



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2009

SYDNEY AMATEUR SAILING CLUB

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Cover:

Close racing
between *Vanity*
and *Reverie* in the
Sunday Gaffers
race on 1 March

(Photo John Jeremy)

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COMING EVENTS

April 2009

SATURDAY 2 MAY 2009

Classic Rally

SATURDAY 16 MAY 2009

Winter series point score — race 1

SATURDAY 30 MAY 2009

Winter series point score — race 2

SATURDAY 13 JUNE 2009

Combined Clubs Race — SASC/RSYS/RANSA

SATURDAY 20 June 2009

Winter series point score — race 3

SATURDAY 27 JUNE 2009

SASC Annual Prizegiving

SATURDAY 04 July 2009

Winter series point score — race 4

SATURDAY 18 July 2009

Winter series point score — race 5

**NEED
THE TEN-
DER?**

**Call Mike or
Allan on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700



GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A
GENERAL MEETING OF MEMBERS ON WEDNESDAY
20 MAY 2009 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 following year. The Board proposes and recommends the following fees for 2009–2010:

Joining Fee	\$534
Subscriptions	
Ordinary	\$454
Absentee/Country	\$221
Associate	\$171
Intermediate	\$58
Junior	\$40

P. Chapman
Honorary Secretary

SIGNALS FROM THE COMMODORE

Yesterday, with the sailing for the Kelly Cup, the 2009 summer season came to a close with great sailing in a 15–25 knot autumnal southerly-come-south easterly. For those that don't know the Kelly Cup is effectively the overall Club Championship. Place getters in each of the Club's divisions racing throughout the season are invited to participate in this final race of the summer.

The Kelly Cup is a handicapper's nightmare. No-one in their right mind would knowingly take on this task. Can you imagine trying to devise a handicap that would have long-keel heavy-displacement Classic yachts competing with lightweight flyers like the Super 30s and all sorts of other yachts in between. Super 30s in 25 knots of breeze are capable of planing at over 17 knots, while *Vanity*, for example, with everything up and riding a ferry wake would be lucky to see 7.5 knots. I'm sure you understand the problem.

There had been a couple of rumblings about the Super 30s domination of the Kelly Cup in recent years, so it was with a huge sigh of relief that yesterday's results were a triumph for our Captain Peter McCorquodale. With Solomon-like skills, he tickled our electronic handicapper and at the end of a great sailing day *Tamaris*, Greg and Brian Sproule, (a classic in the Classic Division) took the cup from *Vitamin Sea* (a Santana in Division 2) sailed by David Coleman and *Very Tasty* (a modified Hick 30 in the Super 30 Division) sailed by last-year's winner Chris Sligar. Congratulations to the place getters and special thanks to the handicapper.

The next event we have on our programme is the Bob Brown Race and raft up at Pittwater over Easter to be followed by a Classics Rally, hosted by the Club on Saturday 2 May. This will be an opportunity for members to get up close to some magnificent Metre boats not often seen at classic events. There will be a Concourse d'Elegance judging in the morning and sailing in the afternoon. Everyone is welcome.

You all have about four weeks to get ready for the first winter race on Saturday 16 May, so I will see you on the slip or in the workshop. Remember if you are working on the slip or in the workshop, please be careful, quiet, considerate and EPA compliant and make sure you have signed off on the slipway work practices. Our continuing use of the slipway and the opportunity for us to work on our boats ourselves is totally dependent on the behavior of every member who uses these facilities. One lapse could spoil it for all of us.

See you on 16 May.




THE WOES OF WARANA

April 2009

Fred Bevis recounts another lovely day of racing with the SASC on Sydney Harbour.

Saturday 14 March. Fine but mainly cloudy weather, 10–15 knots from the nor'east, outgoing tide. We were racing in *Warana* in the Classic Division, a fleet widely admired for its sensible seamanship and gentlemanly racing manners. Sailing well to our handicap, we'd managed to hold off the faster boats and were close to the lead approaching the top mark for the second time. Ahead were only one or two slow boats still to overtake.

We rounded the Eastern Channel mark and began to hoist the spinnaker. Alas, the halyard had caught around the back of the spreader which prevented the spinnaker's elevation to the top of the mast. Strenuous — but ultimately doomed — efforts were made to bring the halyard back onto the correct side of the rig. Meanwhile, a momentary lapse of concentration allowed the spinnaker to slip off the bow and go under the boat. Prawning! As the big kite filled with water it began to exert tremendous force on the spinnaker pole. I watched the pole bend, and bend, until I thought: "please snap or it will take the mast out of the boat". Happily it did and after releasing the spinnaker sheet we recovered the kite over the stern as

The participants in this nautical tale on a happier occasion — *Lahara*, *Warana* and *Mister Christian* during the Audi Sydney Harbour Regatta

Photo John Jeremy



it had travelled under the boat and spread out like a huge fishing net. But that was only the beginning of our troubles. We sailed on with the jib goose-winged, falling back slightly. On the final work *Warana* began to make up ground again. Approaching the finish we were third in a tight line of three boats, *Hoana*, *Vanity* and *Warana*, close hauled on starboard tack, all heading for the pin end of the line in Taylors Bay. We were in fifth or sixth position. With the finish just yards away I noticed *Lahara*, on port tack, sailing a direct collision course with us. I hailed “starboard” but to no avail. *Lahara*, a 33 ft timber classic, hit *Warana* on the port side, six feet from the stern. She struck with such tremendous force that her bow rode up over the gunwale until it was almost level with our starboard side. I was on the tiller on the port side as *Lahara*’s bow drove past me with no more than two feet to spare. As the two five-ton boats collided — each doing 5–6 knots — there were splintered timbers, broken stanchions, cracked ribs, and broken hanging knees aplenty. Luckily, no one was injured on either boat.

But, as every sailor knows, bad things always come in threes. Although the two boats had been within a few feet of the finishing line when they collided, by the time we finally separated (after doing a slow pirouette together), *Warana* was facing in the wrong direction, sailing away from the finishing line we’d still not crossed. This situation had to be rectified; pride demanded nothing less. Gathering both my thoughts and composure, I manoeuvred *Warana* back towards the finish.

Warana

Photo John Jeremy



Big mistake. We were on a starboard tack again, ready to cross the line. But then I noticed another boat, *Lolita*, on port tack. They, too, were apparently not responding to our “starboard” call. By now a little shell shocked, I was less confident than normal and decided to get the hell out of the way. Just then — at the very last moment — *Lolita* decided to tack, almost in our water. I’d gone head to wind, actually a little past head to wind, but by now the crew were shouting “don’t do it!” Another classic yacht, *Mister Christian*, was approaching on starboard tack, closing fast from astern. *Mr C* displaces at least 9 tons. They were about to cross the finishing line right at the pin end and, if I’d completed the tack onto port, would have T-boned me on the



Photo John Jeremy

starboard side. I managed to hold *Warana* head to wind but couldn't avoid hitting *Mister Christian* a glancing blow.

By now I was convinced there must have been an albatross hanging round my neck, such was the multiplying contagion of our misfortunes. *Lolita* was the next to fall victim to my woes. In the completion of her tack the jib sheets snagged leaving the yacht's big headsail a'back. It was a force that no amount of rudder could fight, so she drifted slowly down the finishing line giving the Committee boat a gentle whack along the way.

It was at this point I had the crew prepare me a strong rum and coke. We hoisted a protest flag and limped home, surveying the damage. As *Mister Christian* passed I hailed the skipper, David Salter, and asked whether he intended lodging a protest. "Don't worry about it, Fred", he called back, "I wouldn't even know where to find a protest form."

Back at the SASC we discovered that water was coming through the sprung planks from the first collision, mostly on the starboard side (even though we'd been hit on port). The volume of incoming water caused the electric bilge pump to start every minute. There was no way *Warana* could be left overnight on a mooring. Fortunately the large slip was vacant so, with the help of the Commodore and a number of willing club members, the boat was hauled out high and dry within the hour. All in all just another lovely sailing day on Sydney Harbour. I write this, under heavy sedation, from my hospital bed.

Fred Bevis and crew BC (before collision)

AUDI SYDNEY HARBOUR REGATTA



Ian Kortlang was working flat out to get the best out of *Antara* in the light winds on the first day of the Audi Sydney Harbour Regatta (above) but Bill Hogan and his crew appeared to be quite relaxed about everything (below)





All photos by John Jeremy

Tanami and Eudoria enjoying the fresher breeze on day two (above)

All the weight on the rail in *Clewless?* (below)





Photo John Jeremy

Close racing in the Cavalier 28 Division during the Audi Sydney Harbour Regatta

COLIN ARCHER 1832 – 1921

April 2009

A small tribute by Peter Wargent.

Many SASC members, particularly the older ones, will be familiar with the name Colin Archer. The designer of many stout and sturdy yachts, perhaps even an embarrassment to the fancy racing thoroughbreds of today, but a password for those seamen who seriously wanted to attempt survival in anything mother nature threw at them.

Although the appearance of Archer's full-bodied canoe stern, often flush deck, vessels became familiar over 100 years ago, many are still working and sailing in all corners of the globe — Mosmans Bay included. Around the 1970s an old hippy called Cy lived in one opposite the Old Cremorne wharf and until 1978 *Waipru*, owned by John Mooney, raced regularly with SASC, winning the Division 6 point score in that year. *Waipru* was famous for being the only boat our esteemed Editor John Jeremy collided with more than twice [*], but perhaps not as famous as *Kathleen Gillett*, Jack Earl's loved 43 ft Archer.

Waipru in the early 1970s

Photo John Jeremy

Jack, both as a seaman and yachtsman, knew what he was on about and where he wanted to go. After commissioning *Kathleen Gillett* he achieved fourth place in the first Sydney–Hobart (in 1945), then became only the second-known Australian to sail his yacht around the world. Colin Archer was probably with Jack in spirit.

There are many more illustrious examples, including *Suhaili*, an Archer design, which carried Robin Knox-Johnson to victory in the first single-handed round-the-world race in 1968–69.

What apparently is not common knowledge is that Colin Archer designed *Fram*. Fridtjof Nansen already had much arctic-exploration experience, but to attempt to reach the North Pole he conceived the idea of a vessel whose lines would enable her to rise upwards as freezing ice started to exert its enormous



pressure on her underbody. By this time Archer had earned a name designing and building reputable working boats and lifeboats. In 1891 Nansen commissioned him to put his polar ideas into practice and *Fram* was born.

In 1895 she nearly reached Lat. 86° north — a record (and returned safely to Norway!). Her survival as a transport, base, and home in the most testing of conditions was a high tribute to her designer. Refitted, *Fram* continued successful exploration, in the Arctic under Otto Sverdup and the Antarctic under Roald Amundsen.

All the above, dear reader, is connected with salt water — that which is common in SASC member's blood (to one degree or another!) and is the fundamental *raison d'être* for the SASC's existence and Archer's fame.

But there is another small component to the story.

In 1852, aged twenty, Colin Archer left his native Norway for Australia. He joined his older brothers on the land, initially farming in southern Queensland. Wishing to secure their future the brothers explored ever northwards, eventually discovering and naming the Fitzroy River and obtaining substantial grants inland from (what is now) Rockhampton.

The site for *Gracemere*, which was to become the Archers' matriarchal home, was chosen on the edge of a large inland lake, not far from the mouth of the Fitzroy. Under Colin Archers' youthful guidance a 13-ton ketch was bought, which ferried the first cargo of material and supplies from Maryborough up to the little-known Fitzroy.

Fram in 1913

Photo www.fram.museum.no



This in itself was a stimulating feat of navigation! Over the following many years successive Archers would become instrumental in opening up the extensive grazing areas of central Queensland.

And Colin? In 1858 he designed, with its ingenious ventilation, and helped build, with economic timber slab construction, the lovely *Gracemere* homestead; its portals, verandahs, bedrooms, living quarters, out-buildings, suitable for a large extended farming family living in isolated outback Australia. Now acknowledged as one of the pre-eminent buildings in its area, descendants of the Archers still live there today.

Only then in 1861, aged twenty nine, did Colin Archer return to Norway to make his valuable contribution to a seafaring nation.

* *True, but 'famous' is surely an exaggeration!* — Ed.

SOUTHERLY ALL AT SEA

There are a lot of attractions in ocean racing, so this February I raced from Auckland to Sydney in *Queen Mary 2*. The massive vessel cruises at 24 knots even if the course is to windward in a light breeze — with a 24 knot wind and heavy sea on the forward quarter she hardly moves. On arrival at our cabin I was pleased to demolish the chilled French champagne supplied set in a bucket of ice. This was greatly appreciated by all — it was provided with the compliments of the Cunard Line's Commodore. I respectfully suggest that SASC Commodores have such a bottle placed on our Club tables every Saturday morning at their expense.

In the NZ harbour I saw a late-model America's Cupper going to weather in flat water and 8 knots of wind very, very fast — I believe *Hoana* would be hard put to match her. It is a revelation to see *QM2* leaving and entering her berths, swivelling pod propellers and bow thrusters achieve miracles. The ship's library is superb — 8,000 volumes and wonderful armchairs with the view forward — I could spend months in there.

Off North Cape NZ there was a large school of metre-long tuna breaching into sunlight — magnificent for an old fisho. Grabbing my trolling line I dashed for the bridge to request a 180° turn and a reduction in speed to five knots but they would not even let me in!

On arriving home I immediately scared up a pot of properly brewed tea for Lee and myself. We did enjoy it.

Southerly



THE LAST TWILIGHT

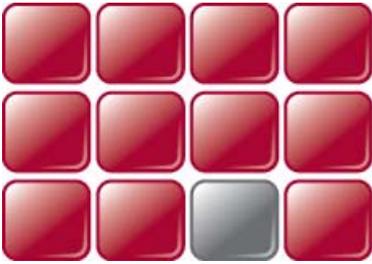


The crew of *Paper Moon* dressed for the occasion (above) — the last Friday twilight race for 2008–09 on 20 March was sailed in a dying breeze and the race was shortened at Shark Island

Competitors sailing home into the setting sun (below). The trip to Lord Howe Island (sponsored by Concise Systems) was won by Mike Warner (*Lahara*)

Photos John Jeremy





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The recent spate of incidents involving yachts racing at the Sydney Amateurs has highlighted the paperwork required by NSW Maritime and the marine insurance industry.

The Marine Safety (General) Regulations 2009 (which came into effect on 30 March 2009) set out the circumstances when a report of an incident to NSW Maritime is **not** required:

(1) A report is not required to be sent under section 99 (1) of the Act in relation to a marine accident that involves only recreational vessels (other than a marine accident involving vessels participating in an aquatic activity carried out under an aquatic licence) if the accident does not result in any of the following:

- (a) injury to any person or a fatality,
- (b) damage to property costing more than \$5,000,
- (c) damage, or risk of damage, to the environment.

(2) A report is not required to be sent under section 99 (1) of the Act in relation to a marine accident involving only vessels participating in an aquatic activity carried out under an aquatic licence if the accident does not result in any of the following:

- (a) injury to any person or a fatality,
- (b) damage to property other than to a vessel participating in the aquatic activity,
- (c) damage to any vessel participating in the aquatic activity costing more than \$5,000,
- (d) damage, or risk of damage, to the environment.

In all other circumstances a report is required moreover, even if the damage is less than \$5,000, insurance companies are likely to require a copy of a NSW Maritime report before finalising a claim, so when an insurance claim is likely it is prudent to submit a report even if the damage is less than \$5,000.

To make matters even more complicated we sail under two different sets of rules, the Collision Regulations (Colregs) and Racing Rules of Sailing (RRS) which, although complimentary, can have quite different interpretations.

NSW Maritime's policy is to let the sailing clubs police the RRS as they apply to any incident that occurs when racing, i.e. from the preparatory signal until the yacht crosses the finish line, and use the facts found at the protest hearing as the basis of their report. The Colregs apply at all other times, and any serious incident occurring on racing days when the yachts are not racing or between a yacht racing and a vessel which is not racing will be investigated in accordance with these regulations.

So put in a protest form if there is an incident between yachts competing in an SASC event that involves significant damage or injury whilst racing and be aware that you will also have to submit an incident report to NSW Maritime (an agreed simplified report form is available on the sailing programme page at www.sasc.com.au). If an incident occurs on race days between yachts racing with different clubs or which does not result in a protest (i.e. the yachts were not racing when it occurred) then a full NSW Maritime incident report is required (also available at www.sasc.com.au). It is also important that the Club be informed (a copy of the incident report will suffice) as NSW Maritime expects the Club to be aware of these incidents and to have taken appropriate action if required.

VALE BILL KIDDELL

April 2009

We lost a great sailor and gentleman on 18 March when Bill Kiddell lost his brave battle with cancer.

Over many years Bill sailed thousands of ocean miles in a number of boats; a delivery trip across the Atlantic, numerous coastal trips, a cruise to Lord Howe Island several years ago in his beautifully set up Top Hat *Mentor* and, of course, social sailing on Sydney Harbour.

Bill always said that if there was a trophy for the greatest number of unsuccessful Lord Howe voyages, he would win it hands down as his many subsequent attempts to sail to that lovely lagoon were always thwarted by serious weather.

Bill will be long remembered for the many happy barbeques shared with like minded friends at the SASC solving the world's problems with lively debate, a great sense of humour and a few glasses of his favourite red.

Bill had recently refitted his Cole 35 *Audacious* for an extensive cruise to the Whitsunday's and return, planned for the winter.

All those who knew Bill at the SASC send sincere sympathy to his wife, Anita and all Bill's family.

Now, for Bill, all the winds will be fair and all the seas will be kind.

Lindsay Buckmaster

SASC ANNUAL PRIZEGIVING

The annual prizegiving will be held at the SASC Clubhouse,
1 Green Street, Cremorne on

Saturday 27 June 2009

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

Cost \$45 per head (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Megan Keogh on 9953 1433
no later than Friday 12 June 2009**

WANTED

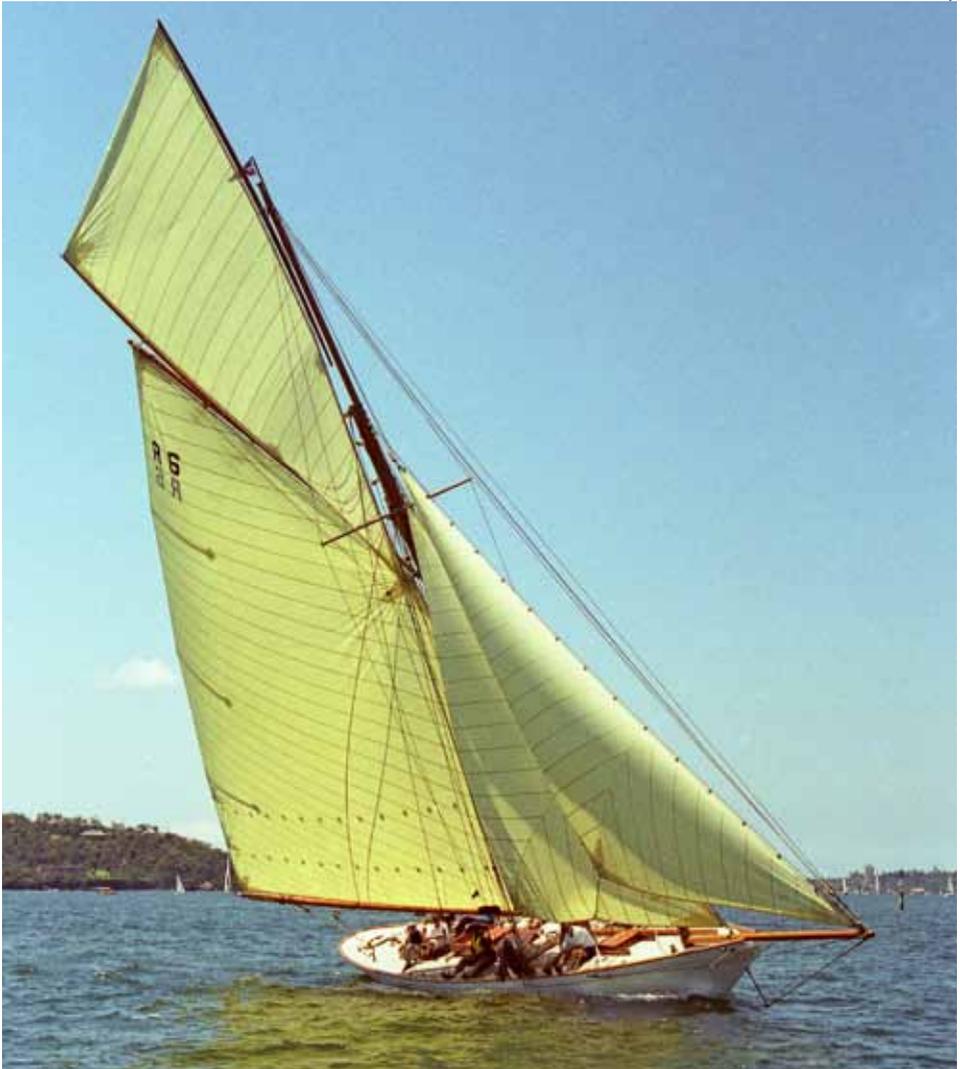
Crew for the topsail cutter Sayonara

The beautiful 60ft Fife cutter *Sayonara* will be resident at the Sydney Amateurs for the winter season and we are looking for crew. We will be racing the yacht in the Amateurs winter classic division and, if we have enough crew, RSYS and RPEYC races. If you are interested in making a commitment to sail on what is, without doubt, the most beautiful classic yacht in Australia ring or email me on 0409 608 272 or robevans@hotmail.com.

Sayonara in Sydney in 2001

Rob Evans

Photo John Jeremy



SAFETY ROUTINES

April 2009

How many of us have looked in the new Blue Book (*Racing Rules of Sailing 2009–2012*) under YA Special Regulations Part 1, Section 6, Training?

In particular, have a look at 6.01.2 — Routine Training on Board — what’s new is that it now covers Category 7.

For all race categories it is recommended that we should all practise safety routines at reasonable intervals including “the drill for man-overboard recovery”.

I understand there could be adverse insurance issues if you fail to carry out such training. Insurance policies have conditions requiring policyholders to take reasonable care to avoid loss or injury. You should check your policy wording and seek advice from your insurer or insurance broker if you are in doubt.

Better still, carry out safety training and keep a log.

Now for my story.

I went over the side in the Winter Series (don’t ask!). It was in a light south easterly up to 10 knots. Like most of these incidents it was sudden, immediate and unexpected. As I went over the side I managed to grab onto the toe rail.

Then the fun began. Two crew members in the cockpit pulling me, plus my attempt, were to no avail. A third crew member down below, who was unaware of the drama and was packing the spinnaker, was called up on deck. It took all three crew plus my “strength” before I could be hauled back on board.

We have now worked out a man-overboard recovery system for *Rapier*.

Following this incident and prompted by 6.01.2 we have been out twice in recent weeks for safety training. We went through a check list which includes location and usage of life jackets, medical kit, bilge pumps, fire blanket and extinguishers etc.

We also did an “unexpected” man-overboard exercise. The crew knew an MOB procedure was going to occur sometime during the training period, but not when.

Over went a life jacket followed by my call “man-overboard, its me and and I have a stop-watch on you.” I then sat back as someone grabbed the helm, and kept quiet.

It was not as easy as we thought. There was initial panic but eventually we got the “man” on board (its easy with a boat hook!) in six minutes. After other attempts we got it down to four minutes but must do better.

How good are your MOB retrieval techniques and can you get someone onboard readily? Do the crew know where the life jackets are, the use of fire extinguishers, the location of the medical kit etc., etc.?

Our exercise was sobering. So if you see us on the harbour going in circles you will know what we are doing. Hopefully, it will be only another MOB drill.

Tony Saunders

DINGHY LAUNCHINGS

On Sunday 8 March 2008, day two of the Audi Sydney Harbour Regatta, there was a gathering of Amateurs members and friends on the wharf at noon to participate in a typically Amateurs' event.

Many months beforehand John Diacopoulos had requested a rack 'down the bay' to store a brand-new 10 foot plywood dinghy that he had commissioned and had built by Stephen Gale, nephew of Bill Gale to a design by Cliff Gale, Bill's father and designer of the gaff-rigged sloop *Ranger*. The dinghy is called *Micromais* and was painted ebony.

Simultaneously, your Commodore had been restoring a 25 year-old cold-moulded 8 foot gaff-rigged pram dinghy designed by the Gougeon Brothers, the US pioneers of epoxy/wood technology. A beautiful little craft with two rowing positions — a perfect tender for *Vanity*. Previously owned by Dermer Bennett, it had been languishing on a dam in the country and needed to come back to some salt water. The dinghy was called *Infamy* and painted black



The restoration task awaits (left)



Photos John Crawford

Infamy ready for launching (right)

It was mutually decided that we should pick a day, invite friends and members, have a BBQ on the deck, drink some wine, fire a cannon and launch some boats and so it was on that overcast Sunday in March that we gathered to do just that.

News of the event spread and at least two others suggested they also had small craft in need of launching. This was getting out of hand. In the end we had three launchings (four if you count the Commodore!).

The third vessel was the 1926 16 foot Old Town Canoe, presently decorating the ceiling of our Clubhouse. Originally canvas covered it previously belonged to SASC member Lynn Anderson and was restored by John Crawford about five years ago, but never launched.



Photo Val de Burca

The photos best tell the rest of the story. The BBQd marinated lamb was superb, the wine excellent, the company got better in direct proportion to the number of bottles cast aside, the cannon was fired (twice) and everything was launched. Lots of people had lots of fun and we shall do it again. We should launch these boats every year.....

A clearly satisfied John Diacopolous in *Micromais*



Photo Val de Burca

The Commodore got a bit carried away and launched himself as well. The penguin looks completely at home

That's better but some weight to windward would help

Photo Graham Crawford



Photo Val de Burca

Marni Raprager enjoying the delights of canoeing

SUNDAY SAILING AT THE SASC



The starter's view of the Division 6 start on 1 March (above).

Sunday racing again proved popular in the non-spinnaker Division 6 and the Gaffers Division this year with boats from RANSA joining the fleet

Alert crew in *Oenone* (below)

Photos John Jeremy





The Paul Slocombe Trophy series of Tuesday twilight races proved popular again this year and the four short windward-leeward races in the series are likely to become a regular feature

The happy crew of *Torquil* (below)

Photos John Jeremy





Competitors in the Paul Slocombe Series included *Shambles* (Herschel Smith) and *Indulgence* (Michal Tomaszewski) (below)

Photos John Jeremy



SUPER 30 AND YOUNG 88 REGATTA

April 2009



On the weekend of 14-15 February the SASC conducted a regatta for Young 88s and Super 30s.

Racing was very competitive with soome interesting mark roundings amongst the Young 88s (below)

Photos John Jeremy





Sabre showing off her bow wave in a Super 30 race (above)

A close finish in a Super 30 race (below)

Photos John Jeremy





On 15 February the dock ship *Black Marlin* unloaded the pipe laying barge *Nebula* in Watsons Bay. *Nebula* was later towed to Botany Bay where it is laying the underwater sections of the 8 km long pipe across Botany Bay from the desalination plant at Kurnell. *Nebula* can lay 108 m of pipe every 24 hours

The P&O cruise liner *Arcadia* arriving in Sydney Harbour on the evening of 20 February for her first visit to Sydney

Photos John Jeremy





RAN Photograph

RAN ships entering Sydney Harbour for Royal Australian Navy's Fleet Review 2009.

The ships converged on Sydney Harbour for a Fleet Review by the Governor of New South Wales, after six weeks of Navy training exercises off the east coast, as part of the 2009 Fleet Concentration Period. Her Excellency Professor Marie Bashir AC CVO, was the guest of honour, inspecting the Fleet from onboard the Admiral's Barge along with Commander Australian Fleet, Rear Admiral Nigel Coates, AM, RAN



Photos John Jeremy

HMAS *Success* approaches Bradleys Head inbound as HMAS *Stuart* heads to her anchorage off Robertson Point (above)

The crew of the Collins-class submarine HMAS *Farncomb* smartly turned out for the review (below)





Photo John Jeremy

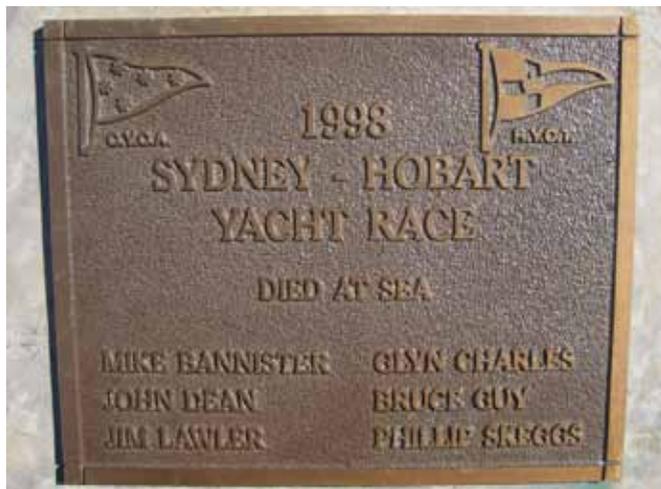
Seen from Cremorne, Sydney Harbour looked like a working port again on Sunday 1 March with two cruise liners filling the view. A shortage of berths in Sydney mean't that *Millennium* had to secure to the Athol buoy and *Aurora* to the Point Piper buoy. They added extra colour to the Sunday races that day



Richard Palfreyman has sent us these two photos of the Tasmanian Seafarers Memorial at Triabunna in Tasmania.

The memorial is dedicated to all Tasmanian seafarers, civilian or members of the armed services, who have lost their lives at sea, and all those, regardless of occupation, who lost their lives in Tasmanian waters.

The memorial has a recently-added plaque (below) in memory of those who lost their lives in the 1998 Sydney-Hobart race



Just prior to the Endeavour Regatta at the Lake Macquarie Yacht Club attended by our own *Clewless?*, LMYC ran the 46th Australian Cherub Championships. Our Secretary Peter Chapman's three children (Saturday starter Russ Chapman's grandchildren) competed successfully in their two boats *The Black Pearl* and *Sparky*.

Andrew, sailing with Kurt Warner, won the Championships in a nail-biting final race in which they needed to beat their closest rivals Andrew Triggell and Chris Anderson from Brisbane and the defending National Champions, Trevor Fay and Simon Young from Belmont. The final race was held in a 17–20 knot sea breeze which saw the lead change several times before Andrew and Kurt Warner finally prevailed.

Andrew's sister Alison, sailing with her elder brother Will finished fourth overall taking the Junior Championship and the trophy for the First Female Skipper. A broken rudder early in the series which led to two DNFs robbed them of a chance of overall victory.

The Black Pearl is a new Mathews design built by Toukley boat builder Jimmy Buckland, with this series specifically in mind. Alison and Will's boat *Sparky* is also a Matthews design. *The Black Pearl* also won the NSW State Championships.

It was a successful first season in the class for Will, Andrew, and Alison. Forty-seven Cherubs contested the series. The result was a good follow up to Will and Andrew's 5th place in the World 29'er Class in Melbourne in 2008.

Some members will know Andrew who works at MacDiarmid Sails at Gladesville.



The Black Pearl (right)

Sparky (left)



Photos courtesy Peter Chapman

NEW PFD STANDARDS

April 2009

The National Marine Safety Committee has undertaken to manage the introduction of new Australian Personal Flotation Device (PFD) standards which will cover both commercial lifejackets and recreational PFDs.

Standards Australia recently published new standards for PFDs which will supersede the current standards presently called up in legislation. However, the implementation date for the change-over to the new standards won't be until mid-2010 at the earliest.

NMSC will issue regular updates as the various aspects of the change over are finalised. In the mean time, there is no change to the types of PFDs that are required for boats.

The Standards in the new AS 4758 series are not a direct replacement for the existing Standards (AS 1499, AS 1512 etc.) and the designation for the different grades of PFDs will no longer be the familiar Types 1, 2 and 3.

Stakeholder Reference Group

A stakeholder reference group will be formed shortly and will be consulted to ensure a smooth transition to the new PFD standards.

A key issue will be ensuring that industry is involved in, and commits to, the changeover process to ensure that adequate supplies of new PFDs are available by an agreed date for legislation to take effect.

What Will Happen Next

Representatives from marine agencies, PFD manufacturers, distributors and certification bodies will be invited to sit on the stakeholder reference group, to meet in the coming months. Issues include ensuring that manufacturers have ample time to develop new products ready for distribution and deciding on sun-setting arrangements for products made to earlier standards.

Once NMSC receives the results of the consultation process in the middle of this year, a final implementation date will be agreed upon and the process will start for new legislation to be developed by each jurisdiction, supported by a national education campaign.



NEW MEMBERS

We welcome the following new members:

Michael Bolton-Hall
 Michael Douglas Palfreyman
 Ian Smith
 Rex Christopher Speller

NEW SILVER GULL

In the February 2009 SASC News, Geoff Ruggles appealed for information to fill the gaps in the story of *Silver Gull/New Silver Gull*. The present owner of *New Silver Gull*, Hans Cool, informs us that she is indeed the original *Silver Gull*, renamed by Harry-Newton Scott when he sought to have her registered before he and Oceana sailed her overseas. At the time there was already another *Silver Gull*, and so the 'New' was added.

Hans Cool, who has owned the yacht for nearly 25 years, is nearing completion of a five-year restoration of *New Silver Gull* in Innisfail. When the work is finished he hopes to sail her south to show off this piece of Australian maritime history. Perhaps we might even see her at the SASC one day.

SASC SHOP

(AKA *The Office*)

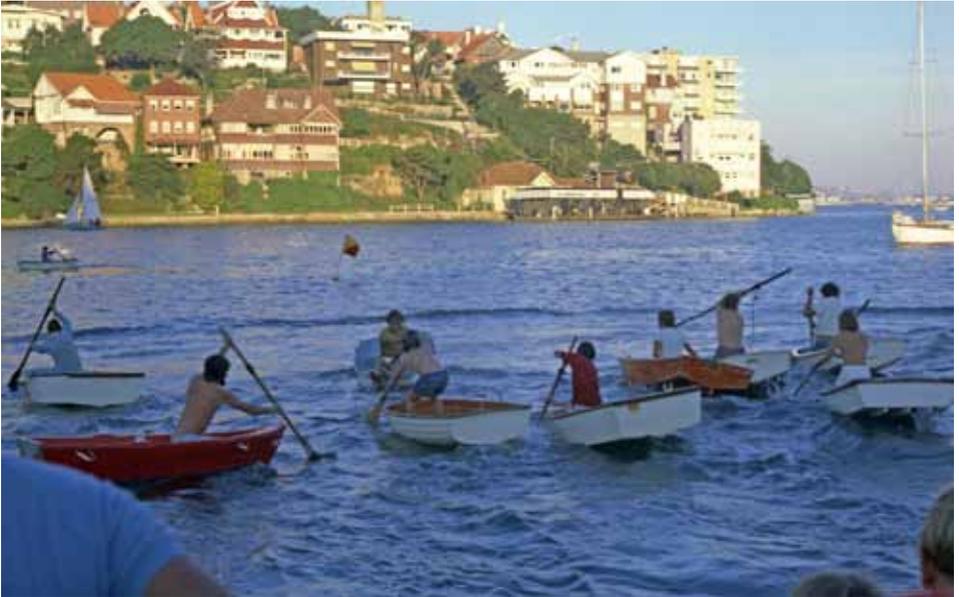
The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (20059–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$21.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next SASC News will be the June 2009 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 May 2009. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



The recent dinghy launchings at the Club brought to mind the regular dinghy races we used to have each Closing Day, like that on 14 April 1973. The fun usually resulted in the occasional sinking or other behaviour inappropriate in yachts but great when the water is warm!

Photos John Jeremy





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