



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2022

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Racing Secretary	David Pryke

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The SASC
Clubhouse surrounded by a
forest of masts
on a memorable
Gaffers Day

(Photo John Jeremy)

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The SASC News is published six times per year.

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COMING EVENTS

December 2022

FRIDAY 13 JANUARY 2023

First Friday Twilight race for 2023

SATURDAY 14 JANUARY 2023

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

SUNDAY 15 JANUARY 2023

Point score race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

SATURDAY 21 JANUARY 2023

Point score race for Classic Division and Mixed Fleet Division — Sheep Station Series Race 3

THURSDAY 26 JANUARY 2023

187th Australia Day Regatta

SATURDAY 28 JANUARY 2023

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

SUNDAY 29 JANUARY 2023

Point score race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

SATURDAY 4 FEBRUARY 2023

Point score race for Classic Division and Mixed Fleet Division — Sheep Station Series Race 4

SUNDAY 5 FEBRUARY 2023

Metre Boat Rally

SATURDAY 11 FEBRUARY 2023

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

SUNDAY 12 FEBRUARY 2023

RANSA Regatta

SATURDAY 18 FEBRUARY 2023

Point score race for Classic Division and Mixed Fleet Division

SATURDAY 25 FEBRUARY 2023

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

NEED THE TENDER?

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



SIGNALS FROM THE COMMODORE

Gaffers Day was a spectacular advertisement for our Club, its history and for the tremendous way in which today's members are carrying the Amateurs' spirit into the next 150 years.

This was a true celebration for everyone associated with this Club. The feedback we have received from other clubs on the harbour, from those who travelled from across the country to take part in the weekend, and from the members of the local community who dropped by has been overwhelmingly positive.

Thanks to the dedication of the members of this Club, we created a day of colour, fun, excitement and history. For one day at least we were no longer the harbour's best kept secret, we were out there on centre stage and we starred.

We were there because of an organising committee which had worked for years in planning the event, were there because of the members whose working bees over months and years had our clubhouse looking an absolute picture.

Everywhere we looked there were people putting up a hand to help, our office and boatshed staff went above and beyond, our boat owners had their yachts 'dressed to the nines', crews and spectators dressed to the 1899s, and the barbeques, bars and the merchandise stall went all day.

There are too many people to thank and I won't attempt to do it here, but this is a chance to step back and appreciate how special it is to be a part of this Club.

Our focus going forward is to ensure that we can make the future even more spectacular while keeping faith with the same Amateurs' spirit which launched us in 1872.

In celebrating what we have now achieved over Gaffers Day, the 150th Regatta, the start of our racing season and events such as the recent Life Members lunch, we should be confident in what we can achieve by working together as we do.

It's a good time, for instance, to encourage those who came to Gaffers Day and our other events to bring their boats to our Club more often, and to encourage more people to be a part of something that is unique on Sydney Harbour — a club for hands-on sailors who love boats, who are prepared to get their hands dirty to make our clubhouse shine, and a welcoming place for people who enjoy being part of a sailing community.

I can't tell you how proud it felt to be the Commodore of this Club over the last couple of events, not because they were great days (although



that certainly helped) but because of the way people had contributed to the Amateurs to make them such a success.

December 2022

That is what the Amateurs is about and I thank you all sincerely for your ongoing contribution.

Sean Kelly



Photos John Jeremy

Ranger-class yachts assembling in Mosman Bay for Gaffers Day 2022



Photos John Jeremy

The Clubhouse and visiting yachts looking magnificent in the morning sunshine



There was plenty for the gathering crowd to see as yachts were secured to the wharf and pontoon



Photo Sarah Scott

Commodore Sean Kelly with the display of model yachts in the clubhouse



Dressed perfectly for the occasion



David Pryke emphasising a point with a well-attired Vice Commodore Peter Scott



Food and merchandise on the lawn

The bacon and egg rolls were popular as usual



The bagpiper opening proceedings on the water in Nancy K





Kelpie, dressed overall and very smart, moored in a prime location off the Club



Killala has been a regular participant on Gaffers Days



A very busy start for twenty Couta boats



Vanity (A2) and *Etenne* (A8) heading for the first mark



Vagrant (112) with Cherub (A4) close behind



The historic skiff *Britannia*, one of the smallest boats taking part,
and the spectator ferry *Regal*



Contrasting rigs — *Rana* (A200) and *Josephine* (24)



Gina M (660), *Anitra V* (77), *June Bird* (A19) and *Waitangi* (265)



Vittoria (336) with Wagtail (C86) and Nike (A25)



Athene (A45) with RIP (C06) and Kathleen May (C90)



After the sailing: *Eudoria* and *Kelpie* securing while *Caprice of Huon* approaches the wharf



A raft-up of Couta boats with *Nerida* securing to the holding mooring as a perfect Gaffers Day draws to a close



Photos John Jeremy

The Royal Prince Edward Yacht Club celebrated its Centenary on 16 November with a Sail Past and Regatta. *Nancy K*, under the command of Jim Paskalis, spent the day helping out in Felix Bay



Some 40 yachts of all sizes took part in the Sail Past



The Regatta started in a freshening southerly. This is the start of Division 1 with boats including *Denali* (52569), *Wild Oats X* (AUS 7001) and *Marloo* (4715)



Ninety-seven yachts started in the Regatta including *Samphire* (SASC), *Sirius* (MHYC) and *Crackerjack* (RSYS)



As the Regatta began a dramatic storm approached Sydney Harbour with a menacing sky



Denali sailing in the storm when the precipitation turned out to be hail, accompanied by wind gusts up to 30 knots



The biggest boat in the fleet, *Andoo Comanche* made a dramatic sight as the storm cleared and the sun returned



After the storm the Regatta finished in much more benign conditions, drawing to a close another spectacular Sydney sailing event and a fine Centenary celebration

GAFFERS DAY ON NERIDA

David Salter provides this deck-eye view from Sir James Hardy's legendary gaff cutter

There are quite a few strings to pull if you want to race *Nerida* with all guns blazing. At the mast are halyards for the gaff peak and gaff jaws (both with their separate tackles), the jib, the staysail, the jib topsail, the jackyard and the spinnaker. Raising the jackyard topsail requires the addition of another two halyards.

On deck we find sheets for the jib and staysail (each also with their own tackles), plus the all-important runners. Each is made off on traditional wooden cleats. The mainsheet trimming the 30-foot boom is double-ended but the blocks offer only a 3-to-1 advantage. There are no winches except for two that have been installed recently to help raise the gaff. Everything else — a total of 22 lines — is man-hauled (sorry, *person* hauled).

And just to keep things interesting, every one of those lines is white. There's none of this "just pull the blue one" stuff. To sail *Nerida* properly requires an understanding of how gaff rigs work, and which lines do what tasks. The boat itself is substantial. She's 45 feet LOA plus 8 feet of bowsprit and displaces 16 tons. The forces at play once

Every classic yacht should have her decks scrubbed before sailing

Photo John Jeremy



the five working sails all fill are huge and mistakes can be very costly. Since her first Gaffers Day back in the early 1980s the yacht has always sailed under the command of her owner, Sir James Hardy OBE. But, regrettably, 'Gilbert' was unable to take the helm this year and nominated me to skipper the boat in his place. The awesome responsibilities of high office!

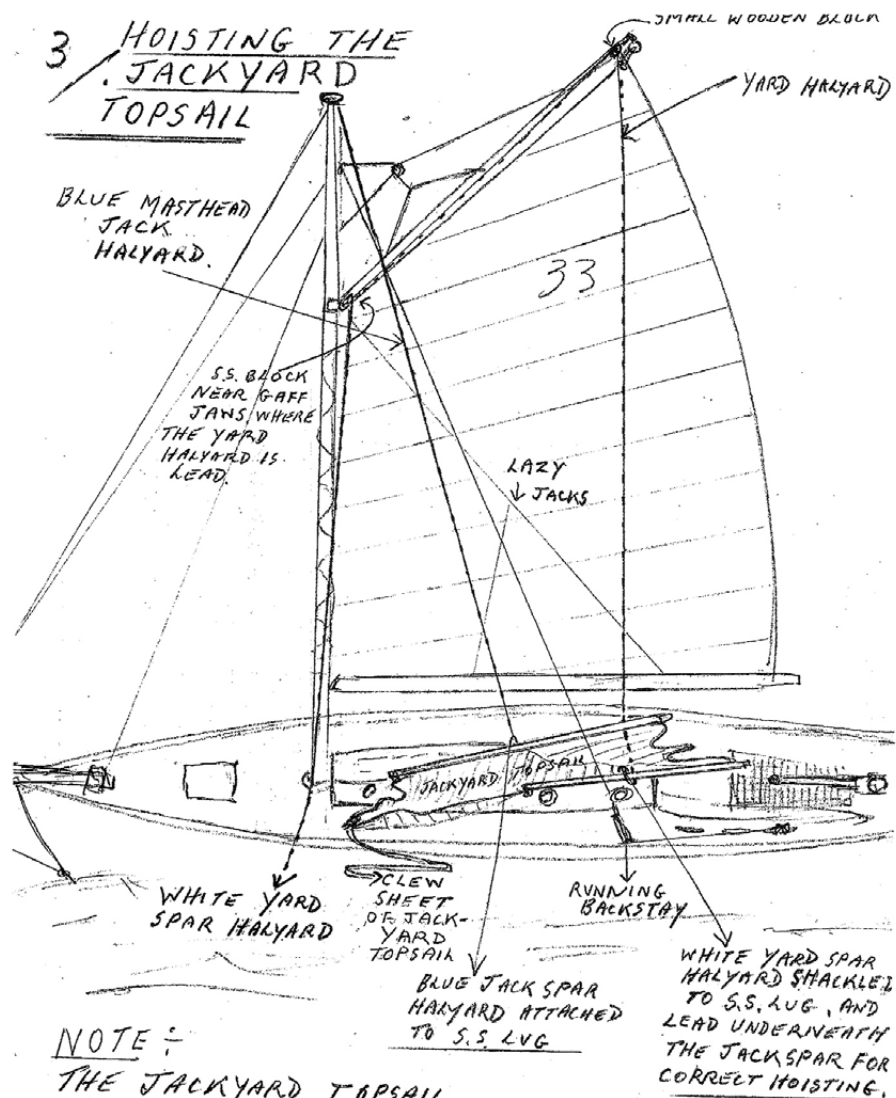
I was fortunate that almost all of the *Mister Christian* regulars and friends were happy to sign on. To that scurvy crew were added the esteemed sailing coach, Neville Witty, and two of his outstanding young women sailors from the RSYS training program. I would not be short of talent, strength or ability. But not one of them had any experience sailing a gaff-rigged yacht of this size.

'Not to worry,' I thought. 'They're all good, smart sailors. They'll pick it up as we go along.' Which indeed they did. Most things only have to be explained or demonstrated once to people with a natural instinct for yachts and yachting. But there's always an exception. In the case of *Nerida* that snag is the method for rigging the jackyard topsail — the inverted triangle of sail set on two light spars which fits high up in the space between the gaff and the topmast.

Preparing the
jackyard topsail
for hoist on *Nerida*

Photo Jim Nixon





NOTE :-

THE JACKYARD TOPSAIL
MUST BE HOISTED OUTSIDE OF
THE LAZY JACKS BUT INSIDE
THE RUNNING BACKSTAY ON THE PORT SIDE

Sir James Hardy's detailed instructions

The process of rigging and hoisting this sail is complex and Sir James normally oversees the arcane jackyard ritual in person. But, knowing he'd be absent, he provided us with detailed written instructions in the form of two closely typed pages of step-by-step words, plus another two pages of diagrams. How could we go wrong?

One of the difficulties is that the jackyard sail first has to be fitted to its spars on deck and is then only hoist into position *after* the huge gaff main has been raised. Everything needs to be rigged and ready so that with the boat close-hauled on port tack the whole contraption can be hauled up on two temporary halyards and a downhaul tack line (inside the running backstay but outside the checkstays), and dropped into place. It is to the great credit of our debut crew that they managed this challenging feat at the first attempt.

After effusive self-congratulations and a restorative glass of bubbly we sauntered towards the start in Athol Bight. With her substantial displacement, complex sail plan, hand-hauled runners and long straight keel *Nerida* is somewhat less than nimble. She takes around 20 seconds just to tack. Strategy needs to be decided well in advance.

Heavy spars and sails require plenty of halyard manpower

Photo David Salter





Photo Jim Nixon

The 1932 Alfred Mylne design still cuts a neat track

Neville assumed the role of Honorary Tactician and provided a steady stream of instructions and advice. Initially, many of his calls seemed more appropriate for an Etchells than a 90-year-old Alfred Mylne cutter but he soon adapted to our rather stately mode of progress. I certainly appreciated having a knowledgeable set of eyes and ears posted beside the mast. Helming a big heavy boat by tiller is a full-time physical job, and visibility from the cockpit is limited.



Photo Jim Nixon

Neville and our bowman (more accurately bowsprit man), Jim Nixon, came up with a clever idea that had never occurred to me during more than 40 years of sailing on *Nerida*. They suspected that the flying jib (jib topsail) might actually slow us down sailing to windward and suggested we just furl and lash it to the whisker stays uphill and then raise it for the reaching and running legs.

They were right. Even Sir James, who was watching our every move through binoculars from his apartment at Potts Point, was impressed. Which just goes to show: you *can* teach an old sea-dog new tricks.

Tiller steering on a 16-ton yacht demands both hands on the job

Completing the race without incident was immensely satisfying. But the true spirit of Gaffers Day only comes to the fore when everyone returns to the Amateurs. The seductive aroma of BBQ sausages drifts across Mosman Bay. Approaching from a distance we could already hear the laughter and merry clink of glasses. Can there be a more-friendly bunch of people than the Sydney classic yacht community?

Photo John Jeremy

December 2022

Nerida shadowed
by the Channel
Nine helicopter





Photos John Jeremy

Kathleen Mary (C90), *Eloise* (C101) and *Wattle* (C28) were among the 22 Couta boats (including 13 from Melbourne) gathered in Sydney in October for the Muriel Trophy, Wattle Cup, Thistle Trophy and NSW Championships. The Muriel Trophy race was conducted by the SASC



Twenty Couta boats started in the Muriel Trophy race on 15 October



RIP (C06) won the Muriel Trophy



The calm before the storm, well actually Gaffers Day the following day — Couta boats gathered at the SASC after the race for appropriate celebrations



187TH AUSTRALIA DAY REGATTA



The 187th Australia Day Regatta will be sailed on Thursday 26 January 2023

The Notice of Race is available at
www.australiadayregatta.com.au

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 2023**

*BEST WISHES TO ALL OUR STAFF ON BEHALF OF ALL
MEMBERS WITH THANKS FOR THEIR SUPPORT AND
EFFORTS DURING A SPECIAL YEAR OF CELEBRATIONS*

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



VALE JOHN WESTACOTT

Australian yachting has lost one of its great enthusiasts and supporters with the untimely death on 9 October of John Westacott during a Sydney Amateur Sailing Club Sunday Non-spinnaker race. ‘Westy’, as everyone knew him, suffered a cardiac arrest and tumbled into the water off his yacht *Surprise*.

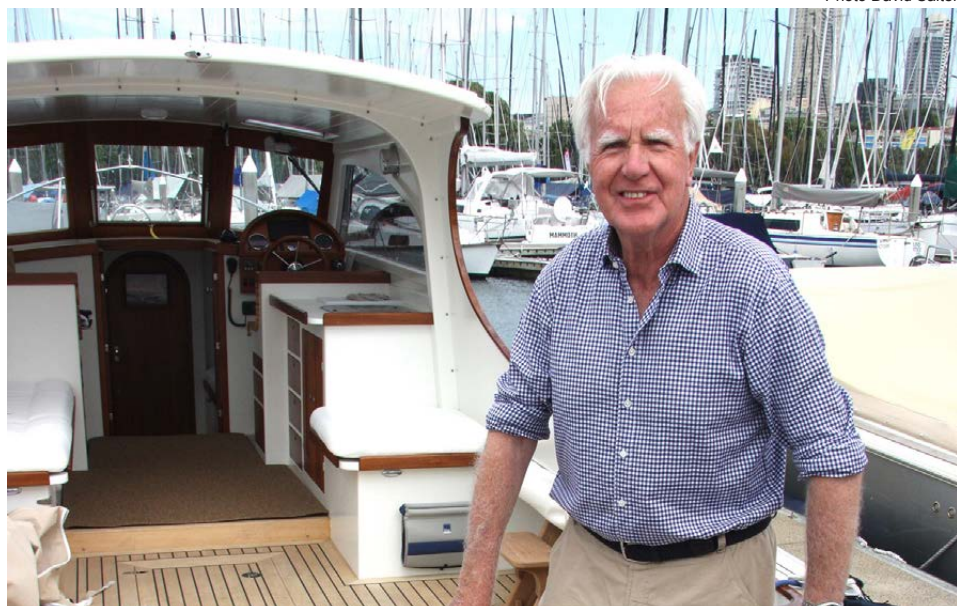
Born in Sydney in 1948 the young Westacott fell in love with sailing when taken out for his first jaunt on a VJ. He promptly bought one for himself and suffered his father’s wrath for skipping school to go sailing on the Harbour. After a cadetship on a rural newspaper John progressed rapidly through the journalistic ranks. He was NSW State Political roundsman for *The Daily Telegraph*, chief of staff and then deputy editor of *The Australian*

From there he made the jump from print to television, first at Channel 10 and then to the Nine network where he helmed the *Today Show*, *A Current Affair* and *60 Minutes*. By the time of his retirement Westacott headed the entire News and Current Affairs division of the network nationwide.

But while he enjoyed journalism, John’s true passion was sailing. After the VJ, a Moth and a VS he bought a Folkboat, then two Rangers in succession — *Valiant* and *Cherub*. Later, the temptation to compete in the 50th Sydney-Hobart race proved too strong and he campaigned *Celeste III*, a McGruer cruising 8-metre, with his good friend Sean Langman as crew. They also sailed together in the Open 60 *Magna Data*.

John Westacott in
his motor cruiser
Stormy Weather

Photo David Salter



“Westy was one of those mates that just fronted when he could help out,” Langman remembers. “He drove his boats hard, he loved winning. He was a competitor and as good a helmsman I have had pleasure to sail with. I’m grateful to have been able to share our lives.” December 2022

Westacott returned to the Classic ranks with *Malveena*, an exquisite 36-foot sloop which he restored to museum standard and raced with the SASC. But in 2018, retirement from the high-pressure world of commercial television brought a change of direction. With businessman Bob Craig he commissioned Andy Dovell to design a traditional 32-foot motor cruiser, *Stormy Weather*, built in timber by Denman Marine in Tasmania.

Why had John turned to a stink boat? “Age, and a disinclination to keep cranking winches”, he said. “Crew was a major factor, too. All my crew either died, retired to the country, or went overseas. I don’t want to get off the water and I love watching the yachts race so I thought, ‘I need a boat to potter around and just be able to go out and turn the key’”.

Nevertheless, ‘Westy’ didn’t stay without a yacht for long. He recently bought *Surprise*, a Borensen 10 which he raced with the SASC Sunday classics fleet. It was while racing *Surprise* that he suffered the episode that ended his life.

Westacott’s partner Cecile acknowledges that John’s heart was always with the Amateurs and that he cherished its traditions, sense of community and whole approach to the sport of sailing. SASC Commodore Sean Kelly spoke for many in his message to members:

“John was a renowned media executive, a lover of both classic yachts and racing yachts, and someone with a deep passion for sailing. Our club and the sailing community have lost someone special and we offer our deepest sympathy to his family.”

David Salter

[This tribute was first published in the November edition of *Afloat*]



Photo John Jeremy

John Westacott and his crew in *Surprise* preparing for the start on 9 October 2022

NORTH OR BUST

A story of a Passage to the Tropics.

Just prior to COVID (should that now be called BC?), Ian Clare, Max Mervén and Tony Stephens purchased *Red Cloud* — a Jeanneau Sun Odyssey 379 cruiser-racer and joined SASC.

Over the last two sailing seasons, we achieved the informal “racer” status (doing Friday night twilights with mixed success except for the lucky door prize with Sturrocks — thank you once more) but no Saturday racing or cruising. That all changed with our decision to spend five weeks cruising to the Whitsundays to be SASC’s sole representative at Hamilton Island Race Week among the more than 200 boats entered in the regatta. It seemed crazy to go there and not join the Hamilton Island Class Spinnaker division — having done one inshore harbour race with a spinnaker and a different crew, what could possibly go wrong? And, by the way, none of the three owners had ever completed a 1000 n mile passage, let alone spent more than one day on *Red Cloud* together.

We departed from the Green Shed on 18 July 2022 in the midst of Sydney’s miserable winter weather. On the first day we had great sailing conditions heading to Newcastle often hitting 10 knots SOG. However the east coast lows did not let up and, with weather deteriorating, we decided to inject some 3am starts to arrive at Coffs ahead of the weather.

The intrepid *Red Cloud* crew —
Tony (foreground),
Ian and Max

Photos Tony Stephens





Sunset at Tangalooma

The three bonus days at Coffs gave us the opportunity to settle the boat and realise that the weather was going to shape our progress.

Continuing north, we took the “inner passage” inside Stradbroke Island and did some depth testing with the keel resulting in us spending an unanticipated yet quiet evening at the “Best Pub in the cane fields” — the little known (except to the locals) Jacobs Well Tavern which was in fact excellent. After entering Moreton Bay, we spent an evening at Tangalooma adjacent to the artificial reef — another great anchorage.

Once back out in the open ocean, we continued north until the inside passage of Fraser Island, crossing the Wide Bay bar. While we did hear some horror stories from some of the boats, in fact the Notice to Mariners was unambiguous and with the updated coordinates and advice from the local Volunteer Marine Rescue, we had an uneventful crossing. For those considering, while *Red Cloud* draws 1.95 m, we did not go into the lagoon at Double Island Point but it’s well worth a visit.

We checked out Kingfisher Bay, re-provisioned at Bundaberg (Burnett Heads) and had our first coral atoll experience of snorkelling and island circumnavigation at Lady Musgrave (note to first timers — the lagoon is much bigger than at least we assumed from the chart!)

We headed back to Pancake Creek and walked up to Bustard Head Lighthouse (enjoying a wide ranging conversation with the retired

lighthouse keeper and doing the tour) before re-provisioning at Gladstone with the goal of spending the next 11 days island hopping, leaving plumbing and mobile coverage behind.

Heading out to Great Keppel Island (no we did not get wrecked for those old enough to remember the by-line), we visited Port Clinton, the Duke Islands, Middle Percy, Digby Islands, as well as visiting Scawfell, Brampton and Goldsmith Islands.

Each of these islands has been a very different experience.

- Great Keppel: a Great Trek of more than 25,000 steps but, bizarrely, Tony met his second cousin in the pub.
- Middle Percy: we visited the yacht club and partook in eating one of the excess goats.
- At the deserted Digby Islands with a shipwrecked fishing boat we made the discovery that if you walk on to a deserted island, the mosquitoes are very hungry.
- At Scawfell: beautiful deserted beaches and pristine waters, with clouds forming as the sea mist blew over the hills, and
- Brampton Island: a deserted resort and a superb walk up Mt Brampton to breathtaking views.

From Brampton, it was a short island hop to Thomas Island (morning tea), Shaw Island (a last night in island paradise) and arriving at Hamilton Island Marina on 18 August where we met with several of the boats we had informally chatted to (or seen at a distance) on our slow passage north.

And how did we go at Hamilton Island Race Week? At 37 feet, we were in the second smallest division of the 98 boats in the Hamilton Island Class (Spinnaker) Division and one of the slowest boats in that division. It was spectacular sailing — well evidenced by *Red Cloud's*

Goat stew at the
Percy Yacht Club



purple spinnaker leading the fleet out of Dent Passage on day one. We did have adventures under our purple kite, including busting a spinnaker halyard in the last race with a somewhat slow recovery including battling uphill against a 3.9 knot current on the bow around Dent Island. Unsurprisingly we were relieved that the finish boat was still in position.

The tides and currents are merciless and, being one of the



Photo Salty Dingo

slower boats, make it tough as faster boats clear out before the tide swings. That said, we learnt a lot and had plenty of laughs even in spite of some unanticipated gyrations of our handicap...

Would I do it again? The sail up to the Whitsundays was something I will treasure and definitely do again. Planning, navigating, radio skills, anchoring, manoeuvring, eating and living abroad were all fantastic, and the places we visited were amazing. I was not bored for a moment.

Hamilton Island Race Week? I certainly learnt heaps as my first yacht regatta (after many sailing dinghy regattas). Perhaps Airlie Beach and Magnetic Island would have been a better first campaign, but we did it and would do much better if we ever headed off again.

Tony Stephens with the able assistance of Ian Clare and Max Merven

Red Cloud (with the purple spinnaker) — Day 1 Hamilton Island Race Week



Photo Geraldine Wilkes

Captured making a perfect start with the Mixed Fleet Division on 29 October — one seaplane

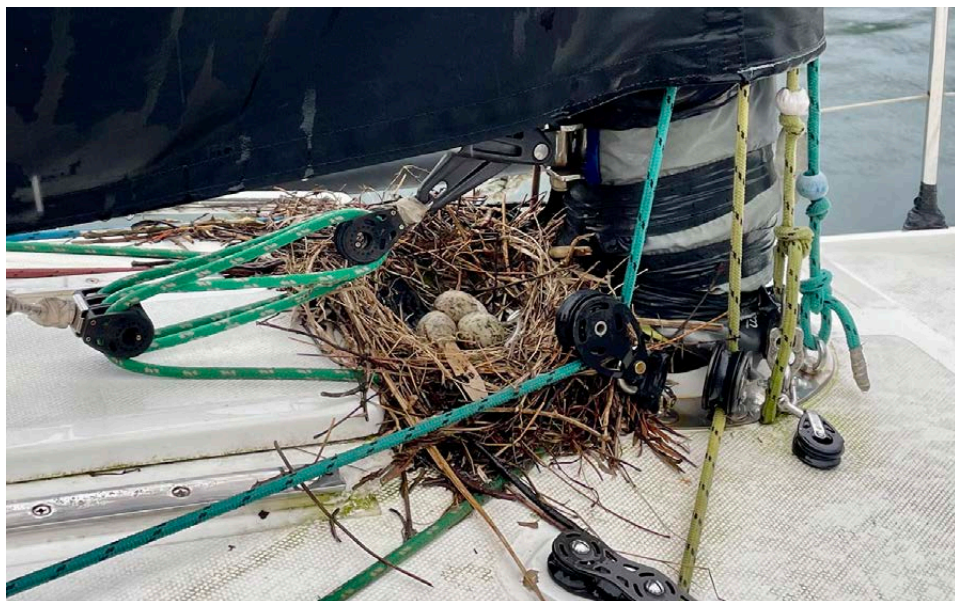


Photo Marco Tapia

Just in case anyone in the Bay was feeling left out during the seagull breeding season, this bundle of joy greeted the crew of *Flying Brandy* on 7 October



The Editor of this Newsletter spends a lot of time taking photos of other people's boats but rarely gets one of his own. Fortunately Geraldine Wilkes takes many photos from *Captain Amora*, including this one of *Tingari* at the finish on 19 November

Busy taking photos on Gaffers Day.
Note the multi-tasking

[Someone told me that I had to use
this photo — possibly the photogra-
pher — Ed.]



Photo Lindy Danvers



Photos John Jeremy

Not all Gaffers Days have enjoyed weather as good at this year.
The Bicentennial Gaffers Day in 1988 was wet and windy



Despite the bleak conditions, the event produced its usual spectacle

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.

With COVID restrictions behind us,, 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. Please ensure that these areas are left clean after use.

TENDER SERVICE

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

Saturday 17 December 0900 – 1800

Sunday 18 December 0900 – 1800

Saturday 24 December 0900 – 1800

Monday 26 December 0900 – 1800

Tuesday 27 December 0900 – 1800

Saturday 31 December 0900 – Sunset

Sunday 1 January 0900 – 1800

Monday 2 January 0900 – 1800

The office will be closed from COB Wednesday 21 December 2022 to the morning of Monday 9 January 2023. Racing will be closed from COB Friday 16 December 2022 to the morning of Monday 9 January 2023 (first Friday Twilight 13 January). The Boatshed will be closed from COB Friday 23 December 2022 until Thursday 19 January 2023.

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 2022

We welcome the following new members:

Troy Anderson	Thies Arens
Greg Ashcroft	Kathy Connell
Colin Downes	Trevor Dunn
James Griffin	Kevin Hill

SASC SHOP

Subject to availability — Stock is limited — 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
Quick Dry Cap	\$32.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve)	\$75.00
Polo Shirt Quick Dry (long sleeve)	\$60.00
Rugby Top	\$82.00
T-shirt	\$30.00
Stubbie Holder	\$7.50

*Some Gaffers Day T-shirts are still available
Be quick!*

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 February 2023 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 January 2023. Contributions can be in hard copy or sent by email. Photographs are very welcome.



Sir James Hardy's beautiful gaff
cutter *Nerida* adding to the Gaffers
Day spectacle
(Photo John Jeremy)

