

SASC Scrapbook



SASC SCRAPBOOK

Purpose

The purpose of the SASC Scrapbook is to provide a simple method for anyone with a connection to the Sydney Amateur Sailing Club to contribute. Whether you're a member, a family member, or simply someone interested in our history, you can easily add specific items, such as photos or textual articles, to be stored digitally. These contributions will then be available to view on the Club's website and may be linked to the Club's Members Archive File.

Method

As part of the SASC website, the Archive Tab will include an email form to be completed, specifying the details to be provided and including a field to attach digital copies of the items being submitted. The email will be directed to the Club Archivist who will review and add them to the SASC Scrapbook work file. An updated Scrapbook would be made on the website every two to three months, depending on activity.

SASC Scrapbook

Supplied by: Brown Lyndsay of RANSA Date: August 20 2025

Boat Name: Diva Jana

Sail No: 654

Significance: Lyndsy Brown sailed on this boat to NZ in 1972. It was then owned by D Keykell, an SASC Member from 1968 to 1980. No other photo is available for the Members Archive File (MAF)



Diva Jana

*2 December 1972, Mosman Bay, New South Wales,
Australia*

SASC Scrapbook

Supplied by: Antico Chris

Boat Name: Oenone

Sail No: 3712 as at Gaffers Day 2008

Built by: Blunt Charles 1901

Deigner: Hope L

Significance: Earliest photo of Oenone for Members Archive File (MAF)



SASC Scrapbook

Supplied by: Bevis Fred

Boat Name: Colleen II

Sail No: W5

Built by: A replica, built by Peter Bevis, for his HSC Project. It is of his grandfather's Williamstown Punt, which sailed in the 1920s in Williamstown, Melbourne. He received a lot of support from Cliff Gibson in lofting, Sean Langman in mast construction, John Sturrock in paint and fittings, and Ian Macdiarmid in sail design. His brother, James, made the sails.

Designed by: Lines drawn by Cliff Gibson, from photos of Williamstown punts taken in the 1920s.

Year Built: 1997 at Hunters Hill High School. Displayed at the Power House Museum in 1998.

Significance: Peter Bevis, possibly the youngest SASC member (17) to build and sail his own boat in an SASC Race – The SASC's 125th 1977 Anniversary Gaffers Day.

Peter has now progressed and has sailed internationally at multiple Flying Dutchman World Championships and Inter Dominion 12ft Skiffs Championships.



Peter and James Bevis are sailing Colleen II in the Balmain Regatta 1998.

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Peter Bevis is steering Colleen II, a replica he built of his grandfather's Williamstown Punt. James Bevis is crewing—the 125th SASC Anniversary Regatta in 1997.

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Supplied by: Bevis Fred

Boat Name: AUS37 owned by James Bevis

Sail No:AUS330 (AUS37)

Built by: Finn Dinghy

Designed by Richard Sarby of Sweden in 1949 for the 1952 Helsinki Olympics.

Year Built: 2019. The boat is stored between Regattas in Portugal and, with other Australian-owned boats, taken to each Regatta.

Date of photo: Finn World Masters 2023 in Greece. He then went on to the Fin Open Europeans Championships 2023 in Hungary.

He has also competed in the Finn Gold Cup Worlds in Melbourne 2019, Lake Garda, Italy 2022, Fin European Masters in Spain 2022, European Open and Masters 2024 Cannes, France,

He will be competing in the Finn Gold Cup World Championships in Cascais, Portugal, in Sept. 2025.

He has sailed overseas with Gordon Ingate at several regattas and was crew with David Ellis on Gordon's 5.5 Metre, winning Keel Week 2001 in Germany.

He also sailed with Ian Macdiarmid in Perth when they won the International Dragon Class Prince Phillip Cup in 1999.



ROBERTDEAVES.UK

SASC Scrapbook

Supplied by: Martin van de Wall

Boat Name: Hoana

Sail No: A100

Built by: Hayes C

Designed by: Rebuilt by Hayes C

Year Built:1924

Date of photo:

Reravance: Talk by Martin van de Wall at the Club on Cruiser Class Yachts of the SASC

CLASS WARFARE AND GENDER POLITICS - THE SASC 'CRUISER' CLASS IS

BORN.

Martin van der Wal

The mid-19th century is a world away from our contemporary reality. Electric light had not yet been invented. Sail ruled the oceans; Sydney Harbour had a large and important role as a victualing and trading port, and the tyranny of distance was absolute. Our harbour had a remote character all of its own, deeply salty, multicultural, populated by iron men and wooden ships from the four corners of the globe. The Industrial Revolution was gathering pace, and a rising middle class and an increasingly militant working class were challenging the old class and feudal systems. The novel, "Tom Brown's Schooldays", swept through the English-speaking world. Here in Australia, it was widely read and heavily . It is a story of the underdog that promotes a muscular form of Christianity, giving a clarion call for a 'fair go for all' and a healthy disdain for the class system in general and its bullies in particular. Parts of our general Australian 'character' and the specific early Amateurs' Corinthian principles can be traced back to the influence of this one book. On Sydney Harbour, boat racing was evolving from competition between visiting ships' crews racing their gigs and longboats for prize money to the creation of local racing divisions often representing different social elements of the sport. In 1862, the Royal Sydney Yacht Squadron was given its royal pennant and became a fiefdom of privilege on Sydney Harbour. Before the Squadron, there was only a handicap distinction between open and

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Talk by Martin van de Wall at the Club on Cruiser Class Yachts of the SASC

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decked boats. The early Squadron, however, maintained the standards of the Royal Yacht Squadron in Cowes, excluding all open and centreboard boats from membership or racing. Gentlemen sailed keel yachts of English and Continental design, not Australian. This servile attitude lingers in some dark corners of the Sydney boating scene today. In contrast, New Zealand, with its more independent and self-confident grasp of a proud history of 'Logans', and 'Baileys' prize their home-grown classic craft so highly that they have a total export ban on them. Here in Australia, with the very localised exception of the Couta boats from Port Phillip Bay, our great designers and builders of the wooden-boat era, are barely known and rarely mentioned. This is a hangover from our 'cultural cringe'. World-class vessels evolved here in Sydney at the cusp of the modern era. They were distinctly suited to our temperate climate and local needs.

The Amateurs were front and centre at their inception.

Sydney Amateur Sailing Club was formed in 1872 to cater for a group of non-professional sailors who regularly raced their boats home after a day of fishing at the Blackwall near the Spit. Neither they nor their craft conformed to the

Squadrons toffee-nosed decrees, and they took a 'fair go for all' larrikin pride in that fact. Our club's proud tradition of providing an affordable sailing home for all people from all walks of life, preserving our homegrown Sydney Harbour design classics, springs from our founders' quintessential disdain for forelock-tugging of any variety. Our club in

1872 was the home of the affordable Australian racing boat of the day. It was typically a well-canvassed open boat with a hoisted spar, straight of stem, oftcentre-boarded, transom-ended, low in freeboard with a generous beam, to be helmed and crewed by amateurs only. Paid hands and professional skippers

were the norm at the Squadron. Large sums of money were wagered on races weekly, and any advantage was keenly sought. Not that the Amateurs were above a

punt or a cash prize, just that cheque-book sailing was the antithesis of their

Corinthian principles, then, as it should be at the Amateurs now.

Gentlemen on the Squadron decried the 'racing machine' open boats favoured by

Clubs like the Amateurs. In a letter published in the 1890s in the Australian

Yachtsman and Canoeist, the writer stated: "Nothing can be more ridiculous to my mind than our open boats here with their enormous sails and unseaworthy

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qualities, they are always on the brink of capsizing, and their owners seem to measure their sport to the nearness they can go to the inside of a shark.”

Notwithstanding the very real threat that sharks then posed in a harbour full of offal, (Shark Island has that name for a very good reason), another contemporary

The observer remarked on the large number of boats, many of them open boats, which, during school holiday periods, not only cruised the harbour but also cruised

The coast up to Pittwater or down to Botany Bay. Jump in the boat with the family and go on holiday. What could be more practical, adventurous, and thoroughly

suited to our climate?

Motorcars were unheard of. The few trains provided limited destinations.

Women and children thus became, if only during the non-racing holiday periods,

accustomed to thinking of the family's boat in the way we think of family cars

today: a means of escape and adventure. Mind you, with a Southerly change whistling overhead, a family under the boom tent of an open boat may well envy

those below the decks of a more substantial vessel as they rocked together in a

holiday anchorage. This type of envy, we all know, will lead to aspiration.

Aspiration often leads to little gender friction, as wives and mothers rarely miss a chance to remind their lumpen menfolk of what a lovely time they had enjoyed, out of the rain, below decks on the neighbour's boat.

Much of what I have told in this story I owe to the late Roger Gale, Cliff's son, who, at the 1987 Gaffers Day, buttonholed me on the pontoon and, after making sure I knew she had a circumnavigation of the world under her belt, gave me the proper class name of the nondescript yacht I had bought a year before. "Sydney

Harbour Coachhouse 30 Cruiser Class," he said. Then he went on to tell me, "It

was all down to the women". They would not put up with being sailing 'widows'

Anymore, open boats were too dangerous for the kids, and they were worried sick every time they went out. Other people had proper cabin-topped

boats with a galley and a head; why couldn't they? It had caused a hell of a

ruckus at the Club; the hardcore 'racing machine' open boat sailors had revolted

at the introduction of these "freak" vessels, and in 1889, split away and formed.

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page 4 --Talk by Martin van de Wall at the Club on Cruiser Class Yachts of the SASC, their own club, 'The Neutral Bay Amateur Sailing Club'. It took three years before they quietly came back to the fold, with proper interior accommodation, and had become a distinct class, the Cruiser Class, and fully included in the Amateur racing schedule.

Through an as-yet-unnamed but common enough piece of feminine alchemy, the whole idea then became rebadged as a masculine initiative. Cruisers became a fast-developing and common sight on Sydney Harbour. Notably enough, photographs of new additions to the fleet were published in the major newspapers of the day. Many were developed by and for active sailors or past skiffies. They had cut their teeth on the fast and furious racing provided by quintessential Sydney Harbour racing machines, so when it came to ordering a Cruiser, they were supremely confident in the design talents and craftsmanship of local builders, who, after all, pitted their skills against each other every weekend on a fiercely contested, high-stakes skiff battle on Sydney Harbour.

Sydney's best designers, builders and racing helmsmen (often the same person) tweaked the lines from the quickest of the open boats and skiffs, putting a lid on top and the necessary creature comforts below. They built them light using the finest local timbers, then they put a lot of canvas on them with overhanging booms and long bowsprits. This was before spinnakers, so a man was content to carry a bit too much rag uphill because it would be needed on the way down. The amateur tradition of powerful boats that were a 'handful' on the racetrack lived on, and even some of the open boat racers eventually succumbed to their charms. These Jekyll and Hyde boats, however, became immediately docile with a reef in the main when the family was on board. Generous internal volumes and plenty of deck space came with the beamy designs, giving the ordinary working family the ability to enjoy a summer holiday away at the Basin with a berth for everyone.

Large cockpits for lounging and dining al fresco were a feature. A reliable engine to get the kids back to school on time at the bitter end topped off the package. The cruiser class was the boat to own for many Sydneysiders. Safe offshore, ideally suited to our climate, proudly rooted in Sydney's finest sailing heritage, and there never was an ugly one built.

The racing was very competitive with cash prizes up for grabs: – Yes! Even at the Amateurs' large cash prizes were fought for. Cruisers that gathered at the club

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Page 5 --- Talk by Martin van de Wall at the Club on Cruiser Class Yachts of the SASC recently demonstrated their racing pedigrees clearly. Both 'Warana' and her sistership 'Monsoon' are Hayes-built, Charlie Peel-designed boats that owe a lot to the most famous Australian racing class of the first half of the 20th Century, the 21-foot Restricted Class. 'Hoana' is an earlier 1925 Hayes boat with Charlie Peel working as foreman on her construction. Her elongated and refined Couta-boat lines probably owe a lot to Charlie's many years of designing and building Couta-boats at his yard in Portsea. Balmain's Wee Georgie Robinson designed and built the ballsy 30-footer, 'Waitangi', which is a classic eighteen-foot skiff on mega-steroids. Sean Langman's Sydney to Hobart gaffer 'Maluka' is a Cliff Gale-designed 28 footer. Cliff put a raised deck on his Cruiser designs that have subsequently become known as 'Ranger' style boats. Cliff was a gun helmsman/designer of his day, and his 'Ranger' style of Cruiser is a proven performer with an established fleet. Regular new builds keep coming in the 24-foot length.

The Class survived for fifty years, and in its heyday, the Amateurs could have had more than on any given Saturday. It is hard to know how many might have been launched between 1890 and the beginning of the Second World War, but it would be a substantial fleet. A healthy number survive today; many are still racing at the club, some are out there as unflagged family pleasure craft, and many others languish as converted motor launches. Poke an educated eye into most bays and inlets on the Harbour or Pittwater, and you will find at least one.

CLASS WARFARE AND GENDER POLITICS - THE SASC 'CRUISER' CLASS IS

BORN. Page 6.

So here we have the creation of a purely Sydney Harbour-designed and built Amateur Cruiser Class of yacht. Equally good for a family cruise up and down the coast (or around the world), as for a hell-for-leather race around the cans (or down to Hobart). The singular product of both the class tensions that gave rise to the forming of the Sydney Amateur Sailing Club itself, and the pressure for what amounted to a boating revolution exerted on the club's male members by their wives and sweethearts to make the activities of the Club more inclusive. A special Class of yacht definitely belonging to our place, our country, our club, and like all great historical creations, it was born out of class warfare and gender

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politics. Incredibly, more than a hundred years later, we still race them every weekend here at the Amateurs. With this recognition comes our responsibility. To preserve, restore, rebuild and continue doing what these big-hearted boats do So well, race hard and cruise gently.

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Supplied by: Pearce Mark from HRCDown 1931 Photo Album

Boat Name: Rana

Sail No: A20

Built by: Holmes

Designed by: Barber A.C.

Year Built: 1920

Date of photo: 1931



SASC Scrapbook

Supplied by: Pearce Mark from HRCDown 1931 Photo Album Boat Name: Wyuna

Owner: Robson C W

Sail No: A39

Built by:

Designed by: Prince Class

Year Built: 1931?

Date of photo: C1931



SASC Scrapbook

Supplied by: Pearce Mark from HRCDown 1931 Photo Album

Boat Name: Sea Rover Owner: Plowman C

Sail No: A33

Built by: Halverson

Designed by, Year Built: 1922

Date of photo: C 1931



SASC Scrapbook

Supplied by: Pearce Mark from HRCDown 1931 Photo Album

Boat Name: Culwulla Owner: Graham A F

Sail No: A35

Built by: ?

Designed by: Year Built: 1927?

Date of photo: C 1931



SASC Scrapbook

Supplied by: Pearce Mark from HRCDown 1931 Photo Album

Boat Name: Niobe Owner: Backhouse J P

Sail No: A17

Built by: Ford W 24ft

Designed by: Year Built:1911

Date of photo: C 1931



NIOBE.

John Backhouse

SASC Scrapbook

Supplied by: Pearce Mark

Photo in his archives

Boat Name: Karoo

Owner: Gale E C

Sail No:

Built by: Halverson

Designed by: Gale E C

Year Built:

Date of photo: C 1930s



SASC Scrapbook

Supplied by: Mark Pearce

from HRCDown 1931 Photo Album

Boat Name: Sea Rover

Owner: Plowerman L

Sail No:

Built by: Jones J B

Designed by: Year Built: 1921

Date of photo: 1931



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Supplied by: Peter Scott -

Letter from Sea Anderson, June 17, 2026, accepting the role on Gaffers Day 2026.

Boat Name: Kelpie

Owner: Alexander Mackenzie

Sail No: A25

Built by:

Designed by: Year Built: 1893

Date of photo:

Hi Peter,

I would be very honoured to attend Gaffers' Day and present the trophy. My family had a long history with the Amateurs, with my great-grandfather (Alexander MacKenzie), grandfather (Alan MacKenzie), and father (Warren Anderson) all being members.

Alexander was a steamship engineer and sailed the world before joining the Australasian Steam Navigation Company (ASN) and sailing along the east coast of Australia.

Alan also did a lot of sailing and joined the Amateurs as a junior. He was allegedly in the first Hobart race, but I have never been able to prove it; he definitely crewed on all the great yachts of the time, such as Rani and Morna. We own a letter from Bill Northam to Alan, congratulating Alan on being a member of the winning Sayonara Cup crew on Bill's yacht in 1955.

As far as I can work out, Alexander bought Kelpie in 1923 with money from his mother's estate, and he and Alan sailed her extensively on the harbour and Hawkesbury until 1929. I suspect they had to sell her due to the depression. Whenever we saw Kelpie sailing on the harbour, we always called her 'grandpa's boat', like he still owned her, which must have been bittersweet for him to hear.

Dad (Warren) got hooked on sailing after meeting Alan and ultimately married Alan's daughter. He sailed under the A16 sail number for his entire sailing career and came 3rd in the Hobart Race in Granny Smith. He was also the owner of Sheerline Yacht spars.

Well, do I remember my childhood being spent building and maintaining yachts, for Dad to sail! My sister and I were not allowed to race on the boats because we were girls and 'not strong enough', but we did many return trips from Hobart to Lord Howe.

I'm sure some of your older members would still remember Dad.

I look forward to meeting you, Peter.

Sea

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Allen Mackenzie (second from left)

, Alexander Mackenzie



Warren Anderson with Professor Peter Joubert

SASC Scrapbook

Supplied by:

Name:

Owner:

Sail No:

Built by:

Designed by: Year Built:

Date of photo: