



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2001

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

COMING EVENTS

SATURDAY 16 JUNE 2001

JUNE 01

Second Winter Series race.

FRIDAY 22 JUNE 2001

Annual Prizegiving and Cocktail Party at Mosman Returned Servicemans' Club

SATURDAY 7 JULY 2001

Third Winter Series race.

SATURDAY 28 JULY 2001

Last SASC Winter Series race.

SATURDAY 4 AUGUST 2001

First race in combined RANSA/SASC Winter Series.

SATURDAY 11 AUGUST 2001

Second race in combined RANSA/SASC Winter Series.

SATURDAY 18 AUGUST 2001

Third race in combined RANSA/SASC Winter Series.

SATURDAY 25 AUGUST 2001

Safety Inspections and Fire Extinguisher inspections at the Club.

SATURDAY 1 SEPTEMBER 2001

Safety Inspections and Fire Extinguisher inspections at the Club.

SATURDAY 8 SEPTEMBER 2001

Opening of Season Regatta

SATURDAY 15 SEPTEMBER 2001

First point score race of the Spring Season.

***NEED TO
GET
ASHORE?***

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

Friday 1700-2100
(during Twilights)
Sat: 0900-1800
Sun: 0900-1700

SAFETY INSPECTIONS 2001

Safety inspections will be required for Category 7
Safety Certification for the 2001/2002 Season.

At the Club - 25 August and 1 September 2001



Our summer season is now well and truly over and presentation night is rapidly approaching. Congratulations to all winners and particularly to *Spectre* for winning the Kelly Cup in the first year that Division 1 has recommenced racing on Saturdays. I guess many were disappointed that the Bob Brown Trophy Race had to be abandoned but with a storm warning current, there was no way we could run the event without the possibility of incurring heavy legal liabilities if there were any problems. However those who ventured up on Friday had a great time. One wag commented that the highlight was not having to listen to the Commodore's speech!

The Mother's Day breakfast on the wharf was an outstanding success thanks to the assistance of an army of volunteers. Thanks one and all.

This is my last column in the SASC News as I am not eligible to stand at the next election. When elected three years ago, I approached the role with some trepidation, but now my term has finished I find that I have enjoyed the responsibility and the time has really flown.

As I look back over the three years, I have a sense of pride in the things that have been accomplished. Nearly all achievements of this period have been due to the efforts of various members of the Board and I am extremely grateful for their support. The highlights include:

- The repowering and refurbishment of *Nancy K*;
- The repowering and refurbishment of *Captain Amora*;
- The merger with the Mosman Amateur Sailing Club;
- The renegotiation of the Club lease and the Mosman lease;
- Re-cladding where necessary of the clubhouse;
- The fabulous running of Gaffers Day;
- The recommencement of racing for the Daydream Shield in the new format;
- The rebirth of Division 1 and the renewed interest in Division 2 on Saturdays;
- The continued successful running of the Club in all areas;
- The great work of the Development committee in planning for the new pontoon, and
- The substantial improvement in the Club's financial position

I must also admit that there have been some disappointments the most significant being the reduced support for Sunday racing.

As I ponder the future of the Club, I am conscious of the need for all sections of the Club to work together for a common goal and to ensure that the underlying principles upon which the Club was founded are maintained. I look forward to continuing to assist the Club as the opportunity arises.

Tony Clarkson

Division 1

This past season saw the pleasing re-emergence of Division 1, racing a full 22-race season as well as an eight race short series. Average fleets were four to five boats. Next year Division 1 will race a ten race season on alternate Saturdays.

*by
Tony Waugh*

Division 2

Division 2 started about 12 yachts each Saturday in the full series with an additional four in the short series. Occasionally Vic Dibben would start 20 yachts on a short series day. Next season Division 2 will have a Trophy race at the end of the Spring and Summer series. There will be ten races in the Short series.

Cavalier 28

A slight decline to eight starters in the full series with the short series remaining steady and starting an average 12 yachts. Like Division 2 the short series will increase to ten races next year. There were 16 to 18 starters in the keenly contested NSW Championships.

Classic Division

With 16 entrants in the Classic Division approximately ten boats started each Saturday. The four race Logan Series will be extended to six races next year. There will also be a course alteration for the north-east course for the Classics to try and reduce the hassles with dinghies when on port under spinnaker.

OK Dinghies

There were seven entrants and five starters in the last season and no changes envisaged for the next. Three dinghies will be overseas at the beginning of the season to contest the World Championships — a commendable effort.

Sunday Racing

Unfortunately we saw a decline in numbers this year. Next year we propose to have the start boat out every three weeks to start seven races for Gaffers and Non-Spinnaker Divisions. Other Divisions can be added or one-off races sailed if there is a demand. We certainly would encourage any boat owner who wishes to start racing to use the Non-Spinnaker Division as an excellent introduction.

Skippers who own older style non-gaffers who wish to hoist a spinnaker in a less congested Sunday series could probably talk Bill Gale into letting them start in the Gaffer Division on Sundays (every three weeks).

Twilights

Both the Friday and Tuesday twilights will remain unchanged for next season. Divisions A, B, C and the Tuesday twilight divisions all had approximately 8 to 10 starters each race.

Kelly Cup

It was a little disappointing to see only half the eligible boats contest the Club's premier race of the season. In part it may be because it was held after Easter. The Race Committee has decided to hold the Kelly Cup on the Saturday before Easter in future.

Winter Series

Twenty-seven yachts competed in two Divisions over four races followed by three races in combination with the RANSA winter fleets. This inaugural event proved very successful and will be sailed again this year. Next season with an early Easter, and therefore early finish to the summer season, we propose to have five races in the Winter Series and extend our combined SASC/RANSA series to four races.

Daydream Shield

One of the highlights this year was the re-introduction of the Daydream Shield, our previously annual match racing series against MHYC. The new format involved teams of eight from each club racing three short races each pair. A total of 24 races were held with the final score 11-11 and two no-races. MHYC retained the trophy. It is fervently hoped that the spirit rekindled in the Daydream Shield will live on and despite the fact we will be competing for an ecologically unsound trophy the race series will be contested for many years to come.

Safety Inspections

In these times of increasing safety awareness the SASC will re-introduce pre-season Category 7 safety inspections. The dates are 24 August and 1 September with a fire extinguisher inspector also available at the Club on the same day. For those people preferring inspections 'up the River' we will be making arrangements for this to be done.

Opening Regatta

Next year Racing begins on 8 September with the Opening Regatta and I would encourage all skippers to be part of the racing on this day. Now that the Olympics are dispensed with we can have an uninterrupted season. The Race Committee is keen to enhance the status of the Opening Regatta and would welcome any suggestions to make this a red-letter day for the Club.

Finally I would like to take this opportunity to thank all those that have contributed so much to make last racing season so successful. These particularly include all Division Representatives for their efforts in getting boats on the water, to Maggie Stewart as Racing Secretary and to all our starters, Vic Dibben, John Morris, John Jeremy and Bob Lawler.

AT SEA WITH THE SASC

JUNE 01

The offshore pointscore of the SASC for the 2000/2001 season was directly in line with the CYCA ocean pointscore series. The SASC series was determined on PHS Handicaps as adjusted by the CYCA. It consisted of seven medium distance races as follows:

October 14, 2000	Lion Island Race	40 n miles
October 28, 2000	Botany Bay Race	26 n miles
Nov 4-10, 2000	Bird Island Race	90 n miles
Nov 25, 2000	Port Hacking Race	32 n miles
January 26, 2001	Botany Bay Race - Australia Day	26 n miles
February 16, 2001	Sydney-Wollongong Race	40 n miles
February 18, 2001	Wollongong-Sydney Race	45 n miles

Under our SASC pointscore each entrant was entitled to one drop, hence the best six results were counted. Seven Amateurs' boats from the offshore fleet contested the first race to Lion Island and return which was hosted by the SASC. Excluding entrants from other clubs *She's Apples Two* was the first SASC boat on scratch with *Hot Clilli* second and *Ratu VI* third. On handicap *Anitra V* was first with *Ratu VI* second and *Mark Twain* third.

This was to be the best turnout for the Amateurs' fleet as many of the races are either Category Two or Three and require adequate safety certification depending on the race and distance. Sadly, this has restricted the fleet somewhat. Boats like *Firetel* and *Azurro* have been unavailable due to refitting and other boats like *Aroona* and *Farr Horizons* electing to compete in other divisions.

by
Max Prentice

The start of the 2001 Pittwater to Coffs Harbour race as seen from *She's Apples Two*.



After the seven races, with one drop, the final result was calculated on PHS Handicap was:

First:	<i>Hot Chilli</i> (Alan Cox)	8.25 points
Second:	<i>She's Apples Two</i> (Max & Ian Prentice)	9.25 points
Third:	<i>Mark Twain</i> (Hugh O'Neill)	37 points

The series was decided in Race 7 from Wollongong with *Hot Chilli* beating *She's Apples Two* on handicap by two seconds. A hell of a way to lose a bottle of Bundy!

I can thoroughly recommend the series to sailors who appreciate ocean racing but do not have the time to compete in such events as the Blue Water pointscore which involve races like Sydney to Hobart, Sydney to Mooloolaba, Cabbage Tree Island etc. They take a lot of preparation and a lot of time either getting to the destination or returning. The seven race series involves two entry forms and two entry fees, one to the CYCA and a further one to the SASC. Entry fees are \$260 for the CYCA and \$54 for the SASC. For most of the races a Category 3 Safety Certificate is required except for the Bird Island Race and Wollongong Races where Category 2 Safety Certificates are required. The main difference between the two categories being that life rafts are required in Category 2 with some additional safety equipment such as flares etc. Further, there are certain additional medical supplies which also must be carried. Safety is now a major issue principally due to the Coroner's findings in the 1998 Hobart. All of the SASC offshore fleet agree that safety is the number one concern for offshore racing!

Alan Cox, skipper of *Hot Chilli*, delivering the wager on the Coffs series to *She's Apples Two*.

Probably the best turnout of the year for the S.A.S.C. Offshore Fleet was in the Sydney to Coffs Harbour series where the SASC yachts tak-



ing part were *Xena* (Sean Langman), *Farr Horizons* (Ivan Reznegov), *She's Apples Two* (Max Prentice), *Aroona* (Paul Berkemeier and Duncan Hill) and *Hot Chillli* (Alan Cox).

All SASC boats were competitive and it was probably the most enjoyable series of the season! The Coffs Harbour series consists of two short round the buoy races in Pittwater in late December with the long race of 226 miles starting on 2 January with a further two short races off Coffs Harbour, normally on 5 and 6 January. There are no drops for the series. The results overall on PHS were *Farr Horizons* second, *She's Apples Two* ninth, *Hot Chillli* twelfth with *Aroona* in thirty-eighth position. As previously reported in SASC News *Xena* took line honours in 32 hours 26 minutes. Not a bad result out of 49 entries on PHS.

Those interested in the forthcoming season should contact Max Prentice either at work on (02) 9233 4955 or at home on (02) 9908 3847. The first race for the Offshore Fleet is the Lion Island Race in October 2001.

SASC ANNUAL PRIZEGIVING

The annual prizegiving and cocktail party will be held at the Mosman Returned Servicemen's Club, 719 Military Road, Mosman on

FRIDAY, 22 JUNE 2001

Cost \$27.50 per person (incl. GST)

Bookings are essential — please telephone Faye Buckley on 9953 1433 no later than Friday 15 June 2001

The function will commence at 6.30 pm. For those who would like to dine at the Club after the prize giving there are three restaurants, *Horizons Restaurant* on the second floor, *The Terrace* barbeque on the second floor, and *The Reef Café* bistro on the ground floor.

Bookings are advisable, telephone the Mosman RSL direct on 9960 2888 for reservations.

Limited car parking is available — turn off Military Road into Gouldsbury Street, a quick turn into a car park, then left again to the entry under the building.

MOTHERS DAY BREAKFAST



Commodores of the SASC need to be multi-skilled, as shown in this photo of Tony Clarkson busy cooking eggs for the very successful Mothers Day Breakfast on 13 May (above)

The happy gathering on the wharf (below)
(Images captured by Maggie Stewart)



Over the weekend of 7 to 8 April the RSYS ran its annual Autumn Regatta for the 5.5 metre, Etchell 22, J24 and Yngling classes. Racing was held over the two days on Sydney Harbour using windward/leeward courses with five races in total, three on Saturday and two on Sunday.

Jayded (AUS 158) skippered by Chris Rodowicz represented the SASC and was competing in its first serious J regatta. A fleet of 20 boats lined up for the event including two boats up from Melbourne and the top five place-getters from both the National and State regattas.

Saturday's racing was held in a 4 to 10 knot NE breeze with plenty of action rounding Bradleys and at the top mark. One J was hit four times in three races! *Jayded* finished the day with a 1-8-8 result.

Sunday saw a 15 to 20 knot N-NE gradient breeze under an overcast sky. Racing again was tight with the top five places continually changing. *Jayded* rounded the last top mark of the last race in fifth position but was able to surf past three boats, sailing deeper and in less current to snatch second about 100 metres from the line. *Jayded* scored a 1-2 result for Sunday which was sufficient to win on a count back from a Victorian boat *Vortex* (AUS 177 — G Willmott) with a 4-2-2-6-4 score card and another Victorian *Macsimise* (AUS 195) third.

The *Jayded* crew included Tony Walsh, Ritchie Reynolds, Rhett Sampson and a 'guest' appearance by David Janson now working with Sobstad Sails.

RACE ABANDONED

NSW Coastal Waters Forecast issued at 0335 on Thursday 12 April 2001: 'Storm warning current for coastal waters offshore between Moruya Heads and Seal Rocks. S/SW winds 30/40 knots reaching 40/50 knots offshore. Wind easing to 25/35 knots later today. Seas 4 to 5 metres reaching 6 metres offshore, abating late today. Swell 3 metres.'

This unpromising forecast greeted potential competitors in this year's Bob Brown Trophy race as the day dawned. By mid morning, the wind was blasting up Mosman Bay from the south, and the forecast had not changed. After a conference on the wharf, the Race Committee decided that it would not be prudent to proceed with this popular annual event, which is meant to be fun, not a trial of seamanship. Flag N was displayed at the Clubhouse, with the race abandoned, to the disappointment but also relief of those optimistic yachtsmen present. The decision proved to be a wise one, with the forecast proving accurate with very strong winds during the afternoon.

By Friday the conditions had moderated considerably, and a brisk sail up the coast to the Basin was followed by a late barbeque ashore for a good number of members. In the way of these things, the weather for the remainder of Easter could not have been better.

by
Chris Rodowicz

THE PITTWATER CUP

by
John Crawford

When the Bob Brown Trophy Race was cancelled due to inclement weather along our coast, a number of SASC members who had already agreed to participate in the Pittwater Cup made their way north on Good Friday. They dined together on the Friday evening at the Basin, had a couple of drinks and were in absolutely no condition to participate in the first race, starting at 1130 on Saturday morning.

For those who don't know the Pittwater Cup is an event for Jubilee Class yachts first run on Pittwater last Easter. Jubilees are undergoing a revival, and being strict one design, offer very competitive racing at very modest cost. Designed in 1934 by Charles Peel for the Royal Brighton Yacht Club in Victoria, they quickly spread to NSW with a fleet sailing out of the Royal Sydney Yacht Squadron for many years.

This event, generously hosted by Kym and Sher Bermingham (*Windfall* and *C Charm*) from their magnificent home *Yamba* on Scotland Island proved to be great fun with some very close racing. There were two short courses with no extras, followed by a longer final race including extras. The SASC contingent included Dermer Bennett and John Crawford on *Tawarri*, Rob Evans sailing *Sea Sprite*, and Ken Pryor skippered *C Charm* with Kym Bermingham on *J105 Windfall*.

Just in case anyone thinks this was just a lazy afternoon around the cans by a bunch of Amateurs, I should let you know that the event on the water, was run by Colin Beashell, from Dermer Bennett's superb flagship *MV Apollo*. There were a number of spectator boats and chase boats. Local competition comprised Rick Leplaistrier and John 'Beetle' Hebden, both former Moth Class champions, sailing the beautifully restored (by Colin Beashell) Jubilee *Corella* owned (and crewed) by David Lahm.

Victoria was represented by Michael Morrow winner of this year's Huntingfield Cup (Jubilee World Championship?). Michael, to his great credit drove from Victoria towing *Balcombe Bay*, for a days racing on Pittwater!! Such is the interest in Jubilees, or the level of desperation in Victoria! To add spice to the event Kym Bermingham had personally sponsored a winner-take-all purse of \$1,000.

The first race was held in light conditions with the nor-easter pushing gently against a light but persistent sou-wester. Every yacht had a turn at being last and all boats finished within three minutes of each other, in an event that was a lottery and then wasn't.

In the second race the nor-easter had the upper hand (just) and after some good dices on the windward legs, *Corella* won from *Windfall* with *Tawarri* third.

The final race with a constant nor-easter of 8 knots plus. This was a longer event with extras. *Tawarri* showed the fleet how to go to windward in a Jubilee, rounding the top mark approximately three minutes in front of the next boat. The pole was up, the spinnaker ready to go when a large power boat surged past, unseating the pole and dropping the spinnaker sheets into the water where they past under the boat to lodge permanently in the purpose made gap between the keel and the rudder. The locals John Hebden, Rick Leplastrier and Davi Lahm in *Corella* triumphed, followed by Bob Simmat on *Wotawarri* and *Tawarri* sans spinnaker, was third.

The final placings were *Corella*, followed by *Windfall*, with *Tawarri* third. A superb prizegiving dinner was held at *Yamba* overlooking Pittwater, attended by all the participants and their friends. A great end to a beautiful day and our thanks again to the Berminghams. Hope to see even more of you Amateurs compete next year.



Sydney Amateur Sailing Club

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on
Wednesday 26 July 2000 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2001.
2. To elect Officers and Directors.
3. To elect Auditors. Greenwood BKT, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board
TONY SAUNDERS
Hon. Secretary

by
Rick Fitzgerald

At a recent meeting of the Adams Ten committee, long standing chairman John Sturrock resigned from his post. John expressed sincere regret, but because of work, family and other commitments, was unable to continue effectively as chairman. During John's time in the chair he has contributed greatly to the maintenance and general improvement of the Adams Ten. I am sure the members will join the committee, and all the people involved with *The Amateurs*, in wishing John a heart felt thanks for his contributions. We look forward to John's continued support on the committee.

Whilst we are expressing our thanks, mention must be made of Bob Lawler's recent efforts on behalf of the club boat. Bob has done a major rebuild of all the winches, which were in quite poor condition, and has literally saved us thousands. I often wonder what the club would be like without the selfless contributions made by people like Bob.

From one Bob to the next, we have to welcome Robert Langley as the new chairman of the Adams Ten committee. Any of the members that have dealt with Bob will know him as a most helpful fellow. I am sure that we will all support him in his new position.

By the time most members read this we should have completed some major maintenance tasks on the boat. The imminent plans are for a re-antifoul (thanks again to Sturrocks for the HEMPEL antifouling), with the rig out at the same time. Some re-rigging is due. The traveller has been trying to tear itself out of the boat for the past few years, so we hope to have fixed that once and for all.

The committee has generated some new ideas for fundraising for the boat. Members will see the advertisement in this issue for an upcoming dinner, and we have some other functions in the pipeline.

The Adams Ten committee would like to remind club members that *The Amateurs* is their boat. It is there to be used by the members and their guests. For the coming season is planned that the boat should sail in the Twilights, SASC Division 1 on Saturdays, Sunday if we can find crew (and a skipper), and we will be training a crew for the Super Ten National Titles in January 2002.

If there is anyone looking for a position, or just a ride, give Maggie Stewart a call at the Club on Monday or Friday. If you are a competent skipper and feel like taking the boat for a spin (a great day out) all you need is a short 'Familiarisation' and you can use *The Amateurs* whenever it is available. Bookings must be made through Maggie or Faye Buckley at the Club during business hours.

DINNER AT THE CLUB

*THE SYDNEY AMATEUR SAILING CLUB
ADAMS TEN COMMITTEE WOULD LIKE
TO INVITE MEMBERS AND THEIR
GUESTS TO*

*A FORMAL TABLE D'HOTE
DINNER AT THE CLUBHOUSE*

*TO RAISE FUNDS FOR THE CLUB'S
ADAMS TEN.*

DATE: FRIDAY 24 AUGUST 2001

TIME: 7PM FOR 7.30 PM SERVICE

COST TO MEMBERS: \$40.00 PER PERSON (INCL GST) PLUS DRINKS

Fiona Fitzgerald will be Chef for the evening

This is a rare opportunity for members to enjoy the Club and its unique location, in a friendly social atmosphere.

Bookings can be made through Faye Buckley at the Club on 9953 1433 during business hours

FOR SALE

A pair of Lewmar 40C 40:1 two speed winches in excellent condition.

Whitworth's price: \$800 — my price \$800 the pair.

Contact Denis Williams

Home: 9439 6705; Work: 9264 3000

Dear John,

Your article about maritime disasters was intriguing and very sobering. The literary allusion to Joseph Conrad reminded me of two references which may be of interest.

Recently I read Barrie Unsworth's *Losing Nelson* which is an arrestingly detailed fiction drawing on the naval campaigns of Lord Nelson. Along with vivid reconstructions of naval battle scenes and their physical toll Unsworth has some interesting trivia about boats. He suggests that *Victory* would have required 2,000 oak trees in its construction and the whole of the British fleet assembled at the Battle of Trafalgar would have comprised the wood from 50,000 oaks which would have required an incredible 2,000,000 oak years to grow.

Your description of the might of impossible waves cast me back to another passage from Joseph Conrad. I recall first reading Joseph Conrads *The Nigger of the Narcissus* when I was 15 and being very impressed by this description of a wave.

“ Singleton, at the wheel, yelled out: ‘Look out for yourselves!’ His voice reached them in a warning whisper, They were startled. A big, foaming sea came out of the mist; it made for the ship, roaring wildly, and in its rush looked as mischievous and discomposing as a madman with an axe. One or two, shouting, scrambled up the rigging; most, with a compulsive catch of breath, held on where they stood. Singleton dug his knees under the wheel box, and carefully eased the helm to the headlong pitch of the ship, but without taking his eyes off the coming wave. It towered close-to and high, like a wall of green glass topped with snow. The ship rose to it as though she had soared on wings, and for a moment rested poised upon the foaming crest as if she had been a great sea bird. Before we could draw breath a heavy gust struck her, another roller took her unfairly under the weather bow, she gave a toppling lurch, and filled her decks. Captain Allistoun leaped up and fell; Archie rolled over him, screaming: ‘She will rise!’ She gave another lurch to leeward; the lower deadeyes dipped heavily; the men’s feet flew from under them, and they hung kicking above the slanting poop. They could see the ship putting her side in the water, and shouted all together: ‘She’s going!’ Forward forecastle doors flew open and the watch below were seen leaping out one after the other, throwing their arms up, and, falling on hands and knees scrambled aft on all fours along the high side of the deck, sloping more than the roof of a house.....

Men were slipping down while trying to dig their fingers into the planks; others jammed in corners, rolled enormous eyes. They all yelled unceasingly: ‘The masts! Cut! Cut!’ A black squall howled low over the



ship, that lay on her side with the weather yard-arms pointing to the clouds while the tall masts, inclined nearly to the horizon, seemed to be of immeasurable length. The carpenter let go his hold, rolled against the skylight, and began to crawl to the cabin entrance, where a big axe was kept ready for just such an emergency. At that moment the topsail sheet parted, and the end of the heavy chain racketed aloft, and sparks of red fire streamed down through the flying sprays. The sail flapped once with a jerk that seemed to tear our hearts out through our teeth, and instantly changed into a bunch of fluttering narrow ribbons that tied themselves into knots and became quiet along the yard. Captain Allistoun struggled, managed to stand up with his face near the deck, upon which men swung on the ends of ropes, like nest robbers upon a cliff. One of his feet was on somebody's chest; his face purple; his lips moved. He yelled also; he yelled, bending down: 'No! No!' Between his legs the crawling carpenter heard, collapsed at once, and lay full length in the angle of the skylight. Voices took up the shout. 'No! No!' Then all became still. They waited for the ship to turn over altogether and shake them into the sea, and upon the terrific noise of wind and sea not a murmur of remonstrance came out of those men, who each would have given ever so many years of life to see 'them damned sticks go overboard!'

Singleton had stuck to the wheel."

Yours Sincerely
Greg Sproule

[Sounds a bit like a very brisk day in the Gaffers Division — Ed.]

VISITOR USE OF PRIVATE MOORINGS

Following representations from the YA of NSW the Waterways Authority has introduced a 'Temporary Visitor Use Of Private Moorings Scheme' to allow mooring owners to permit friends or visiting boats to use their mooring for up to six months.

The scheme will allow mooring owners to invite visiting vessels to use their mooring for up to six months in any year. An application form must be completed in advance and the mooring owner must not derive any payment or reward for the use of their mooring. This scheme will assist increase use of the waterways of NSW for cruising and improve utilisation of moorings by the sailing fraternity. The scheme will be trialed for two years to gauge its success.

Further information can be obtained from Waterways offices, Boating Services Officers and the YA of NSW office. Members on Club moorings in Mosman Bay should note that this scheme does not apply to their moorings.

2000/2001 SERIES WINNERS

Congratulations to all the winners in the 2000/2001 racing season.

Whilst the full list of prize winners will be announced at the Annual Prize Giving to be held at the Mosman RSL on Friday 9 June 2000, the medal winners in each division are listed below.

GOLD MEDALS

Cavalier 28	C Williams/B Moore	<i>Joka</i>
Cavalier 28 Short	M Donnelley/A Barnes	<i>Devil's Advocate</i>
Division 1	P Chapman	<i>Spectre</i>
Division 1 Short	P Chapman	<i>Spectre</i>
Division 2	M Harris	<i>Orpheus</i>
Division 2 Short	M Harris	<i>Orpheus</i>
Classic	A Inwood	<i>Kismet</i>

SILVER MEDALS

Cavalier 28	S O'Halloran	<i>Blind Justice</i>
Cavalier 28 Short	R Harper/R Glasson	<i>Whisperer</i>
Division 1	P McCorquodale	<i>Torquil</i>
Division 1 Short	(not awarded)	
Division 2	G Irwin	<i>Clewless</i>
Division 2 Short	G Irwin	<i>Clewless</i>
Classic	K Pryor	<i>Struen Marie</i>

BRONZE MEDALS

Cavalier 28	R Christian	<i>Christina III</i>
Cavalier 28 Short	P Joy	<i>Marabou</i>
Division 1	(not awarded)	
Division 1 Short	(not awarded)	
Division 2	K Tindall	<i>Impala</i>
Division 2 Short	D Hodgkinson	<i>Corinna</i>
Classic	R Evans	<i>Celeste</i>

KELLY CUP

The Kelly Cup was won by *Spectre* (Peter Chapman).

LOGAN CUP SERIES

The Logan Cup Series of four races was well supported again this year. Congratulations to the place getters.

First	<i>Reverie</i>	(N Berlyn/J Barclay)
Second	<i>Struen Marie</i>	(K Pryor)
Third	<i>Caress</i>	(G Nock)



In recent weeks Sydney has been visited by two US Navy aircraft carriers that have generated considerable public interest, and some press superlatives of questionable accuracy. USS *Constellation* and USS *Kitty Hawk* are two of the twelve operational carriers in the USN. Another, USS *John F Kennedy*, operates at part of the Naval Reserve Forces.

Kitty Hawk and *Constellation* are not new ships. Both were completed in 1961. *Kitty Hawk* was the first of three ships built to the 1956 carrier design, SCB 127. The third ship of the class, *America*, was taken out of service in 1997. *John F Kennedy* was built to a modified design and completed in 1968.

These carriers represent the most powerful class of warships ever built, and the twelve operational US carrier battle-groups are a very significant means of power projection.

Kitty Hawk and *Constellation* have an overall length of 323.8 m (1,069 ft), an overall beam of 76.8 m (252 ft) and a draught of about 10.75 m (33 ft 6 in). Full load displacement is about 86,000 tons. They can carry about 75 aircraft and are fitted with close-in weapons systems for self defence. The ships are propelled by steam turbines of 280,000 SHP supplied with steam from eight Foster Wheeler 1,200 psi, 950°F boilers. The maximum speed was about 33.6 knots (when the ships were new). The ships' electrical capacity is about 14MW, and at today's Sydney prices you would need a credit limit on the Bankcard of about \$A16,000,000 to fill the fuel tanks. Range is about 12,000 n miles at 20 knots.

The crew is about 2,800 with another 2,700 in the air wing. The payroll for the crew is about \$A120,000,000 per year. The personnel on board

USS *Constellation* arriving in Sydney recently (US Navy photograph)





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consume some 17,000 meals per day, including 12,000 eggs, 1,000 loaves of bread and 2,300 litres of milk. The ship's distilling plant produces about 1,500,000 litres of fresh water from the sea each day. There are around 2,500 compartments in the ship on eleven decks.

Constellation is based on the west coast of the United States. *Kitty Hawk* has been based in Yokosuka, Japan, since 1998. With *John F Kennedy* they are the last oil powered aircraft carriers in the USN. The first nuclear powered carrier was USS *Enterprise*, completed in 1961. Still operational, *Enterprise* is expected to remain in service until 2013. Since *Kennedy* all carriers have been nuclear powered, and have been built to one design that has been developed and up-dated over the years.

The nine Nimitz class carriers (the latest, *Ronald Reagan*, was launched recently) were all built by Newport News Shipbuilding and are intended for a life of 50 years. Later ships may only have to be refuelled once in that time. They are 332.9 m (1,092 feet) long overall with an overall beam of 76.8 m (252 feet). The full load displacement of the later ships is about 102,000 tons. Two Westinghouse nuclear reactors supply steam to turbines of 260,000 SHP driving four shafts and emergency power is supplied by four diesel generators of 2MW each. They carry enough aviation fuel to support fifteen days steady flying operations and have a total complement of 5,930.

These impressive ships take about six to seven years to build are extremely expensive to operate. For some years the US has been examining options for a new design of carrier with substantially advanced technology (the CVX), but the magnitude of the design task has resulted in

USS *Kitty Hawk*
(US Navy
photograph)



SASC NEWS

a decision to continue to build to the Nimitz class design, with a range of progressive changes. The tenth ship, CVN 77 was authorised in 1999 and will incorporate a number of incremental improvements throughout the ship. Construction of CVN 77 will start this year at Newport News and the ship will cost nearly \$A10,000,000,000. When she is completed in 2008 *Kitty Hawk* will be paid off. *Constellation* will be replaced by *Ronald Reagan* in 2003. Further ships are planned, probably built to this evolving design, but possibly to a new design, completing in 2013 (CVNX 78) and 2018 (CVNX 79). These powerful ships seem set to patrol the seas of the world throughout the 21st Century.

Newport News has placed a sub-contract with Lockheed Martin for about \$A1,000 billion for the combat and ship control systems for CVN 77. Users of personal computers will be interested to learn that Lockheed Martin have placed an order on Microsoft for the operating system for the command and control system, which will be based on the Windows 2000 operating system. Microsoft describe the system as 'the son of Windows' because of the long lead time involved in the construction of the carrier.

We are unlikely to see CVN 77 in Sydney Harbour. USS *Enterprise* visited Sydney in 1964, but today only two ports in Australia are approved for berthing nuclear ships, Hobart and Cockburn Sound in Western Australia. This reflects not any lesser degree of safety, but a change of rules.

The remarkable carriers of the USN are unique, but smaller carriers are also operated by Britain, France (the nuclear *Charles de Gaulle*), Italy, Spain, Thailand, India and Brazil.

USS *Theodore Roosevelt* (CVN 71) undergoing a shock test (US Navy photograph)



RANSA/SASC WINTER RACE SERIES

The RANSA and SASC will be conducting a combined fleet three race series again this year on

4, 11, and 18 August 2001

COST: \$44.00 for the series

ENTRY FORMS: Available soon — contact Maggie Stewart on 9953 6597 Monday or Friday.

If you happen to be travelling on the north coast of New South Wales, don't miss an opportunity to visit the Ballina Naval & Maritime Museum. Located on the waterfront on Regatta Avenue in Ballina, the small museum has an interesting collection of models and artifacts. The most prominent exhibit is a complete balsa raft assembled from two rafts (*Moololaba* and *Aztlan*) from the Las Balsas Raft Exhibition of 1973.

The three 40 foot long balsa wood rafts each with four crew were sailed across the Pacific from Guayaquil in Equador. The 8,600 mile voyage took 178 days. The intended destination was Mooloolaba, but the east-coast current set the rafts down the coast. They were escorted down the coast from Brisbane by HMAS *Labuan* and two of the rafts were towed into Ballina on 21 November 1973. The third raft, *Quayaquil*, was cut adrift. It was finally salvaged and towed to Newcastle where it was destroyed by fire.



One of the Las Balsas rafts awaiting a tow across the Ballina bar.

PLANNING THE SPRING REFIT?

A wide range of services are available at the SASC Boatshed

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Contact Rod Phillips at the Club today on 9909 2185

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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CLUB CHARGES FOR 2001/2002

JUNE 01

The Board has approved the following scale of Club charges for the 2001/2002 year. The new charges will apply from 1 June 2001. The figures

do not include GST which will be shown separately on invoices.

BOATSHED CHARGES

Moorings per metre per week	\$4.13
Dinghy storage per week	\$7.05
Locker hire per week	\$3.78

LABOUR CHARGES

Members, per hour	\$44.00
Non-members, per hour	\$51.00

SLIPPING CHARGES

Using Club Labour

Members	per metre, first day	\$12.37
	per metre, subsequent days	\$5.43
Non-members	per metre, first day	\$15.60
	per metre, subsequent days	\$7.42

Not using Club Labour

Members	per metre, first day	\$14.21
	per metre, subsequent days	\$6.02

SLIPPING AT WEEKENDS

Members	per metre	\$17.75
Non-members	per metre	\$22.60

QUICK SLIP

Up to 9.14 metres	\$52.25
Over 9.14 metres	\$67.92

WATERBLAST

Not using Club labour (members only)	
First hour	\$19.69
Subsequent hours	\$7.53

SUNDRY EQUIPMENT

Hire, per hour (members only)	\$5.26
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SUB-CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$5.38 per metre per day will be levied.

NEW MEMBERS

Welcome to the following new members:

Clifford Gentle
Ian Grose
Geoffrey Hanmer

Congratulations to Austin Grellman (who sails *Zoe*), who joined in 1965 and now joins the list of Life Members of the Sydney Amateur Sailing Club.

CENTENARY OF FEDERATION NAVAL REVIEW

From the 2 to 6 October 2001, Sydney Harbour will play host to one of the nation's biggest ever Naval Reviews. Activities throughout the week will climax on the Saturday with the Review taking place on the harbour from 1:30 pm.

There will be up to 40 warships present, from about 20 different countries. The day will end in a magnificent fireworks display. More details in the next edition.

NEW BLUE BOOK

The new AYF Rule Book for 2001 to 2004 will be available from the SASC office during June. Copies will cost \$27.50 (including GST). Not only is this wire bound book essential reading for all who race, it is necessary for all competing boats to carry a current copy. Books can be obtained from Faye Buckley or Maggie Stewart at the Club

NEWSLETTER DEADLINE

The next SASC News will be the August 2001 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 18 July 2001. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



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At first glance the above photograph seems inconsequential, but it does illustrate a bit of history brought to local attention in recent weeks. It shows a view of the harbour during the start of the 1964 Sydney to Hobart race. The sloop in the foreground is the Alan Payne designed *Cherana*, but in the background, taking part in her last Sydney to Hobart is the schooner *Astor*.

Astor was built (as *Ada*) by William Fife in Scotland in 1923 for Sir Alexander McCormick who kept her moored off Point Piper. She was sold in 1942 and again in 1959 to Peter Warner who renamed her *Astor*. She went on to win line honours in the Sydney Hobart three times, including the 1964 race. Sold at the end of that year to American owners, *Astor* left Australia for the northern hemisphere.

Astor changed hands again in 1987 and her present owners, now retired, spend some time each year sailing the Pacific. They arrived in Coffs harbour in November and visited Hobart for the Wooden Boat Festival, where *Astor* won an award as Best Presented Yacht. She visited Sydney in May and visits to New Caledonia and Vanuatu are planned.

There were 38 entries in the 1964 Sydney to Hobart, which was won by *Freya*.



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