



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2003

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Members	(02) 9953 6597
Racing (Monday & Friday only)	(02) 9953 6597
Email:	office@sasc.com.au
Commodore	Charles Maclurcan
Vice Commodore	Robert Evans
Rear Commodore	Randal Wilson
Honorary Treasurer	Fred Bevis
Honorary Secretary	Tony Saunders
Executive Secretary	Faye Buckley

Cover:

Clewless? (A92
— SASC) and
Brigadoon (A145
— MHYC) at the
start of the
second race in the
Daydream Shield
competition on 9
March

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Editor: John Jeremy

email: news@sasc.com.au

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COMING EVENTS
THURSDAY 17 APRIL 2003

APRIL 03

Bob Brown Trophy Race to Pittwater.

SUNDAY 11 MAY 2003

Mother's Day Breakfast on the Wharf.

SATURDAY 17 MAY 2003

First race in the Winter Series

WEDNESDAY 21 MAY 2003

At 2000 — General Meeting of Members to approve proposed joining fees and subscriptions for 2002/2003.

SATURDAY 31 MAY 2003

Second Race in the Winter Series

SATURDAY 14 JUNE 2003

Annual Prizegiving at the SASC Clubhouse, Cremorne.

SATURDAY 21 JUNE 2003

Third race in the Winter Series.

SATURDAY 5 JULY 2003

Fourth race in the Winter Series.

SATURDAY 19 JULY 2003

Fifth race in the Winter Series.

SATURDAY 2 AUGUST 2003

Combined RANSA/SASC series race 1.

SATURDAY 9 AUGUST 2003

Combined RANSA/SASC series race 2.

SATURDAY 16 AUGUST 2003

Combined RANSA/SASC series race 3.

***THIRSTY?
WET?
ANXIOUS
FOR THE
RE-
SULTS?
NEED
THE TEN-
DER?***

***Call Robbie
on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700



Sometimes I bury myself in the little room at home where I keep my marine library and I spend a couple of hours reviewing the past. The waxing and waning of the various individuals and interests over the years that have concerned themselves with yachting only emphasizes the fact that the more things change the more they stay the same.

As Commodore of the Club I am invariably made aware of issues that capture emotions of the members. I rarely cease to be amazed by the intensity and vehemence that overtakes those involved. I have seen people storm out of protest meetings never to return and others spend years at the bar lamenting the passing of an era. For a simple wind and water reaction mixed with so much wonderful friendship, why does our sport generate such intense rivalry and comment?

Perhaps it is due to the fact that recreational sailing is a sport for the well off. Whether it be those that are wealthy enough to purchase the opportunity to sail or those even wealthier with the personal time to spare to devote energy to a wonderful hobby, it's a costly business.

Participants are reluctant to waste wealth or time or have it wasted for them by others and consequently defend their activities or beliefs very strongly. Outside this circle are numbers of people connected with sailing who put much back into the system to ensure that it continues. They contribute so that the rest of us can enjoy. Their time is also precious so they feel strongly about their end of the equation. In each group individuals are motivated for different reasons. Some do it for relaxation, some for self esteem, others for the good of the Club or the sport they love. This can lead to controversy and gossip.

But how does history treat all these people? Looking back over the last hundred years it seems to me that those who seek short term personal gain out of our sport at any level are forgotten and those who contribute for the greater good, sometimes those achieving quietly at a high level or noisily at an outrageous level become the most revered sailing elders for the next generation. History seems to treat them all well.

So what conclusion can be reached? Perhaps that different personalities with differing skills come and go but organisations like the SASC continue despite the varying abilities of its custodians at any one time. Historically what better could reflect the continuing history of the Club? One thing for certain, our noisiest critics seem to fade away over time and despite all the fuss, the SASC soldiers on in the spirit in which it was created and those who just live for the movement of the boat generated by the wafting breeze can relax.

On a different note I was very proud of the result of the Daydream Shield. Well done to all involved, especially to the competitors, the flag officers and officials who contributed to the polished way in which the event was conducted. I believe that the MHYC crews were impressed with the great barbeque and salad coupled with appropriate informality on our wharf.

Finally let me give an endorsement to the Wilderness Railway in Tasmania. Remember when real trams last ran in Sydney in 1961? About that time the cog railway from Strahan to Queenstown closed. Its been fully restored and I strongly recommend that any member with an interest in railways take a trip to western Tasmania and travel on this railway. It's a masterpiece!

Charles Maclurcan

As the evenings start to draw in and thoughts start to reflect on the season, I felt it time to detail what Redlands has been up to “up there in the bay”. I also want to place on record the thanks of the school as a whole, and the 150 young sailors in particular, for the magnificent opportunity we have been afforded through our use of the western end of the Mosman Boatshed.

by
Martin Pryor

Already this season we have been able to develop the skills of our youngsters to a degree just not possible previously. This is largely because the shed has given us a sense of home and subsequently the students have developed an “ownership” of their boats and the programme.

None of this would be possible without the forbearance of the amazing OK dinghy guys, and their patience, as up to 20 enthusiastic youngsters swarm over the deck eager to get afloat. Our kids watch amazed as they launch single-handedly prior to shipping their rudders, always under full control and making it look just so easy. Hopefully in time, some of more robust and able sailors will step into the OK class as a result.

We have operated our six Puffin Pacers from the start and no doubt our coloured sails have been seen erratically weaving their way out or home. Now that we have added spinnakers the skill level has risen accordingly

SCEGGS sailors
at the Mosman
Boatshed



and the enthusiasm levels even more so. This term we have also added eight small polypropylene Optimist dinghies to cater for our youngsters in Year 6. A squad of 10 — including seven highly enthusiastic girls — has enjoyed great success piloting these little boats around and discovering the joys of skippering a boat.

Although we have copped our share of flak for the choice of boat it was simply a business decision — we could get the eight complete boats for the same price as only three of the more renowned Sabots, and the construction method makes them virtually indestructible. And in the end, the boat doesn't really matter that much so long as the kids are safe and having fun.

I am really heartened by the welcome we have received from SASC. With so many clubs seeing a decline in their memberships, especially juniors, the foresight of the club is a testament to its members and leadership. Already we have some seniors eyeing off spots as crew in bigger boats so please don't hesitate to contact me we can help.

Finally, I would like to invite all members to join us any Thursday afternoon and/or occasional Saturday morning, to see firsthand some of the largest smiles and happiest faces to be found on young children anywhere. And of course...because of the opportunity SASC has given us...they are not half bad sailors as well!

Optimist action at Mosman





Setting sail past the Amateurs (above)

Action in Athol Bay (below)



A NEW WORLD OF SAILING

My racing career began in 1937, crewing with my Dad in the B class, all small heavy cruisers like our *Ranger*. A few times since then I have sailed to Broken Bay or Botany Bay but have never ocean raced on the grounds that it is deep out there and I couldn't see the land.

However, recently I decided to try ocean sailing before I become too decrepit, anxious to see what all the fuss is about. My wife and I signed up as 'paying crew' on the 44,000 tonne ship *The World* and set off for Brisbane.

On entering our apartment we found a bottle of French champagne in an ice bucket which I demolished in short order. The apartment was superb with every luxury fitting you could imagine and a complete array of media outlets.

Lunch was partaken in the Tides Restaurant right aft where you could sit inside or out. The menu and wine list was mind-boggling. I had truffle soup, grilled coral trout and made a huge hole in the buffet sweet shelf. Lee had grilled black tiger prawns and heavily indulged in the sweets. This was the best lunch we have ever experienced, served by a delightful Mexican girl with enormous brown eyes. All food, drinks and gratuities were included in the fare so I did not indeed hold back.

There are four restaurants and a couple of snack outlets and a mind-boggling delicatessen for those who wish to cook themselves or have a chef in to do it for them. All of the two and three bedroom suites have wonderful kitchens. Many people live aboard permanently. I think they

The World in
Circular Quay



pay up to \$US13 million for a 50 year lease — we were able to view some of the apartments still for sale, a marvellous opportunity.

APRIL 03

There is a jogging and walking track right around the upper deck, a full size tennis court and swimming pool. Right aft there are golf facilities with two professionals, putting green and simulator for 54 courses. Biodegradable balls are belted into the sea. There is a theatre that screens feature films and also features lecturers and live entertainment. The gym has personal trainers provided. There is also a craft room, a nightclub, a casino, afternoon and morning tea lounges and for sailing types, more bars than on the windows at Long Bay gaol.

An example of the dinners available at the up-market French restaurant is caviar followed by roast lobster and pancakes done on the spot. The evening meals surpassed anything else in our experience, the service was impeccable and the champagne and wines excellent.

All the ship's fittings, furnishings and service were absolutely tops, however I do have to say that the fruit provided in the cabins was from frozen stocks and pretty awful. On a lazy afternoon after lunch in the Japanese restaurant I took a lounge chair in a bar where the windows formed part of the ship's side and I watched the coast slip by as we worked to windward into an 8 knot nor-easter. I called for a Canadian Club followed by Seagrams, not wishing to be labelled a racist. I then had a Glen Fiddich, all served by a beautiful and charming Filipino.

To my astonishment the vessel turned to starboard through 180 degrees and gybed onto a ¾ run, all the while maintaining 14 knots, and twenty minutes later we gybed again and headed as before for Brisbane. This was done so that the passengers on the starboard side could have a view of the coast without leaving their cabins! After an hour or two in this bar I was not in any pain.

We left the ship feeling that we had a once-in-a-lifetime experience that we will always remember. If any of the clubs were to instigate blue-water racing in this type of yacht Lee and I would love to crew.

Southerly

MOTHER'S DAY BREAKFAST

Sunday 11 May 2003

Book early for this popular event

Cost (incl. GST) \$20 for adults, \$10 for children under seven

**Telephone Faye or Patrick at the Club on
9953 1433 NOW!**

The Ranger World Championship was held on Sunday 30 March. Starters John, André and Andrew sent us off into a magnificent 8 knot sou-easter which built somewhat after the start. By the second mark Harold Cudmore in *Ranger* and his crew Merrill, Ross and Guy had established a narrow lead over *Vanity* and were never headed, to win by a few boat lengths.

There were seven starters all up and a grand sight they made, resplendent in their inefficient gaff rigs. Incredibly they all sailed high and fast — I couldn't believe it. For the first time there was a handicap event calculated after the finish. The perpetual trophy — the *Vagabond* Medal won by my father in 1910 with the SASC — was won by Steamer Stanley in *Careel* — a very popular win.

As always the pre- and post-race gatherings at the Club were most enjoyable, topped off with barbecued sausages and generous libations. Hats off to *Careel* and *Valiant*, who come from Pittwater to compete, and to Maggie Stewart who had to tolerate our messing about!

Southerly



Ranger and
Vanity about to
round the Neutral
Bay mark

FINAL NOTICE

**Found in the Clubhouse mid last year — a video camera
and case.**

If you think you may be the owner, please ring Faye Buckley or Patrick
Munn in the SASC office on 9953 1433

A claim can be made on appropriate identification

Faye Buckley now has some help in the office to enable her to reduce the hours she works each week. Patrick Munn will be manning the office on Mondays and Tuesdays, with Faye on deck on Wednesday, Thursday and Friday.

MARINE WEATHER SERVICES

The Bureau of Meteorology has published a new NSW Mini Guide to Marine Weather Services. Copies are available at the Club or they can be obtained from the Bureau at Level 16, 300 Elizabeth Street Sydney.

Regular weather forecasts are broadcast from Australia Weather East (VMC) and hourly for Sydney waters by Sydney Harbour Control on VHF Channel 13.



GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT THERE WILL BE A GENERAL MEETING ON WEDNESDAY 21 MAY 2003 AT 2000 AT THE CLUBHOUSE, 1 GREEN STREET, CREMORNE NSW

At the meeting members will be asked to consider and approve the subscriptions for the coming year.

The Board proposes and recommends the following scale of fees for 2003/2004:

Joining Fee:	\$435
Subscriptions:	
Ordinary:	\$370
Absentee/Country	\$177
Associate	\$140
Intermediate	\$42
Junior	\$32



The Daydream Shield competition between the SASC and the Middle Harbour Yacht Club was conducted by the SASC in perfect conditions on Sunday 9 March 2003. The series was won 14 to 4 by the SASC.

In the photo above *The Amateurs* (SASC) leads *Sirius* (MHYC) shortly after the start of the second race, and on the run (below)





Clewless?
(SASC) at full
power (left)

Ting (MH 32 —
SASC) leading
Jester (GBR 32
— MHYC) shortly
after after the start
of the second
race (below)





The Italian Navy's sail training ship *Amerigo Vespucci* during her recent visit to Sydney. Built in 1931, the steel-hulled ship displaces 4,221 tonnes and has a sail area of 2,100 square metres. The ship is used by the Naval Academy and has a complement of 243 including 150 trainees.

A group of researchers at the University of Birmingham's School of Biosciences is hoping to better understand why marine organisms attach themselves to surfaces such as ship hulls so that they can apply their knowledge to development of novel coatings without the incorporation of toxic materials.

Organisms that colonise underwater surfaces, such as barnacle larvae and spores of algae, use a range of mechanisms to locate an optimal place on which to settle — they then grow into mature animals and plants. The practical consequence of colonisation by these organisms is biofouling — something which has plagued mariners for years causing increased drag and, in extreme cases, corrosion.

Dr Maureen Callow and Professor James Callow jointly run the Bioadhesion and Biofouling Research Group in the School. Working with collaborators at Plymouth Marine Lab and the University of Nottingham, the researchers have made an important breakthrough in the understanding of how microorganisms communicate with each other in the marine environment during the attachment process.

They have shown for the first time that there is chemical communication between the bacteria that are early colonisers of surfaces exposed to the marine environment and the spores of biofouling algae. This 'cross-talk' is interesting since it seems that the algae 'hijack' the chemical signals that the bacteria themselves use to communicate with each other. It is thought that the discovery may lead to novel methods to control biofouling by incorporating molecules into paints used on boats that are antagonistic to the cell to cell signalling process.

MARINE ELECTRICAL STANDARD

Standards Australia has created AS/NZS 3004:2002, *Electrical installations — Marinas and pleasure craft at low voltage*, to set out requirements for electrical installations associated with pleasure craft intended to be supplied at low-voltage. It includes requirements for the internal electrical installation on board applicable pleasure craft, for electrical installations in marinas intended to supply electrical power to those craft and the connection between the marina and the pleasure craft. The Standard does not apply to on-board generation on pleasure craft.

The Standard is available from Standards Australia Customer Service Centre 1300 65 46 46 or from www.standards.com.au.

MARINE SAFETY 2003

The National Marine Safety Committee is planning a major conference on marine safety to be held at Stadium Australia, Homebush, Sydney on 23-24 September 2003. Registration of interest is invited from potential sponsors, speakers, exhibitors and delegates.

More information can be found at www.nmsc.gov.au or by contacting the NMSC Secretariat, PO Box 1773, Rozelle NSW 2039, telephone 9555 2879.

FRIDAY TWILIGHTS

As is often the case late in the season, the easterly wind was gentle and fading for the last race in the Friday Twilight Series on 28 March, and it was shortened at the Point Piper mark. The beautiful weather enticed one of the best numbers of starters for the whole season, and the gathering at the Club after the race was busy and enjoyable.

The success of the twilights owes much to the volunteers who make it all possible — John Morris and his starting team in *Captain Amora*, the extra tender drivers who help Robbie cope with two rush hours each evening and the volunteer boat crew who help with cleaning up afterwards. Thanks also to Faye and Maggie who survived the challenge of bookings and trying to guess just how many people would turn up each night, Patrick who prepared the clubhouse and allocated the tables, and Nina who kept the food coming to feed the hungry throng.

This year boats entered for the season that completed more than five races were eligible to enter the draw for a seven-day holiday for two on Lord Howe Island, thanks to the generous sponsorship of Concise Systems. The winning boat, drawn on 28 March, was *Lotus IV* (Andrew Bird).

Lotus IV (A82)
and *Magic Dragon*
(A44) sailing in a
gentle breeze
during the last
Friday twilight
race



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Action before the start on 25 February

Thirteen boats competed in the five-race Paul Slocombe Trophy series on Tuesday evenings in February and March. The weather was perfect, not unusual in the late summer twilights in Sydney. This series is very popular and closely contested and will hopefully attract even more entries next year. The Trophy winner was *Ben Boyd Road* (Ross Butler) with *Clewless?* (Guy Irwin) second and *Farr Horizons* (Ivan Resnekov) third.

Farr Horizons leading *The Amateurs* across the finish line in the second race on 11 February



STARTING PROCEDURES AND CREW TEAMWORK

A presentation by Neville Wittey

SASC Clubhouse — 1900 for 1915 — Tuesday 6 May 2003

Dinner followed by presentation

A 2000 Olympic class skipper and three time world champion, Neville Wittey has competed in more prestigious events than you can poke a stick at. Neville umpired at the 1992, 1995 and 2003 America's Cup and he is a three-time state champion winner in the Etchell class, an Yngling world champion and campaigner with many other classes such as Stars, Lasers and Solings. Word has it that Neville is the current Russian match racing champion.

Neville will show coverage of America's Cup and local Etchells starts and will discuss all facets of starting procedures and all important teamwork.

Do not miss this presentation!

The cost is \$25 per head and the dinner menu will include chicken and lamb satays and vegetable curry and rice.

Wine will be available at \$1 per glass.

Numbers will be limited!

**Book now by calling Faye or Patrick on 6653 1433 or
fax 9953 0898 or email office@sasc.com.au**

HISTORICAL 18-FT SKIFFS

New Zealand M Class 80th Anniversary Celebration Regatta, including re-enactment of 1939 18-footer World Championship, Auckland 2003.

by
Bob Chapman

Following the success of the re-enactment of the 1938 18-footer World Championship on Sydney Harbour in January 2002 between the Australian Historical 18-ft skiffs and New Zealand M Class yachts, a return event was arranged for January 2003. This event was the New Zealand M Class 80th Anniversary Celebration Regatta, which included a three race series to re-enact the 1939 18-footer World Championship. While the regatta was organised by the M Class Association, control of the each race was shared amongst the various prominent Yacht/Sailing Clubs which have been associated with the development of the M Class over the years.

The original 1939 18-footer World Championship is considered by some as one of the most influential events in New Zealand sailing history, being the first time overseas competitors had come to race New Zealanders in their home waters. The event generated immense local interest, some spectacular sailing, as well as some considerable controversy over the final result, with the local crew in *Manu* winning the series and the defending Australian skipper refusing to hand over the trophy (he took it back home in the ship). More importantly, the championship demonstrated that the local craft and their crews could compete successfully at such a high level, which ensured the development and growth of the Auckland 18-footer class, and which in-turn provided a flow-on of design, building and sailing skills and experience into other classes and international sailing events in the years that followed. No small coincidence perhaps, that this event was run in the shadow of the defence of the America's Cup by Team New Zealand.

The entries for this year's event were made up of seven historical 18ft skiffs from Australia (with grateful thanks to ANL Shipping) and sixteen local M-Class yachts. The M Class are an 18-ft unballasted centre boarder of clinker construction (11-12 planks), half decked with sealed fore and aft buoyancy compartments, setting modern sails on a modern high aspect rig and sailed by a crew of four. Many of the Ms date back to the 1940s and 50s, some have undergone extensive restoration and in general they are immaculately prepared craft.

The 18-ft skiffs are replicas of original craft from pre-1950 when gaff/gunter rigs were the norm, and included six of the usual suspects from Sydney, plus the very new and yet to be launched *Jenny IV* from Brisbane. For this event Harold Cudmore took over the helm of *Top Weight*, John Eyles skippered *Aberdare* in the absence of owner Robert Tearne,



while the remaining 18s were sailed by their usual skippers and crews, namely *Alruth* (John Winning), *Australia* (Dave Porter), *Britannia* (Ian Smith) and *Tangalooma* (Peter LeGrove).

Jenny IV is one of the most immaculately built and prepared skiffs seen for some time. She is a replica of the 1950 6-ft beam skiff, built and sailed by Norm Wright jnr, in which he won the Australian Championship in 1952. The new *Jenny IV* was built by Norm Wright and Sons Ltd from a half model of the original for owner/skipper Peter Cavill, with two members of the Wright family sailing in the crew. The building of *Jenny IV* at Wrights was undertaken by one tradesman and seven apprentices, which not only provided a vital link to the trade skills on which the company was founded, but which has resulted in a superb product to showcase those skills.

The schedule of races for the regatta comprised an invitation race on 26 January, Australia Day (scheduled as part of the Australia Day Regatta being sailed in Sydney at the same time), followed by three heats for the re-enactment of the 1939 Worlds, with two races with handicap starts on the final two days. All races started and finished from the famous Orakei Wharf.

A significant factor in racing on this waterway is the tidal influence, which can be up to 3.3 metres during this time. Another significant factor, embedded in the sailing instructions and peculiar to this event, was item 12.2: “Protest Fee will be NZ\$1,000 non-refundable (or 10 kegs of suitable beer)”.

The re-enactment series was won by *Alruth* on 12 points, from *Marquita* (Dave Bush) with 13 points, and *Mistress* (Owen Reid) with 14 points. The series was completed with a presentation dinner at the RNZYS, within full view of the America’s Cup, along with the original 1938 J. J. Giltinan Trophy for the 18-footer World Championship, also on display for this event courtesy of the NSW 18ft Sailing League.



Alruth running to the finish in the last race (Photo vahry.photo@xtra.cp.nz)



Top Weight, winner of last race was the big improver of the regatta in New Zealand with skipper Harold Cudmore (Photo vahry.photo@xtra.cp.nz)



GAFFER'S DAY 2003

Now is the time to mark your diary for

Sunday 19 October 2003

Planning for the SASC Gaffer's Day is well advanced.

Gaff-rigged and traditional bermudan-rigged yachts will rally at the Club before displaying their glories sailing on Sydney Harbour.

A ferry will be available for spectators — all will be welcome to join in on this popular day.

Rod and the boys have been particularly busy over the last two months, keeping a steady stream of boats moving up and down the slips for paint work and antifouling, while working through the safety and pollution control measures flagged in the last SASC News.

*by
Rob Evans*

We now have our trial “Mike deBurca driptray” working, with two more on order and the pump-out unit about to be commissioned. The trials to date have been successful and with the completion of the current work we should be able to meet the EPA requirements over the short term.

As an adjunct to this Rod will be suggesting the members who are currently using the softest abrasive antifouling paint, the worst offender for visual pollution, change to a harder paint. Discount rates will be on offer.

With the invaluable assistance of Mark Brady all 240-volt safety issues have been addressed. All electrical tools and leads have been inspected and tested, all power points are now connected to the earth leakage protection switches and all the old power leads have been replaced. Please look after them.

HELP CLEAN UP OUR WORLD

The time has come for another clean up around the clubhouse and boatshed. The clubhouse and wharf areas also need painting. All this work is perfect for a dedicated band of SASC volunteers. The clean up will be held on

Saturday 28 and Sunday 29 June 2003

Put these dates in the diary now and join the workers on the wharf. Come one day or both, you are guaranteed a rewarding and enjoyable weekend.

For more information have a chat to Rob Evans or Dal Wilson.

THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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We welcome the following new members:

David Daintree
Clive Gregory
Richard Henshall
William (Bill) Kiddell
Andrew McLaren
Graham Pryke

NEWSLETTER DEADLINE

The next SASC News will be the June 2003 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 28 May 2003. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



SASC ANNUAL PRIZEGIVING

Following the success of last year's event, the annual prizegiving will again be held at the SASC Clubhouse, Green Street, Cremorne on

Saturday 14 June 2003

The prizegiving will commence at 1200 sharp, and will be followed by a 'happy hour' and lunch.

Put the date in your diary now!

**Bookings essential — please telephone Faye Buckley
or Patrick Munn on 9953 1433 no later than Friday 6
June 2003**



Some reminiscences by the Editor, John Jeremy

The start of the Lion Island race on 25 February 1967 (above) was a quiet affair, with competitors drifting around off Watsons Bay waiting for the sea breeze. It remained light during the day for the race which was won by the then Immediate Past Commodore Nick Cassim in *Lolita*. *Lolita* had also won the previous year. On the far right of the photograph is *Pandora* (CYC 66 — J. Frank) which had won the race in 1965.

Pandora was one of two Ampopetta class yachts that sailed regularly with the SASC during the 1960s. The other one was *Chione* (A90) owned by Mac Shannon, who was a member of the SASC from 1963 until his death in 1990. The Ampopetta was designed by Alan Payne and built in plywood by Mose & Hoye at Parramatta, well known as builders of the then prolific Bluebirds. *Chione* and *Pandora* were 37' 7" long overall but only 24 feet long on the waterline. They displaced 4 tons, and the large beam of 10' 4" made them seem like a very large yacht. The cabin space was cavernous! The sail area was only 428 sq. feet, and with a small rig they needed a good breeze to get them going. Mac told us that *Chione* was a Greek name — 'daughter of the north-east wind', which seemed particularly appropriate. I sailed regularly in *Chione* between 1960 and 1968, and fondly remember many happy adventures in those years.

Chione in January 1967 (opposite)



Perhaps the most memorable sail was the Lion Island race of 1968. It started in a light north-easter, which managed to stay in until most of the fleet had just rounded Lion Island. It then died, and the incoming tide took the boats towards the mouth of the Hawkesbury until they were

rescued by a light westerly. With a full main and a large No 1 genoa, *Chione* made good time reaching down the coast as the wind rapidly freshened. Unfortunately it did not remain in the west, but gradually went to the south-west and then dead south – freshening to 30 knots, and perhaps more. Progress slowed dramatically, and after several tacks in and out from the coast we seemed forever just north of Long Reef (sounds familiar, doesn't it).

After some time, as it was now dark, and the crew's spirits were becoming jaded, Mac decided that we should retire and motor home. Unfortunately the Stuart Turner two-stroke engine would not start, and after prolonged and valiant attempts by Mac to bleed the fuel line under the cockpit in the rapidly rising seas, it became apparent we would just have to slog on. As we could see no sign of our competitors we assumed they were all safe and dry at home leaving us to come in last. We changed down to a smaller headsail (remember, *Chione* was an Ampopetta — I don't remember ever reefing the main), something we should have done hours earlier, for we immediately started to make headway towards that most glorious of sights — Grotto Point light appearing inside North Head.

Having gratefully entered the harbour, we thought that we should perhaps pay our respects to the committee boat, assuming they were still on station in Taylor Bay. The boat was still there, and our arrival some 11 hours after the start was rewarded with a gun — we were the first (and only) boat to finish. All the others had retired to Broken Bay. Weary and relaxed by some rum or other spirits of choice, the return to home in Rose Bay was marked by a glancing collision with one of the degaussing range piles — to be known thereafter to those in the crew as 'Shannon's piles'.

Mac Shannon sold *Chione* later that year, and for a time sailed a Thunderbird, *Chionette*. After 1972 he became a member of my crew in *Tiarri*, *Tantani* and *Tingari*. I will always be grateful to my good friend Mac for introducing me to sailing and to the Sydney Amateur Sailing Club.





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