same trip so we had hoped to join them up the west coast if the weather window permitted.

In 2017 we took *Anitra* around South West Cape up to Port Davey then into Bathurst Harbour for a stay at Claytons Corner but returned to Kermandie on the Huon. After some enjoyable weeks including participating in the three-day Cygnet Regatta we eventually sailed from Kermandie down through the D'Entrecasteaux Channel around Tasman Head and Tasman Island then up the Tasmanian east coast, finally departing from Wineglass Bay with a non-stop run back to Sydney two handed.

However I had a sudden intervention in the 2023 plans on the Thursday evening immediately prior to the start of AWBF. After sailing *Anitra* up from Kettering in a pleasant nor'east breeze that afternoon we put her into our allocated berth at Sullivan Cove behind *Gretel II* to be ready for the Festival over the next four days. Along with a couple of other early arrival crews we joined Chris Dicker on his *Westwind* for an early evening beer before a fish dinner at Muers — both a treat as usual when arriving in Hobart.

During the night I suffered a stroke which landed me in Royal Hobart



Hospital Emergency by ambulance from the dockside. My crew Vickki Lincoln came with me in the ambulance which was a great comfort to me. Being excluded from the Emergency section she waited some hours until after my numerous requests they let her into Emergency at about 0400. She stayed with me in the hospital until that afternoon and was a huge support. I was not in good shape so in those circumstances it was wonderful to have her as my spokesperson by my side.

That overnight episode decisively spoiled my involvement in the Festival. My left arm was disabled and paralysed left vocal chord had damaged my voice, although I could still make myself understood. However, fortunately, my left leg was unaffected by the hemiplegia so I could walk and was sufficiently recovered by the Sunday afternoon to be granted supervised “Hospital Leave” for a few hours. With my bung arm in a sling I was collected and signed out by my crewmates Vickki and Stephen Cavanagh to visit *Anitra* on the dock. I was able to enjoy a bit of Festival participation and saw lots of friends who visited us onboard that afternoon.

Unfortunately during the afternoon RHH had gone into “lock down” with a COVID outbreak in the ward. On return I was moved to a “Negative” ward but despite having had four vaccinations I still contracted COVID with significant symptoms and spent the next two weeks in isolation in RHH as a “Positive” recovering from both the stroke and COVID.

With my arm useless and my balance compromised I was clearly not going to be able to sail *Anitra* for some months — especially offshore. That left the immediate dilemma of where to take the boat after the Festival and then how to get the boat back to Sydney. However the Amateurs spirit of mateship support quickly emerged to assist along with usual fantastic Tasmanian hospitality.

The Festival was winding up on Monday afternoon so *Anitra* had to be moved out of the Sullivan Cove Marina on Tuesday as the marina is only temporarily vacated by the regular occupants for the Festival. Soon identified and organised by crewmate Stephen, Tasmanian hospitality came to the fore in the form of a complimentary MAST berth on the other side of Sullivan Cove which was available until the following Saturday. Stephen also started canvassing options amongst the locals for a delivery skipper and crew to get the boat back to Sydney. Some possibilities emerged but nothing that was going to be really suitable or easily arranged.

Word of my health problem had spread amongst the Amateurs fraternity as many Amateurs members had attended the Festival and I had seen some of them briefly during my Sunday afternoon visit. Fortunately Stephen and Vickki were able to stay onboard in Hobart as caretakers for a few more days after the Festival but after they had gone my Hobart support looked like it was going to drop away.

Chris Oh, long time Amateurs friend, Tasmanian resident and Amateurs Life Member, contacted me in hospital within days and offered to assist with anything I needed and an offer to move the boat to another marina. Next I received an email from Bruce Dover with a very generous offer to arrange an Amateurs crew to sail *Anitra* back to Mosman Bay. The supportive spirit of the Amateurs was overwhelming as I sat in RHH locked in my COVID isolation room.

Chris and a local friend took over *Anitra* on Saturday taking her down to the Oyster Cove

Marina in Kettering whilst Vickki and Stephen flew back to Sydney. Two weeks later on my discharge from RHH Chris continued his fantastic support by collecting me from hospital and taking me to his house down at Middleton on the D'Entrecasteaux shoreline. I stayed overnight and had the best night's sleep in Chris's house since before leaving *Anitra* on the dock. I felt much better having finally got out of the hospital and having had a quiet afternoon walk along the Channel shoreline near Chris's house. The following day Chris drove me to the airport. I flew back to Canberra via Sydney where my wife collected me for the drive home to Young.

Vickki, Stephen and Chris had all been fantastic in their support to me in Hobart and had made a huge contribution to dealing with what otherwise could have been a difficult set of circumstances.

Bruce arranged his team of Trevor Cosh, Herschel Smith and my crew Vickki to deliver *Anitra* back to Mosman Bay. Devoting 10 days to the venture they flew to Hobart after Easter to prepare the boat for the return voyage. Chris Oh once again acted as Tasmanian host and with his wife Trish provided hospitality and great support with use of his ute and his boat (in the same marina) as a bunk-boat until *Anitra* was thoroughly checked, reorganised and stocked up ready for the trip home.

Almost exactly three months after we had left Sydney, on 22 April I stood on Georges Head to watch *Anitra* sail back through the Heads after a voyage of seven days from Kettering. It was an emotional moment to see my boat returning to Sydney and I truly appreciated the significance of the Amateurs support which I had been granted.

Philip Brown back at the helm of *Anitra V* during the winter race on 22 July

Photo Geraldine Wilkes





Photo Geraldine Wilkes

*Anitra V* during the winter race on 22 July

Their voyage had included a stop at anchor north of Schouten Passage to wait out a strong northerly, and an R&R night in the new marina at Shell Harbour before the last day's run up to Sydney. Bruce and his crew had chosen the weather window well, which made for a good fast reach across Bass Strait in a westerly to Twofold Bay for a fuel top up, having departed Tasmania from the Freycinet Peninsula. After Eden they had light conditions up the NSW south coast which involved some motor sailing to keep up the pace.

Although sailed in mostly light to moderate conditions their trip was not without the usual adventure. Bruce reported that, departing Storm Bay, they had an exciting passage through the "hole in the wall" between Tasman Island and Cap Pillar. Sailing in relatively light northerly wind conditions down from the Derwent with No.1 headsail and full main they had not anticipated the 25+ knot sou'westerly which suddenly sprang up (as they do down there) just as they approached Tasman Island. Being a bit over-canvassed — even for stiff old *Anitra* — but with no time to change headsails, reef or go south around Tasman Island they had a fast and sometimes surfing downwind run through the narrow gap behind Tasman Island. For those not familiar with Tasman Island it rises almost vertically 1,000 feet from sea level and can produce katabatic (downward) winds in the passage between the island and the mainland. In the middle of the passage the underwater "land bridge" means that the water depth goes from 50m outside to just 8 m in the middle producing short steep waves of increased height. The sou'westerly took them all the way up to Schouten Island via the Mercury Passage inside Maria Island in time for a two-night stay at anchor at Bryans Corner whilst a strong northerly front blew through.

With *Anitra* back in Mosman Bay and sufficiently recovered with partial use of my left arm, I spent a few days onboard at the Green Shed packing away cruising sails and reorganising the boat and gear for harbour sailing. Chris Oh had freighted a wooden box of gear, deemed surplus for the delivery, which Vickki and her husband Stuart collected for me from the freight depot at Smithfield. With assistance of my Sydney crew we put the boat back on her mooring in Mosman Bay on Anzac Day. The Tasmanian Summer Cruise adventure was completed — with the support of my Amateurs friends — even if not as planned.

My greatest thanks go to all who helped me in my hour of need but particularly to my crewmates Vickki and Stephen, to Chris Oh and to Bruce, Trevor and Herschel who, with Vickki, stepped up with 10 days of their time to bring *Anitra* home.

To be a member of the Amateurs is truly a privilege.



# GLIDING ON TO A MOORING

August 2023

by  
Stuart Anderson

As a skipper returns their yacht to its mooring under motor, crew are sent to the bow and the wind speed and direction, tide, obstacles, boat speed and distance to the mooring buoy are all carefully judged. Once the motor is put into neutral the boat slows down. Assuming calm conditions, it is useful for the skipper to know how far the boat will travel and the time it will take before it glides to a stop.

The force slowing down the boat is a frictional drag force,  $F_{drag}$  and this force is in the opposite direction to that which the boat is travelling. For a boat moving in a straight line and moving at a moderate speed through sea water, the frictional drag force can be approximated by:

$$F_{drag} = -(0.5c_d \rho A v_o) v_o \text{ or simplified, } F_{drag} = -k v_o$$

Where  $k$  is a constant whose value depends on the dimensions and shape of the boat and the properties of the water, and  $v_o$  is the initial velocity of the boat in metres per second,  $m$  is the mass of the boat in kg,  $c_d$  is the drag coefficient,  $\rho$  is the density of sea water 1025 kg/m<sup>3</sup> and  $A$  is the projected area of the boat under the water in the direction of travel in square metres.

$$F_{drag} = -k v_o = \text{mass} \times \text{acceleration} = m a = m \frac{dv}{dt}$$

Which can be written as  $\frac{dv}{v_o} = -k/m dt$  then integrating both sides gives,  $v = v_o e^{-k/m t}$  and rearrange to make  $t$  the subject:

$$\text{Time, } t = -\log_e(v/v_o) m/k$$

Since  $v = \frac{dx}{dt}$  again rearrange, substitute and integrate and making distance  $x$  the subject:

$$\text{Distance, } x = -m/k v_o e^{-k/m t} + m/k v_o$$

Where  $v$  is the final velocity of the boat,  $t$  is time in seconds and  $x$  is the distance travelled in metres.

Putting these two equations to work, as an example, consider a yacht of mass  $m$  is 5800 kg travelling at an initial velocity  $v_o$  of 4 knots (2.1 m/s) when the motor is put into neutral. How long does it take for the final velocity  $v$  to reach 0.1 m/s and what distance  $x$  is travelled in that time? The projected surface area under the boat  $A$  is 3 sq.m., and coefficient of drag,  $c_d$ , is 0.05.

$$k = 0.5c_d \rho A v_o = (0.5)(0.05)(1025)(3)(2.1) = 161.4$$

Time taken to reach a boat velocity  $v$  of 0.1 m/s

$$\text{Time, } t = -\log_e(0.1/2.1) (5800/161.4) = 109.4 \text{ seconds}$$

Distance travelled in 109.4 seconds

$$\text{Distance, } x = -(5800)/(161.4)(2.1)e^{-(161.4/5800)(109.4)} + (5800/161.4)(2.1) = 71.9 \text{ metres}$$



In this case, the yacht travelling initially at 4 knots came to an almost complete stop in 109 seconds and in that time travelled 72 metres.

For these equations, the coefficient of drag  $c_d$  is very important and is unique to each yacht. It is possible for a skipper to calculate the coefficient of drag for their yacht. In calm conditions when the tide is slack and the boat is under motor and without sails hoisted, note the speed and then put the motor into neutral and measure the time it takes for the boat to glide to a stop. For example, a yacht with projected surface area under the boat  $A$  of 2.5 sq.m. with a mass  $m$  of 4500 kg is initially at a velocity  $v_o$  of 3 knots (1.5 m/s) and is put into neutral and takes 90 seconds to reach  $v$  of 0.1 m/s. Determine the coefficient of drag  $c_d$ .

$$k = -\log_e(v/v_o) m/t = -\log_e(0.1/1.5) (4500/90) = 135.4$$

$$c_d = k/(0.5\rho Av_o) = (135.4)/(0.5)(1025)(2.5)(1.5) = 0.07$$

The coefficient of drag  $c_d$  for this yacht is 0.07. Calculated distance travelled is 49 metres.

The coefficient of drag  $c_d$  will increase as biofouling accumulates over time onto the underside of the boat. Measuring the time it takes to glide to a stop every few months is a useful tool to decide when to redo the antifouling. In the above example, again using an initial velocity of  $v_o$  of 3 knots (1.5 m/s) when the boat is put into neutral but this time it takes 60 seconds (instead of 90 seconds) to reach  $v$  of 0.1 m/s the coefficient of drag  $c_d$  is 0.11 and calculated distance travelled only 32 metres. This would suggest that the hull is in need of a serious clean.

Now that a skipper can make a reasonable estimate of how their boat will slow down over time it is possible to arrive at the mooring buoy at almost a complete stop. The crew at the bow can then lean over to pick up the mooring line attached to the buoy. Yet, all that careful gliding will be for nothing if the boat hook has been left below deck. In that case the skipper will have to motor up and go around again for the crew to have another try.

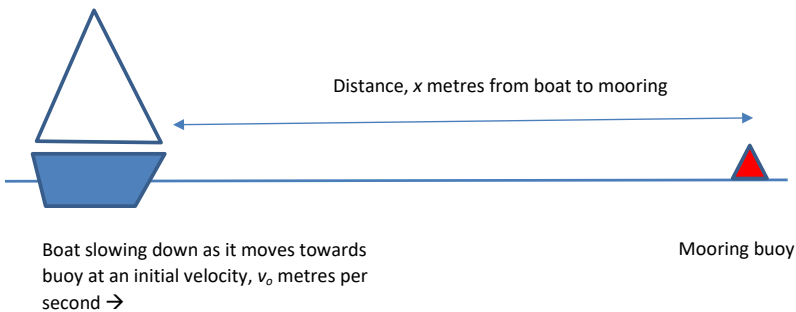


Figure 1 Sketch of boat gliding to its mooring buoy



Photos John Jeremy

The start of the Noakes Sydney Gold Coast Race on 29 July was a sign that spring can't be far away. *Andoo Comanche* (CAY007) took line honours in 1 day 15 hours 34 minutes and 33 seconds. *Whisper* (AUS13) was third to finish. The IRC winner was *URMGroup*



*Sticky* (A164) finished in 2 days 12 hours 24 minutes and 7 seconds. She was placed fourth in IRC Division 0





Photos John Jeremy

Forty-nine members attended the Club's Annual General Meeting which was held at the clubhouse on Wednesday 9 August. The meeting was presided over by the retiring Commodore Sean Kelly



In his report to the meeting, Sean Kelly paid tribute to the Board and the many Club volunteers and thanked them for their support during his time as Commodore. The Treasurer presented the annual accounts which were accepted by the meeting. An election was not required for Flag Officers and Directors and the new Board comprises Commodore Peter Scott, Vice Commodore Chris Manion, Rear Commodore Alice Murphy, Captain Phil Tanner, Hon. Treasurer John Brennan, Hon. Secretary Leone Lorrimer, and Directors John Brady, David Brown, Tony Cousins, Sean Kelly and Maz Neyakivi



Sean Kelly presenting Commodore Peter Scott with his burgee



Past Commodore Sean Kelly received his burgee from Peter Scott



Vice Commodore Chris Manion with his burgee



Burgees for Rear Commodore Alice Murphy and Captain Phil Tanner (left)



After the conclusion of the business of the meeting, on the recommendation of the Board the meeting approved the granting of Honorary Life Membership to Sean Kelly.

Bruce Dover also proposed Honorary Life Membership for the tireless volunteer, Ian Anstee. The proposal was unanimously approved by those present.





Photo David Salter

Taking advantage of the pause between the sailing seasons, a large team of volunteers has made great progress on the Club's list of accumulated jobs. Here ground work is being started on a deck extension to make access to the wharf safer.



Gardeners at work

Photos John Jeremy

Ian Anstee and Ian Macintosh  
at work in Jack Millard



August 2023



Demolition in progress

Accurate measurements were essential for the new awning to protect the club-house doors



Nancy K made many trips to the Green Shed for materials, including lengths of timber for the wharf deck



The wharf was a busy work site



New deck beams completed



Mark Pearse and Bill Thompson at work on the new awning





The new decking, almost completed



Some of the mighty team of SASC volunteers celebrating the completion of the new awning





In addition to working as a volunteer in the working bee, Tom Moulton found time to make sure that *Lunacy* was all ready for the coming season

## WHAT THE!



Photo courtesy Austal

USS *Canberra* (LCS30) arriving in Sydney on 18 July for a very rare event — the commissioning of a US Navy ship outside the United States. The Littoral Combat Ship is an aluminium trimaran and was built by the Australian company Austal at their shipyard in Alabama in the US





Photos John Jeremy

Cockle Bay was full of boats of all shapes and sizes during the Sydney International Boat Show which was held between 3 to 6 August



It is said that beauty is in the eye of the beholder. Some of the vessels on display were, well, distinctly modern



Photo John Jeremy

This year's Rolex Sydney Gold Coast Race started in a gentle northeasterly breeze. On 6 August 1988 the start was in a fresh southerly, with at least one mast going over the side before the Heads. Here Bill Mountford's *Invader* heads for sea at a great pace. Other SASC yachts in the race were *Firetel* (Bob Lawler), *Morning Tide* (Jim Lawler) and *Seahawk* (Jim Davern)

## LOCKERS FOR RENT

Some lockers are available to rent in the main boatshed. Please contact the office if you are interested.

## NEW MEMBERS

August 2023

We welcome the following new members:

Michael Achermann	Hamish Allen
John Campbell	David Cox
Thomas Eade	Robyn Field
Michael Hyatt	Tim Jordan
Joshua Waterhouse	

## SASC SHOP

*Subject to availability — Check with the Office*

### SASC Branded Merchandise

Racing 'A' Flag	\$27.00
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 in limited sizes	\$75.00
Polo Shirt Quick Dry (long sleeve)	
— white and navy in limited sizes	\$60.00
Rugby Shirts <i>NEW</i>	\$82.00
SASC Caps <i>NEW</i>	\$35.00
T-shirt — Anniversary in limited sizes	\$30.00
Stubbie Holder	\$7.50

## TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

### TENDER DRIVERS NEED A BREAK TOO

On some days the demands on the duty tender driver never slacken. They need a break just like everyone else, so please avoid calling them between 1245 and 1315 so they can grab some lunch.

## NEWSLETTER DEADLINE

The next *SASC News* will be the October 2023 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 September 2023. Contributions can be in hard copy or sent by email. Photographs are very welcome.

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*Sticky* (A164) shortly after the start of  
the 2023 Noakes Sydney Gold Coast  
Race  
(Photo John Jeremy)

