



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2004

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 Patrick Munn

Cover:

*Ranger (A1) and
Vanity (A2)*
enjoying close
racing during the
Ranger World
Championships
on 17 March.

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email: news@sasc.com.au

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COMING EVENTS
SATURDAY 8 MAY 2004

APRIL 04

First race in the Winter Series

SUNDAY 9 MAY 2004

Mothers Day Breakfast at the Club

WEDNESDAY 19 MAY 2004

General Meeting of members at the Club

SATURDAY 22 MAY 2004

Second race in the Winter Series

SATURDAY 5 JUNE 2004

Third race in the Winter Series

SATURDAY 12 JUNE 2004

Annual Prizegiving at the Club

SATURDAY 19 JUNE 2004

Fourth race in the Winter Series

SATURDAY 3 JULY 2004

Fifth race in the Winter Series

SATURDAY 17 JULY 2004

Sixth and last race in the Winter Series

SUNDAY 1 AUGUST 2004

Daydream Shield (hosted by MHYC)

WEDNESDAY 4 AUGUST 2004

SASC Annual General Meeting

***NEED
THE TEN-
DER?***

***Call
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

The Season once again draws to a close marking the passing of time for us all. Despite the infusion of money into the sport at other levels the SASC continues to fulfill its appropriate role somewhat detached from those who seek to make a living out of recreational sailing. I imagine this is so for the majority of smaller sailing Clubs. I cannot see much point in the promotion of sailing if the basic means of achieving it are not attained. These surely are the acquisition of an affordable boat and the time to use it. It is tragic to look out over Mosman Bay on a Saturday and count the number of yachts sitting unused — week after week. Even my own boat has been underutilised over the past few years.

Making or having the time seems to me to be the most important aspect of current boat ownership. I am aware of the differing pressures on men and women these days and the implied criticism if one does not conform to society's conceptions as to what makes a caring parent, good provider etc. But in the end, what better example could be passed on to the next generation than the capacity to muck about in a boat? I suppose the Ranger World Championship race held on the 14 March exemplified this. Present were an impressive group of ladies and gentlemen suitably mucking about in boats. The guys in the OK dinghies are other examples. Lets hope the children sailing out of the Mosman Boatshed can organize their futures to ensure that they continue to have the time.

On a bright note what fun to see a number of past prominent members visit the Club after the last Saturday point score race. Come back more often fellows — it's terrific to see you.

Charles Maclurcan

Commodore Charles with his eye on the finishing line in *Captain Amora* during a race in the Paul Slocombe Trophy series



Celeste turns fifty this year, and to start the yacht's Golden Jubilee celebrations the crew decided a short trip south would be in order. As a consequence, the first day of the New Year saw *Celeste* heading for Port Hacking and the Royal Motor Yacht Club, our host for the first part of this year's Port Hacking–Batemans Bay Regatta. On arriving at the RMYC we found a berth, a cold beer, a long discussion on *Celeste's* finer points (decimal points of our handicap that is) and a very comprehensive race briefing.

This is the third year the Regatta has been held. It is a series intended for family-style yachts crewed by family and friends with the yacht size restricted by the depth of water over the Port Hacking and Clyde River bars. This year saw a fleet of 36 ranging from a Farr 40, who turned round on the finish as they couldn't get over the bar, down to a brace of old half-tonners. The series consists of six races, a long and a short race out of Port Hacking, the passage race from Port Hacking to Batemans Bay and three races in Batemans Bay.

The first race, starting on 2 January took us from Bate Bay (Port Hacking) up to the Captain Cook mark in Botany Bay then a long run down to a mark of Marley Beach and the back to Bate Bay — 20 or so miles with the nor-easter getting up to 30 knots, the pattern for the rest of the series. Race two, the next day, was several laps of Bate Bay, again in a black nor-easter.

The passage race, on 4 January, started at 11am with the nor-easter already at 20 knots and building. A short work to a windward mark and the promise of a 120-mile down hill slide. The first hour saw us with a poled-out headsail after blowing out two spinnakers. When four tons of boat, doing 10 knots, hits the wave in front and stops, the spinnaker has a tendency to want to keep going. It didn't do us any great harm, except to the skipper's pocket, as by mid afternoon our navigator had recorded 15.2 knots down a wave on his GPS. At that stage we had an ETA Batemans Bay of 1 am and a weather forecast to get us there. Never believe the weather forecast. At 8.30 pm we had a roll cloud with a frontal edge straight out of the text book and about two minutes to get the headsail down and two reefs in the main before we were hit with 40 knots from the south. Once the front passed we were left with a long slow work to Batemans Bay, finishing just after 11am.

The entry into the Clyde was accomplished with just a little keel polish-ing then we were into the marina with a warm welcome from Batemans Bay, complimentary beer and a great party that night.

The next day, our lay-day, saw sails repaired and a lot of beer drunk and a very pleasant ferry cruise up the Clyde on one of the Port Hacking ferries that had followed the fleet down.

by
Rob Evans





Photo Crossfire Pixel Products

Celeste on the way to Batemans Bay

Days six and seven again brought the black nor-easter, 20 to 30 knots, and three windward leeward races in Batemans Bay — great sailing. Presentation night after the last race saw *Celeste* surprising a few people by coming fifth overall and third in the Batemans Bay section. The next morning saw us heading off with a dying southerly and a long slow slog back to Sydney.

The consensus was that the event was a great little short off-shore regatta where the older boats can still be competitive, run by two clubs where it is the volunteers who make everything happen.

EXPLOITS OF *RIVER RAT*

Our Saturday starter Russ Chapman has been following his grandchildren Andrew (17) and Alison (15) on the Flying 11 *River Rat* with much interest over the holiday season in two enjoyable and well-attended regattas, while his son Peter (*Spectre*) has been doing a bit of driving.

The Flying 11 National Titles were held in January at the Royal Queensland Yacht Squadron on Moreton Bay with 74 boats, mainly from NSW. The Flying 11 is the eminent intermediate class in NSW. After holding 2nd place for most of the eight race regatta, the last day saw the wind blowing over 25 knots and Moreton Bay (which is no more than 15 feet deep) living up to its reputation! *River Rat* scored two 5th places on the day for 3rd place overall.

More was to come in the NSW State Titles at Gosford in February. The same top three boats hammered it out and any of them could have won going into the final heat. *River Rat* didn't make many mistakes though and won the event, Andrew and Alison's first major regatta success. They sail for the Lane Cove 12ft Skiff Club and are trained by 'Bazz' Atkins (Truflo Sails) at Manly 16s to whom they credit their success.

Well done Andrew and Alison.

by
Peter Chapman

Andrew and Alison in *River Rat* (1329) pulling off a highly successful pin-end start on the last day at Moreton Bay. We dream of doing a start like that!



Dear John,

I wonder if any of the readers of the *SASC News* would be aware that the boat on page 5 of the February issue *Ollie*, built by Jack Lyons, was named after his father who was always known as Ollie Lyons? The family owned a boatshed at the site of the present marina on the western side of the Spit at the southern end of the bridge.

That is where my beautiful 14-foot skiff *Myleta* was built of kauri in 1930. She was powered by a 3 hp Johnson outboard engine and I made five trips in her from Taylor Bay to Pittwater. On one of these excursions we cruised the entire Hawkesbury as far as Windsor, living on board full time and going ashore only for fresh stores and petrol, which in those days was 1/9 (17.5 cents) per gallon!

Apart from the boat building and slipping business the Lyons also had a fleet of rowing skiffs for hire and on any Sunday morning the waters of Middle Harbour would be sprinkled with them filled with optimistic anglers.

The Lyons built and successfully raced 16s with the Middle Harbour 16 footer club. They were great craftsmen of a bygone era.

Peter Luke
Salamander Bay

There was a most unusual sight on Sydney Harbour on a recent Saturday — *Ranger* under tow! An engine defect meant that reaching the start on time was only possible with the help of competitor *Vanity*



The annual Ranger World Championship was held on Sunday 17 March. Six yachts competed — four of them sailed by champion yachtsmen. I would like to see all boats so sailed but of course some owners prefer to sail their own boats.

The start was at 1205 into a seven-knot nor-easter with *Cherub* (John Westacott) and *Retreat* (Hugh Trehane) getting an equal best start. *Vanity* reached the Beashel Buoy first. *Ranger* closed on her slightly on the run to Clark Island. Then Ian Macdiarmid sneaked *Ranger* through the island lee first. John Diacopolous in *Vanity* thereafter threw more tacks at *Ranger* than you would find in a packet but Ian just managed to keep him behind at the finish line.

The margin was 37 seconds — both Ian and John allow it was one of the most enjoyable events of their lives. *Cherub* was third and Hugh in *Retreat* and Alick Osborne in *Kilkie* had a very close finish for fourth and fifth — Alick did it by just over a minute.

The handicap finishing order was *Ranger* followed by *Cherub* and *Vanity*. It was greatly appreciated that John Jeremy, André van Stom and Maggie Stewart gave up their Sunday just to start and finish the Rangers. The sausage sizzle at the Club was its usual success and all people agreed that the day was delightful — that is what the SASC is all about.

Finally let us not forget the crews of the yachts — they all worked their backsides off and without them there would have been no event.

Southerly

Nerida (Jim Hardy) being pursued by Bill Gale and John Crawford in *Yeromais* before the start of the Ranger Worlds — just in case she was pretending to be a Ranger!





Killie and Retreat at the start of the Ranger World Championships on 17 March (above)

Ranger leading Vanity and Cherub to the finish line (below)





Etrenne helping James Craig and Bounty provide a spectacle of sail on Sydney Harbour



SASC ANNUAL PRIZEGIVING

The annual prizegiving will again be held at the SASC Club-house, Green Street, Cremorne on

Saturday 12 June 2004

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 4 June 2004**

Members frequently ask “What does the YA do for me?” Actually, the question is now out of date.

At a Special General Meeting on Tuesday 27 January, Clubs approved the State Authority’s change of name from The Yachting Association of NSW to Yachting New South Wales. The change of name brings the State Authority in line with Yachting Australia and the majority of State Yachting Authorities, giving yachting a national branding.

What are the benefits of membership? Well, for individuals they include:

- A personal accident insurance cover to the value of \$25,000 for ages between 5 and 80
- Compliance with Rule 46 in the Racing Rules of Sailing
- Ability to participate in YA sanctioned events and races
- Membership ID Card providing special rates for a range of goods and services
- Monthly newsletter “Nautical” for those with electronic access
- Opportunities to participate in coaching and training courses
- Access to appeals
- Education & development program
- Access to Yachting Australia Training Schemes
- Right to be selected in NSW representative Teams
- Yacht measuring schemes
- YA sail numbers
- Lobbying of State Government Departments to protect the waterways and sailing interests
- Direct links to national and international directors of the sport: the Yachting Australia (AYF) and the International Sailing Federation (ISAF)
- Government funding for Developmental programs
- A link with the only sport that administers its own NSW Institute of Sport programme.

FRIDAY TWILIGHTS DRAW TO A CLOSE

The Friday twilights came to an end on 19 March. The season was well supported by members and those who took part enjoyed pleasant sailing and good company for dinner at the Club afterwards.

Despite the challenges of having to deal with late bookings and guessing just how much food to order for Friday night, Faye and Maggie managed to survive unscathed, with help from Patrick who also made sure the tables were all correctly set out for the hungry hordes. John Morris and his team in *Captain Amora* kept the proceedings moving along, Robbie and the volunteers helping at peak times retrieved crews from boats, and Matthew in the kitchen provided the excellent tucker.

For the second 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 19 March, was *Camaleis III* (Geoff Driscoll).

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I'D RUDDER BE SAILING

David Salter gets more than he bargained for on a simple delivery

It's good to have mates. One of the most appealing aspects of our club is the warm-hearted way members offer each other support in their particular areas of expertise. Bob L finds no marine engineering problem too difficult; Mike de B performs miracles of metal fabrication; Trevor K can untangle your structural issues in an eye-blink; Bill G will share the secrets of making gaffers go to windward.

This spirit of comradeship came to mind chatting with John Sturrock in his chandlery on the morning I was due to set off delivering a brand new 49-footer from Sydney to Melbourne. John had looked over the boat and shared my apprehensions as to what we felt were some inadequacies of the equipment and fit-out. These boats are primarily designed for the flat-water cruiser/charter market and not designed for serious offshore work. The list of more obvious omissions was rather daunting: no storm sails, no central grab rail below, no lee cloths, no wet locker, no sea anchor or drogue, no galley strap, no winch handle boots, no HF radio, no spare sheets or lines of any kind.

Our skipper, Steve Grellis, had managed to borrow some safety and radio gear but there were still a few small items we needed to purchase from The House of Sturrock. As he quilled the bill for flares, bungs and hacksaw blades, Johnno fumbled around beneath the counter, finally emerging with a handful of assorted short lines. "Here, may as well have these. Not much use to us, but you never know when you might

BEFORE THE
FALL....factory-
built Tupperware
49 footer readies
for departure





need a bit of spare light stuff.” It was a simple act of seamanlike mateship. Just eighteen hours later that gesture would help save the boat.

About four miles off Woolongong at 0430 the off-watch stumbled up the companionway to the helmsman’s shout of “All hands! All hands! We’ve got big trouble, fellas. No steering!” The twin wheels spun drunkenly as the boat turned slow circles in the 2-metre swell and a decidedly nasty crunching sound issued from somewhere inside the stern. We removed the access cover for the emergency tiller to discover the top of the rudder stock thrashing about at least six inches below deck level. Whatever locking nut or ring had held the big spade in place was nowhere to be seen. We wouldn’t be solving this problem quickly.

First job was to settle the boat down. We furled the jib, centred the main and then streamed large buckets on mooring lines from both stern cleats. By adjusting the length of those lines and trimming the main it was possible to keep the big boat stable enough to turn our attention to the runaway rudder. Our crew of four split into halves: the smaller pair would crawl through the access hatches in the aft bulkhead with torches to assess damage while the other two concentrated on improvising some form of control and lifting system in the cockpit.

The good news from below was that the quadrant assembly would stop the whole rudder from dropping through the boat. The bad news was that the same quadrant was now happily trying to gouge a hole through the hull. With the extraordinary strength of desperate men, the blokes inside the stern found they could lift the whole rudder a few inches.

CRUISING....the comfortable twin wheels that would soon become useless



CRAWLSPACE...aft bulkhead hatches allowed access to the rudder stock and quadrant

From above, we dropped the stoutest of John Sturrock's gift lines down through the vacant top-bearing hole where it was hitched to the stock below. We then bent the other end of that precious bit of braid to the tail of the mainsheet, looped it over the boom and down to a winch to form a crude lifting tackle. The square head of the stock was slowly ground back up into position, but our problems were far from over. How could we now secure the rudder and make it usable?

Sometimes the dumbest questions are rewarded. "Maybe that bloody nut is still somewhere here on the boat?" Fat chance. But we felt about on the after deck and reached into a void between the cockpit floor and the upper step of the swim platform. There it was — a threaded stainless locking ring, complete with its Teflon washer. Miraculously, after more than an hour of bucking about in the swell, the vital part hadn't slipped into the tide.

SECURE....the troublesome locking ring back in position at last



→ Energised by this incredible piece of luck, we now set our weary minds to solving the next logic puzzle. The rope holding our rudder in position also prevented us from getting the locking ring back on the stock. But if we undid that line the spade would immediately drop back through the boat. By now so tired and dry-mouthed I couldn't speak I just managed to squeeze out a single word: "breadboards". There were a couple of those cheap white plastic cutting boards in the galley. Maybe one of them had an edge the right length to jam between the quadrant and the bottom of the boat? It

worked. As we recovered Johnno's line we noticed it had already begun to chafe through on the thread. This had been a close-run thing. The delinquent locking ring went back on with a triumphant twirl and was bashed tight with a screwdriver and hammer. Let's go!

For warranty reasons we had to return the boat to the agents in Pittwater. It was hauled out within minutes of our arrival and a team of anxious shipwrights on overtime swarmed all over the big sloop's rear end. To expose more thread up top they chiseled out one of the spacing shims at the lower bearing. This, in turn, required them to grind more than 5mm off the top of the blade to stop it catching against the hull. A quick brew of epoxy, some lock-nut goo and considerable brute force did the rest. Perhaps it was best the owner wasn't there to witness the spectacle.

Whether our mishap was the outcome of poor design, faulty manufacture, sloppy installation or just plain bad luck I didn't really know (or, by then, care). But what it did underline was the danger of assuming that any large yacht is essentially seaworthy. And the value of good mates.

PT-STOP...shipwrights haul out the big sloop for inspection and repairs



MOTHER'S DAY BREAKFAST

Sunday 9 May 2004

Book early for this popular event

Cost (incl. GST) \$25 for adults, \$12 for children under seven

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



Perth, the last of ten Anzac-class frigates to be built by Tenix Defence Systems at Williamstown, Victoria was launched before a large crowd on Saturday 20 March 2004. This highly successful project will complete in 2006 when *Perth* is delivered to the RAN. Two ships have also been delivered to the Royal New Zealand Navy.

Sadly there was no keel to be laid on the newly-vacated slipway and the next RAN shipbuilding project is still some way off. In the meantime, after international tenders, it was announced on 6 April that Tenix has been chosen as the preferred tenderer to build all three next-generation ship classes in the RNZN's Project Protector. The project includes a multi-role vessel, capable of undertaking such tasks as tactical sealift and disaster relief, and in-shore and off-shore vessels to meet New Zealand's surface patrol requirements.

SASC CLOTHING

The SASC shop — otherwise known as the office, has a range of clothing and other useful items for sale. All prices include GST.

Polo shirts, two styles in navy and one in white:		\$36.00
Rugby shirt, navy with white collar:		\$65.00
Club tie:		\$20.90
Club belt:		\$18.70
Club burgees:	Large:	\$25.00
	Small:	\$21.00
Racing flag:		\$10.00

To those members who have had their boat on the slips in the last few years Brett Hobbs will be a familiar figure — for those who haven't, Brett is Rod's offsider and our star apprentice. Brett has not only topped his year at Tech, but also been selected to represent NSW in the Marine Trades Challenge boat building competition in New Zealand this September. We will all wish him great success.

Robbie White, our tender driver, has decided to retire. We will all miss him. Six years ago we had a succession of young, usually enthusiastic, students who drove the tender and a Vice-Commodore driven to distraction trying to keep a roster going. Robbie changed all that, not only did he drive *Nancy K* with great reliability he also lavished a great deal of tender loving care on our boats, to the extent that they are the pride of all the members.

The Club will not be the same without his lovely Scot's brogue replying 'Robbie on the *Nancy K*' to a call for the tender. We all wish him well in his retirement and hope to see him round the Club from time to time.

Now that the racing season has ended it is time to start planning the annual refit and as we are expecting a busy winter on the slips please get your booking in early.

by
Rob Evans

Robbie in
command of
Nancy K



by
John Dansie

Just plain curiosity and a little bit of detective work has led me to the origin and purpose of Rosie's plaque.

Rosie's memorial plaque is 200 mm x 90 mm, made of stainless steel and recently affixed (late December 2003) to the near vertical eastern face of a large sandstone boulder just above high water mark. Approximately 150 m south of the SASC, it is below *The Point*, No.41 Cremorne Road, in a most secluded and isolated and somewhat inaccessible location on the western shore of Mosman Bay.

Living in Raglan Street, Mosman, up high on the eastern side of the Bay, almost directly opposite the SASC, I have a very clear uninterrupted view of 'the other side of the Bay'.

One day just after sunrise in early January, I could see an extremely bright object shining, glistening, and reflecting sunlight directly towards my place. The unidentifiable, mysterious object was not in the water, nor caught up in a bush; it was on the *face of a rock*. My binoculars could not improve things much either, so out came my theodolite which has a very powerful telescope (I am a retired land surveyor).

I determined that what I was looking at — or what was looking at me across the Bay was a plaque of some sort. I just had to get on over there and check it out. I could make out some lines of small print — an inscription!

Rosie's plaque



Now, you can be standing right on top of the rock (above the plaque) and not see it below you. The inscription on the plaque is:

APRIL 04

**IN LOVING MEMORY OF
ROSIE SPIESS–RUFF
B. 16 SEPT 1954 D. 29 JAN 2003**

Following on site recording of the inscription and photographing, my next task was to find out as much as i could about this ‘new’ plaque — ‘my discovery’.

The Sydney telephone book failed to reveal anything, however with assistance I was able to find an internet article which briefly described this fairly young woman. Moreover, Mosman Library gave me the address (in Thunder Bay, Ontario, Canada) of the originator of the article. Being my only and obvious direction to pursue, I wrote to the Lakehead Elementary Teachers of Ontario. About a month later a reply was received — a very nice and informative but sorrowful reply from Rosie’s husband Craig, which included a copy of the Service of Remembrance held in Thunder Bay on 4 February, 2003.

He told me that Rosie’s sister Heidi and brother-in-law George Boschma of Kareela Road, Cremonne had placed the memorial plaque.

The very touching letter from from Craig Spiess continued:

“My wife used to sit down at that bench. It was her favorite spot when she went to Australia to visit Heidi and George. That is the reason for the memorial plaque. I heard about the plaque, but never saw it. It was a beautiful thing you did by sending a photo of it. Fabienne was touched. Emerson is a little too young to understand.

“Rosie was very sick and died in her sleep. She suffered in silence with a mental illness. I loved her very much and she was the best mom in the world. We miss her so much. Fabie wrote her a wonderful poem when she died and we put it in the local paper on the anniversary of her death. Fabienne is 12 years old and Emerson is 6.

“I emailed Heidi and George when I heard that the plaque was spotted. The school had phoned me. George said that it proves Rosie is still with us. Heidi was stunned.

“Please phone them and tell them that you are the person that discovered the plaque and contacted us.

“I can’t express enough my feelings for what you did. Thank you so much Mr. Dansie. Take care, and contact us anytime.

Sincerely,

Craig, Fabienne and Emerson”

I have since phoned George Boschma and become acquainted with him. Next time you are in your dinghy in that part of the bay, pause at the rock with the plaque and think of Rosie.

THE COUTA BOAT

Return of a Classic

by
Bruce Stannard

Garry Kerr is a name which ought to be familiar to everyone who shares a passion for Australia's maritime heritage. A Bass Strait cray fisherman based in Portland, Victoria, Gary is also a distinguished writer, historian and film-maker who over the past 30 years has done more than any other individual or institution to document and celebrate Australia's traditional sailing vessels.

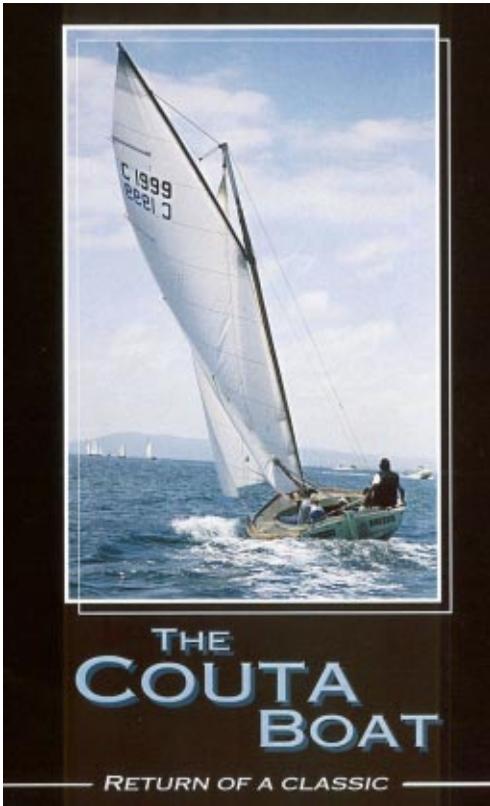
His books, among them *The Craft and Craftsmen of Australian Fishing*; *The Tasmanian Trading Ketches*; *Australian and New Zealand Sailing Traders* and *The Huon Pine Story*, have all become highly sought after collector's items, and not least because in them he has captured the authentic voices of men engaged in the rough and often dangerous business of making their living from the sea.

Now on videotape and DVD he has produced an excellent account of the Cousta Boats, the lovely gunter-rigged vessels, which were once the backbone of Victoria's coastal (Barracouta) fishing industry. The Cousta

Boats have enjoyed a miraculous revival as pleasure craft over the past 30 years — there are now more than 200 boats sailing in Victoria, six in Sydney and 16 in Perth — so the video and DVD could not be more timely. The total running time is 110 minutes and at \$39.95 both versions represent excellent value-for-money.

Wonderful historic footage skilfully spliced with some amazing still shots paints a vivid and compelling portrait of the boats and the men who sailed them at the turn of the 20th century. In their hey-day in the 1920s there were up to 60 Cousta Boats at Queenscliff, 40 at Port Fairy, 30 at Portland and 20 sailing out of Rye and Sorrento. They ranged from 20 footers to 30 footers.

Many of the early boats were clinker-built while almost all of the later boats were of carvel construction. One of the real delights in this film lies in the contemporary footage in which the old fishermen and boat builders talk about the hardships and joys of their lives under sail. They were a close-



knit community who enjoyed a unique camaraderie and this comes across clearly in their down to earth humour and in their straight-forward unaffected way of telling a story.

APRIL 04

There are also vivid accounts from men like Tim Phillips and Will Baillieu whose enthusiasm and dedication were instrumental in reviving the boats in the seventies. They restored old boats and built new ones and laid the foundations for the extraordinary resurgence of interest in the Couta Boats which has now led to the adoption of uniform rules and regulations governing their scantlings. Tim Phillips who is still the number one builder, is seen working on the boats in his yard at Sorrento. These days they are LOA 26' 6", Beam 10' 6", with a Draft of 3' 3". Gary Kerr documents all of this with the detached eye of an experienced seaman and an excellent reporter.

Copies of Gary Kerr's video and DVD *The Couta Boat – Return of a Classic* are available from Tim Phillips Woodenboat Shop at Sorrento, telephone (03) 5984 4333.



GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A
GENERAL MEETING ON WEDNESDAY 19 MAY 2004 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 2004/2005:

Joining Fee:	\$450
Subscriptions:	
Ordinary:	\$385
Absentee/Country	\$185
Associate	\$145
Intermediate	\$45
Junior	\$35

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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Yachts heading into a brisk nor-easter after the start in the third race in the Paul Slocombe Trophy series on 17 February

Seventeen yachts contested the Paul Slocombe Trophy series on Tuesday evenings in February and March. The five race pointscore series was sailed in a variety of conditions with the competitors enjoying the clear harbour and pleasant weather usual in late summer. The Trophy was won by *Double Happy* (David Lowe) with *Rambul* (Dal Wilson) second and *Jellicle* (G. Pearce/M. Jansen) third.

Double Happy (David Lowe) approaching the finish after sunset in the last race on 2 March





Antares (Michael Polkinghorne) and *Scarlett O'Hara* (Robert Skol) before the start of the Metre Division race on 15 February. Sadly this division was not well supported and was lucky to have more than two starters in any race (above)

Ranger and *Rob Roy* enjoying a Sunday nor-easter (below)





Mezzaluna (above) and *Paper Moon* and *Quicksilver* (below) during a Sunday race on Sydney Harbour.





Redpa (Tony Tyson) sailing off Taylors Bay (above)

AAPT (Sean Langman) in a close duel with *Skandia* on the way to the Heads after the start of the Sydney to Mooloolaba race on Wednesday 31 March (below)



Another season of sailing has come to an end. The races have been based at the delightful old timber clubhouse on the western shores of Mosman Bay, where regulars gather on the deck to enjoy a few beers after each race, joined from time to time by those from other clubs who enjoy the racing provided by SASC, particularly in Division 2 and the Cavaliers. A strong contingent comes across the harbour from C Marina at the CYCA.

Next season, the SASC hopes to revitalise its Division 1 among members and other clubs.

Division 2 this past season attracted 16 entries for the overall series, 21 for the short series (racing every second Saturday) and 17 for the summer series, with any one of five boats capable of winning the overall pointscore going into the final race.

In the end, *Hornblower*, the near 25-year-old Bonbridge 27 owned by Peter Campbell and Robin Bradshaw from the CYCA, won the overall pointcore by just two points from *Shambles* (Herschel Smith), with *Clewless?* (Guy Irwin) placed third, only 2.5 points further back.

Shambles took out the short series with a consistent performance, second place going to *Wind Shadow* (Mark and John Brady), third to *Great Expectations* (Pat O'Brien), with *Clewless?* a close fourth.

Ca Val, a Beneteau 32S5 skippered by Dominic Crosby, dominated the summer series with four wins in ten races, to finish eight points clear of *Hornblower* while *Shambles* narrowly beat *Hoo Ha* (Sally and Peter Howes) for third place.

In the Cavalier 28 division, *Centaurus*, owned by SASC members Rod and Craig Mitchell, had an outstanding season in winning all four pointscores. In the scratch overall pointscore, *Centaurus* won from *Shoshana* (Jonathan Rosenberg) and *Quambi* (Justin Pelly and Stephen Rahilly). In the overall handicap, *Qambi* finished second with *Joka* (Cec Williams/B.Moore) in third place after winning the final race.

The summer series saw *Centaurus* win the scratch pointscore from *Qambi* and *Shoshana* while in the handicap series *Centaurus* won from *Devil's Advocate* (Marc Donnelly/A.Barnes) and *Christina II* (Richard Christian and son Richard).

The Classic Division saw *Celeste*, the lovely double-ender raced by Rob Evans, win the overall series from *Eventide* (Bill and Jim Merrington) and *Ranger* (Bill Gale) and also take out the summer series from *Antara* (Ian Kortlang) and *Caress* (Graham Nock).

The Sunday Gaffers Series went to Bill Gale with his ageless *Ranger* from *Rob Roy* (J.B.Rousselot) and *Sylvia* (Phillip Kinsella) while the Non-Spinnaker Series went to *Quicksilver* (Rod Weir) from *Wind Shadow* (Mark & John Brady) and *Magic Dragon* (Greg Dwyer).

by
Peter Campbell



NEW MEMBERS

We welcome the following new members:

Lynn Anderson
Terence Butler
Peter Cassuben
Andrew Leuchars
Kevin Manie
David Spencer

RED CROSS APPEAL

The patients in over 200 hospitals in NSW rely on blood and blood products every day to save their lives. In order to support the community The Australian Red Cross Blood Service needs to provide 1,500 blood donations a day in NSW alone.

Currently they only collect around 1,250 donations in NSW a day meaning that the supply for blood to patients is under constant pressure and they need to rely on interstate supplies to make up the shortfall. And with only 3% of Australia's population regularly donating blood, supply is always under pressure.

Donating blood is for everyone's safety. By assisting you are actively contributing to saving the lives of the many patients in hospital relying on blood to get well. These patients include burns victims, cancer patients, premature babies as well as heart disease patients.

If you have the opportunity, support this essential service and give blood!



NEWSLETTER DEADLINE

The next SASC News will be the June 2004 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 26 May 2004. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

DO YOU NEED HELP FINDING A NEW HOME FOR THAT LEFT-HANDED WINCH HANDLE?

We would be happy to advertise it for you in the SASC News
The cost is modest for non-members and free for members
Contact Faye, Patrick or the editor by the deadline
and we will do the rest



It is some years since the once-familiar outline of an Oberon-class submarine has been seen rounding Bradleys Head on the way to HMAS *Platypus* in Neutral Bay. Four of the submarines survive in Australia, including the well-preserved *Onslow* at the Australian National Maritime Museum. Many may not know that one of the submarines, *Otway*, was broken up at Garden Island in 1996 (above). The above-water structure (casing and fin) of *Otway* was saved and erected in a park in the NSW town of Holbrook. This excellent submarine memorial (below) was largely made possible by a gift of \$100,000 from Gundula Holbrook, the widow of the late Commander Norman D. Holbrook VC RN after whom the town is named.





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