



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2004

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Honorary Secretary	Tony Saunders
Executive Secretary	Faye Buckley Patrick Munn

Cover:

Wind Shadow
setting out for
Pittwater and a
win in the Bob
Brown Trophy
Race on Thurs-
day 8 April (John
Jeremy photo)

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COMING EVENTS

JUNE 04

SATURDAY 26 JUNE 2004

Annual Prizegiving at the Club

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

SATURDAY 11 SEPTEMBER 2004

Lion Island Race and Opening Regatta for all entries in the Season Point Score

SATURDAY 18 SEPTEMBER 2004

First point score race for Division 1, Cavalier 28 Division, Division 2 and Classic Division.

SATURDAY 25 SEPTEMBER 2004

Second race for Divisions 1 and 2, Cavalier 28 and Classic Divisions. First short series race for Cavalier 28s and Division 2.

SATURDAY 2 OCTOBER 2004

Idle Hour Race

SAFETY REQUIREMENTS 2004-2005 SEASON

Safety Audits will be required for Category 7 Safety Certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE**

AT THE CLUB

Saturday 28 August and 4 September



SIGNALS FROM THE COMMODORE

Another wonderful Mother's Day breakfast was conducted at the Club for 50 or so participants under the watchful eyes of Dal Wilson, his wife Karen, my wife Kate and my son Tom. I was not in attendance due to prior commitments but I am assured it was great fun and we were fortunate to avoid bad weather. My special thanks to those involved in the preparation and execution of this event.

SCECGS celebrated its sailing prize giving at the Club recently during the day. There could be no better time for the Clubhouse to display its most charming attributes. A number of well known yachtsmen were heard muttering about some of the attractive SASC features missing from their own larger establishments. In the meantime the school is updating its occupation agreement with the Club with a view to establishing the Cadet Dinghy as a viable Class in NSW. It all seems to be an appropriate activity for the SASC to support as it promotes youth sailing in a traditional class.

A successful race day for Classic yachts was held recently with fine food served by the Vice Commodore and his wife. This is another example of an exclusive Club function that imparts a distinct and relevant role to the SASC.

As usual we have run a good number of events this year. Members may sometimes forget that race officials, volunteer bar staff, tender drivers, directors and others all contribute to the smooth running of the Club. This is my last Signals and I am particularly grateful for the support I have received from everyone during my period as Commodore, I extend my thanks to all.

Charles Maclurcan

SASC Winter racing on Sydney Harbour

John Jeremy photo





John Jeremy photo

Preparing *Azzurro* for departure at the pontoon

Denis Williams and crew in *Paper Moon* before the race

John Jeremy photo





John Jeremy photo

Farr Horizons and *Azzurro* crossing the starting line on the way to Pittwater

Activity in *Azzurro*'s cockpit shortly after the start

John Jeremy photo





David Salter photo

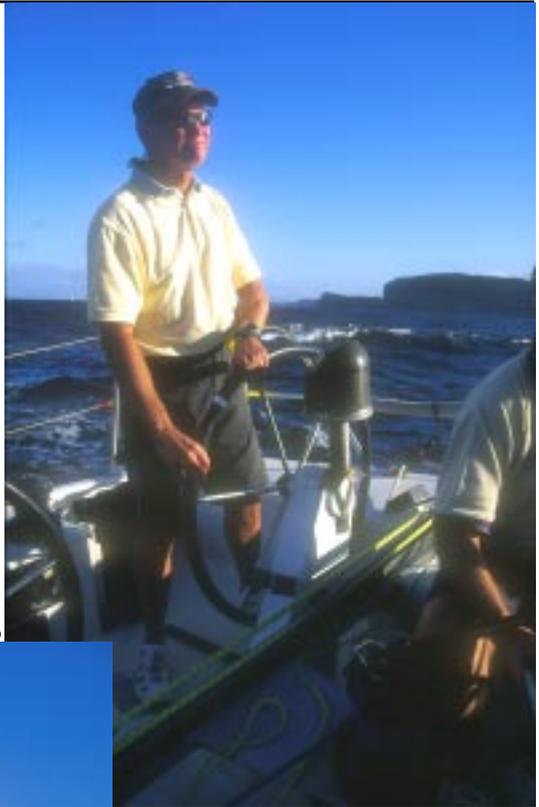
Rolling North — a dream for *Azzurro* run under three-quarter kite to Barrenjoey

Trim Meister — Trevor Cosh keeps an eye on the Big Blue in *Azzurro*

David Salter photo



Mighty Helmsman — Jim Lawler squeezes Azzurro into the lead



David Salter photo

David Salter photo



Watch your rear — *Farr Horizons* attacks from the stern quarter



David Salter photo

Landing party — Robbie ferries the picnic survey team ashore

Morning After — Ivan R sets up the day with a cleansing ale

David Salter photo





Marco Tapia photo

Robbie White attending *Barcelona* on his last day in command of *Nancy K* (above)

Mike Power at the helm of *Nancy K*, busy learning who is who and where and why (below)

John Jeremy photo



Sydney's drought does have a silver lining when it comes to working on boats, the spell of fine weather has resulted in Rod and Brett being able to keep up with the demand on the slips while completing a lovely paint job on Nigel Stokes' beautiful little Larcco-built putt putt.

by
Rob Evans

The other side of Sydney's drought is the way the water restrictions affect us, and although we have an exemption for the slipway we cannot use the hose and fresh water to wash down our boats. But as we all have a Cat 7 safety, with two buckets with lanyards attached, salt water and a scrubbing brush should be no problem for our members.

Please, if you are looking to anti-foul or paint your boat over winter, get your booking in early as we have only three months to the start of the season and are already heavily booked.



SASC ANNUAL PRIZEGIVING

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

Saturday 26 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 18 June 2004**

THE KELLY CUP

Commodore Charles Maclurcan was delighted to accept a recent offer by member Nigel Berlyn, as expressed in the following letter:

Dear Commodore,

When *Reverie* was presented with the Kelly Cup at the 2003 prize giving ceremony we filled it with a suitable liquid and offered it (successfully) to one and all to share in the honour and excitement that we were feeling. Of course this has been done many times before but, later that evening, it occurred to me that it might not have been a sensible thing to have done, given the threats to health that exist today.

After some reflection, I came to the view that what was needed was a safer way to preserve and even reinforce the tradition that the winner of this marvellous trophy should share the honour with all other competitor. This led to the idea that once filled, the Cup could be carried by a crew member, another could carry a tray of small glasses and the winning helmsman could dispense and offer drinks to individuals from the Cup.

An appropriate ceremonial ladle would be needed if the above procedure were to be adopted. With this in mind, and after discussing the matter informally with some senior members, I commissioned a friend to manufacture a silver ladle patterned on an early eighteenth century punch ladle in our possession.

The silver work is by Michael Cole, a former farmer and now a successful manufacturer of silver and gold jewellery. The coin in the base of the new ladle is an 1894 florin, reflecting the date of the first presentation of the Kelly Cup. The SASC badge is engraved on the side. The wooden handle is made of Australian river red gum that has been under water for several thousand years so that it is almost the colour of ebony. I hope it will be thought appropriate to the task in mind.

I would now like to propose that the Club adopt the Cup sharing procedure outlined above and very much hope it will accept the ladle as a gift to be used in this year's and future presentations of the Kelly Cup.

Yours Sincerely

Nigel Berlyn

27 April 2004



The Kelly Cup



The ladle for Kelly Cup libation (below)

John Jeremy photo



JUST ONE OF THOSE DAYS

by
John Jeremy

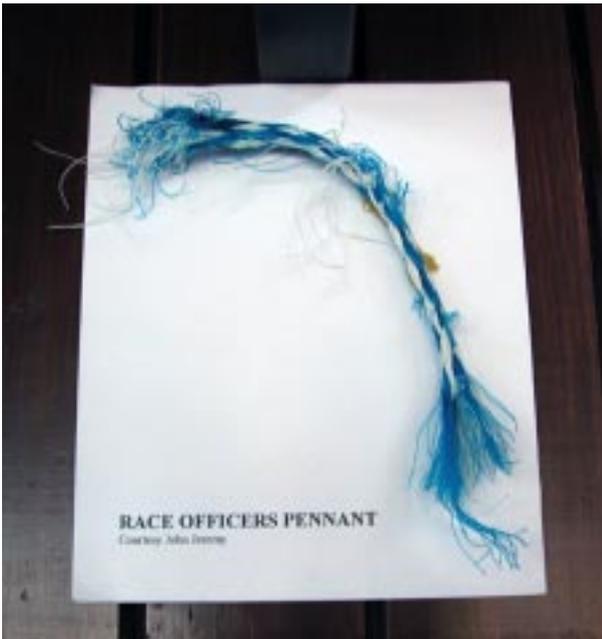
Several members have asked me to tell the story behind the ‘race officer’s pennant’ displayed on the wall behind the bar since last summer. It is labeled ‘courtesy John Jeremy’, but I believe the Commodore is responsible for putting it there — which would be consistent with his sense of humour! Perhaps it is time for the story to be told — they say that confession is good for the soul and with the passage of time it is an easier story to tell, like the time I shot the yard arm off the mast in *Captain Amora*, a story I finally told in *The Amateurs — the Second Century Begins*.

When I arrived at the Club on the morning of Sunday 1 February it was a typically beautiful Sydney summer day. Fine and sunny, with the only problem being the forecast wind, a light westerly tending easterly late morning (a race-officer’s nightmare — what course to set?).

With the usual Sunday starting crew of myself, Andre van Stom, Maggie Stewart and Andrew McMillan everything seemed to be in place for a great day on the water. It was to be a busy day, because the SASC was also conducting some championship races for the OK dinghies, with Charles Maclurcan conducting that event in *Patrick Whittington*, but we had plenty of gear and a surfeit of skilled and experienced crew so nothing could possibly go wrong. Needing only a Neutral Bay mark and a mark for one end of the start/finish line, we transferred our spare buoys and ground tackle to *Patrick Whittington* before we left the mooring and set sail from Mosman Bay.

Having laid the Neutral Bay mark, we motored to the middle of the harbour south of Bradleys Head to see what the wind was doing. The westerly was still dominant, but it was fading, and by about 1140 it was clear that the sea breeze was starting to appear in Rose Bay. Rather than set a westerly and have all the boats becalmed before the easterly set in, I decided it was better to wait a bit. I like doing things by the book, because that way everyone knows what is going on and no-one can complain, so even though it was obvious we could not start on time,

The evidence prominently on display in the Clubhouse



we hoisted the postponement signal (AP — the answering pennant) with two sound signals in good time.

JUNE 04

After about 20 minutes, the easterly was obviously going to win and we decided to lay a starting line just north of Clark Island for the easterly course. All the Division 6 boats and the Gaffers dutifully followed us like a flock of ducklings (strangely, yachts milling around in these conditions always seem to stop just where you want to lay a mark or anchor the boat). Conscious of the delay and not wanting to keep everyone waiting too long, I decided to get into the sequence as soon as the easterly reached the starting line. AP down, and a minute later the warning signal for Division 6 was up, but as the start approached, the easterly had not got much past the starting line. Half the boats were sailing in the breeze, and the rest were becalmed and going nowhere. It was hardly a fair start, so with less than a minute to go I postponed again. Surprisingly, most of the boats with the breeze seemed not to notice, and started anyway. Never mind, they would soon realise that something was amiss and return. Actually, the leader was nearly at Bradleys Head before deciding to come back, but that gave time for the wind to build up and we were soon in sequence again.

Something appeared to be wrong shortly after P was hoisted. The other end of the starting line was drifting towards Kirribilli at a great pace. There was no choice — AP up again and get underway as fast as possible. No doubt there were some choice comments about bizarre starting procedures in some cockpits but that couldn't be helped — starting lines should have two ends.

When we reached the buoy, we found that it had parted company with its anchor at one of the sister clips that connect the variable lengths of polypropylene anchor line to each other and to the anchor and the buoy. This should not have been possible. If we have done one thing well in recent years it has been to provide the starter's boat with excellent anchors and lines for the marker buoys, all stowed on reels and ready for deployment whatever the depth of water.

The next challenge was to make up another anchor line — most of the spare gear was in *Patrick Whittington*. We had one lead weight and plenty of line, but not of the right length, so as quickly as possible we returned to the starting line position and dropped the weight. It seemed to be taking a long while to adjust the line and attach the buoy, so I left the helm and went to see what was happening. I then realised I had left the engine at dead-slow astern and, you guessed it, the anchor line was wrapped around the propeller. With commendable initiative and speed, Andrew leapt over the side to inspect the problem.

'Is there a mask on board?' he asked.

'No, I'm afraid not,' I replied, glad it was him and not me that had to try to see what the problem was. He soon returned, reporting the line was securely wrapped around the propeller shaft.

'Pass me a sharp knife.' More easily asked than done, there wasn't one on board anywhere. (I'm sure there was when we commissioned *Captain Amora* in 1979, but rumour suggests that it was removed some years ago for safety reasons.)

Andrew disappeared again to try to pull the line clear.

'I can't get it off, but we seem to be clear of the anchor line, I think we can get underway carefully.' he reported. As he returned on board via the excellent boarding ladder we recently provided for just such an eventuality, it was apparent that we had a problem — we had no more anchor weights, although we still had plenty of line left. That was not our only problem. A shout from a competitor, who had come over to see what on earth we were doing, alerted us to the fact that the building breeze was blowing us sideways onto one of the Naval 3 buoys. Our immediate priority became saving *Captain Amora's* paintwork.

At this point a lesser starting team might have thrown in the towel, hoisted November over Alpha and gone straight home to the bar. Not us, after all we still had *Captain Amora's* spare anchor on board that we could use to hold the buoy. The anchor line was much too long, but a couple of minutes work with spanners had the anchor free and we soon had the 27 lb CQR plunging to the bottom at the end of the buoy line, the boat anchored again and the start sequence underway at last. By this time the wind had freshened from the south east, so the course was wrong and the start line skewed, but there was no way in the world I was going to postpone again and lead the ducklings all the way to Neutral Bay for a SE start! The competitors didn't seem to mind anyway.

The rest of the day passed without incident until it came time to go home. Entering Neutral Bay we looked in vain for the Neutral Bay

Andrew McMillan (now dry) waiting to record the finish of *Quicksilver* and *Paper Moon*

John Jeremy photo



mark we had laid earlier in the day. It was nowhere to be seen. Returning to the Club, we asked some skippers if it was there when they needed it.

‘No sign of it — we just went around a point where we thought it should be’ said one.

‘It’s in the boatshed’ said another. ‘A Squadron rubber ducky brought it in, apparently they found it deflating and thought they should return it.’

At least nothing else could go wrong now. Presenting the glasses to the winners, I apologised for the unprofessional shambles, but was told:

‘Don’t worry about it, it was a beautiful day, but what does that red-and-white flag you kept hoisting mean?’ They all know now.

It was just one of those days.

PS: The anchor line around the propeller shaft was so tightly welded on it had to be removed on the slip with a hacksaw. The displayed pennant was recovered then. And a mask and a sharp knife are now in *Captain Amora*.



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 4 August 2004 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2004.
2. To elect Officers and Directors.
3. To elect Auditors. WHK Greenwoods, 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





John Jeremy photo

Competitors setting sail from Mosman Bay for the Winter Series race on Saturday 22 May (above)

Celeste just manages to cross *Hoana* in light conditions shortly after the start (left)

Division A making the best use of the light breeze — the chance of success during winter races is often as suggested by the name of the yacht in the foreground — *In the Lap of the Gods* (below)

John Jeremy photo





John Jeremy photo

Lunch and a wait for the late starters for *Captain Amora* on 22 May (above)

Typical winter sailing conditions for *Tamaris*, *Hoana* and *Celeste* (below)

John Jeremy photo



INTER-COLONIAL CLASSICS RACE

JUNE 04

Saturday 15 May was another one of Sydney's glorious winter days; it was also the date of our Inter-Colonial Challenge race. The Inter-Colonial Challenge started some years ago with a group of "classics", sailors that is, heading south to Royal Victorian Yacht Club at Williamstown for a great weekend of sailing and parties with the Victorian "classics" on their yachts, *Waitangi*, *Josephine*, *Sayonara*, *Acrospire* together with a brace of 18-footers trucked down from Sydney. This year it was our turn.

Twelve noon saw 21 classic yachts, ranging from Hugh O'Neil's *Mark Twain* (with a "classic" crew) to Tony Tyson's restored turn of last century classic, *Redpa*, sailed by Carl Ryves, on the start line. The first of the timed starters got away with an ever-so light westerly sending them across the harbour to the Naval 3 mark and then to the Beashel Buoy and back to the finish at Naval 2 in a building sou-easter. *Redpa*, one of the back markers, masterfully sailed, did a bolter followed by *Maris* and *Hoana* in a very tight finish for the rest of the fleet.

The serious side of the challenge started back at the club with the ladies of the Classic Division producing an outstanding dinner for nearly seventy guests. The Victorians started with a commanding windward position having, for the first time in living memory, drunk *Celeste* dry and continued to maintain their lead till a masterful overlap move on the

Rob Evans photo

by
Rob Evans

Reverie underway
during the
Intercolonial
Challenge



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*.

STURROCK'S MARINE PRODUCTS PTY LIMITED

Providing *The Amateurs* with marine paints and equipment.

Telephone: (02) 9363 1939

Fax: (02) 9363 2877



MACDIARMID SAILS

Providing *The Amateurs* with ongoing sail maintenance.

Telephone: (02) 9817 4155

Fax: (02) 9817 5829

www.macdiarmidsails.com.au



top mark by John Diacopoulos when he arrived with a basket full of his superb reds, whites and vintage port. At this stage the competition became serious with Ian Kiernan being caught on a lee shore with his hat on and having to shout the bar. A NSW victory looked assured as the finish line was crossed at the close of proceedings, only to be overturned with a claim for redress by the Victorians on account of the total amnesia of the cab ride back to their hotel. Judges decision, a half boat length victory to Victoria. No further protests were allowed. A memorable day was had by all.

BOATING FATALITIES DOWN

The Waterways Authority has recorded a drop in the number of fatalities across NSW for the recent boating season when compared with the past five seasons.

Waterways Authority Acting Chief Executive Chris Oxenbould said this was an encouraging result considering the growing popularity of recreational boating.

“There are now 204,000 registered boats in NSW and more than 450,000 people holding a licence to drive a powerboat,” Mr Oxenbould said. “In Sydney for example there has been a 32 percent increase in boat licences and 14 percent increase in boat registrations since 1995.

“Recording a drop in boating fatalities whilst participation rates continue to climb is good news.

“At the conclusion of the most recent boating season (October long weekend — Easter) there were four fatalities and this compares with the loss of eight lives for the same period to 2001 and 11 in 2002.

“However, one death is one too many and Waterways will continue to promote boating safety as a priority across NSW.

“The boating community should be congratulated on this result and the general approach to safety. There is however, no room for complacency; both boaters and Waterways need to maintain their commitment to safety.” Mr Oxenbould said the compliance and education efforts for the 2003-04 boating season included:

Education

- More than 320 free boating safety seminars;
- 90 local and statewide safety campaigns; and
- 37,000 safety checks on vessels and equipment by 56 Boating Service

Officers throughout the State. Penalties issued

- 1750 infringement notices for speeding, failure to wear or carry a lifejacket and other safety breaches; and
- 1196 formal warnings for safety related matters.



ANNUAL GENERAL MEETING PROCEDURES

NOMINATIONS

1. All nominations for the Board must be received in the office of the SASC by the due date as stated in The Memorandum and Articles of Association. All nominations submitted must be in line with the Memorandum and Articles of Association.
- 2, The Executive Secretary will record all nominations in a register and will sign the bottom of the nomination form, and the register with time/date received. The Executive Secretary will check to see if the nominated member, proposer and seconder are paid up in accordance with the Memorandum and Articles of Association and the Special Board meeting held 22 July 2000.
3. The Hon Secretary at the earliest opportunity will sight and countersign all nomination forms and the register.
4. At the time/date nominated in the Memorandum and Articles of Association, the Hon Secretary or his nominated representative, will close off all nominations for the Board and will read out to members the names of those nominated.
5. A list of all nominations for the Board positions will be placed on the notice board in the clubhouse.

PROXIES

1. Proxies must be presented to the office of the SASC at least 48 hours before the time of the AGM.
2. The Executive Secretary will record all proxies in a register and will sign both the proxy and the register. The register will show time/date received.
3. At the earliest opportunity, the Hon Secretary will countersign both the proxy forms and the register.
4. On the day of the AGM, the Executive Secretary will check all proxies to make sure the person giving the proxy is eligible to vote in accordance with the Memorandum and Articles of Association.
5. During the AGM the Hon Secretary will distribute Proxies to those nominated to vote on a member's behalf.

Tony Saunders
Hon Secretary



CLUB CHARGES FOR 2004/2005

JUNE 04

The Board has approved the following scale of Club charges for the 2004/2005 year. The new charges will apply from 1 June 2004. The figures do not include GST which will be shown separately on invoices.

BOATSHED CHARGES

Moorings per metre per week	\$4.65
Dinghy storage per week	\$7.85
Locker hire per week	\$4.30

LABOUR CHARGES

Members, per hour	\$49.50
Non-Members, per hour	\$57.00

SLIPPING CHARGES

(Using Club Labour)

Members	— per metre, first day	\$13.80
	— per metre, subsequent days	\$6.05
Non-Members	— per metre, first day	\$19.00
	— per metre, subsequent days	\$9.10

(Not Using Club Labour)

Members	— per metre, first day	\$15.80
	— per metre, subsequent days	\$6.70

SLIPPING AT WEEKENDS

Members	— per metre	\$19.75
Non-Members	— per metre	\$27.80

WATERBLAST

Not using Club labour (members only)

First Hour	\$21.90
Subsequent Hours	\$8.40

SUNDRY EQUIPMENT

Hire, per hour (members only)	\$5.90
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SUB CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$5.80 per metre per day will be levied.



by
Southerly

My home is now in a high rise in Pitt Street, Sydney. During the last season while in the elevator I observed some new young ladies with an unusual accent. After overcoming my natural shyness I established that they were attending a business course at Sydney University and that they were Swedish nationals.

As I am a concerned citizen I invited them out in A1 for a race which they accepted, being a party of three. Later they asked if it would be OK if five of them came — I said yes. Some one has to do it. After many trials we arrived at the SASC — we arrived at the ferry with half a minute to spare.

The SASC is a great club — at least four skippers offered to relieve the burden on A1 by taking a couple of the Swedes on their yachts, what a wonderful sharing organization we have, however the young ladies wished to be together so I had to put up with it. One lady was seasick before we raised sail another threw to leeward half-way through the race.

The girls wore skirts instead of shorts which was most unfortunate, even worse a Manly-boat wake drenched the tall lady on the left in the photo and she promptly removed her skirt for the rest of the race! We bent on a number two genoa before the start, the breeze increased a lot and at last I persuaded the seven young ladies on board to get themselves onto the windward rail together with the only crewman, Merrill

Southerly
welcoming the
Scandinavian
ladies to the
SASC



Barker. The old boat stood up grandly with all the weight and went to windward like the Japanese battlecruiser *Kongo* and we won!

JUNE 04

Commodore Charles presented them with a wine glass each and again our members were very hospitable and conversed animatedly with the ladies. In retrospect they were quite scared early on, I think they were expecting a *Boomerang*-type yacht with waiters serving champagne. They were a delightful group of girls and once they settled down all the AIs reveled in their company and animated chatter in Swedish.

PS — As a participant in the recent Classic Regatta I note that *Redpa* won the event by a margin of 14 minutes. This is positive proof that gaff rig is no good, particularly as she was heavily handicapped on the day.

ANOTHER NEW RAN SHIP

Defence has purchased a commercial tanker for \$50 million that will be reconfigured and used to replace the Royal Australian Navy's ageing current auxiliary oiler, HMAS *Westralia*, Defence Minister Robert Hill announced on 3 June.

The ship, currently named *Delos*, is a brand new double hulled, environmentally sustainable oil tanker. She was built in the Republic of Korea by the Hyundai Mipo Dockyard Company as part of a four-ship build program for the Greek shipping company Tsakos Energy Navigation.

"At 176 m long and 37,000 t deadweight, the ship is similar in size to *Westralia*," Senator Hill said.

"She will be modified so that the ship has the latest technology and equipment capable of refuelling a range of Navy vessels, including the Anzac and guided missile frigates and the new air-warfare destroyers that will enter service from 2013. The work will include fitting underway replenishment equipment, inclusion of naval command, control and communications systems, facilities for helicopter operations and accommodation upgrades. It is a testament to the skills and experience of Australian industry that this design and modification production work will be done here."

Senator Hill said the ship was selected from a field of 11 ships on the commercial market that were evaluated in a competitive process. In choosing the vessel, Defence consulted with Teekay Shipping Australia, who provide ongoing technical and commercial assistance in the support of Navy's in-service auxiliary ships.

Subject to final checks, Australia will take delivery of the ship in July. Following delivery, separate competitive contracts will be let for the design and the modification of the ship. Tenders for the design and logistics support package will be issued shortly with a preferred designer to be contracted later this year. Tenders for a repairer/builder to modify the ship will be issued early next year with a preferred repair/builder to be selected by mid 2005. Defence is on track to deliver the replacement oiler capability in 2006 in accordance with the in-service date set out in the Defence Capability Plan.

MAJOR US CONTRACT FOR AUSTRALIAN SHIPBUILDER

Australian shipbuilder Austal Limited is one step from a construction contract for the United States Navy's Littoral Combat Ship (LCS) project after the US Department of Defense announced on 28 May that it has awarded a \$US78.8 million final design contract to prime contractor Bath Iron Works, a General Dynamics company which is teamed with Austal. The US Navy has nominated the LCS project as its number one priority and has identified a need for 60 vessels, with a total value of around \$US14 billion, over a 15 year period.

Austal is the vessel designer and builder for the General Dynamics team which is one of two consortiums selected for the final design phase. The contracts include options to complete the detailed design and construction of a lead ship of this new high-speed surface-ship class and it is anticipated that both teams will have contract options exercised to build two vessels each.

Austal would build the lead and follow ships at its shipyard in Mobile, Alabama. Austal expects that it may begin constructing its first vessel in late 2005 or early 2006, a time frame that suits the company's plans for staged development of its US facilities and workforce to the level required for efficient manufacture of vessels of this size. Orders for the next series of operational ships are expected to be placed while the initial vessels are being evaluated.

Although the ships will be built in the United States, there has already been a substantial benefit flow back to Australia where all the ship design is being carried out. Austal has already assembled a dedicated team of over 50 naval architects, engineers and other designers for the final design phase, creating local employment in the process.

Outside the US market, Austal already has sizeable orders from the Royal Australian Navy and the Republic of Yemen for patrol boats. Construction of the first RAN patrol boat (to be HMAS *Armidale*) began recently.

Construction of a 127 metre long fast ferry based on the same trimaran hullform as proposed for the LCS is already well underway at Austal's shipbuilding facilities near Perth, Western Australia. The commercial and military activities involving the trimaran are complementary — completion of the ferry later this year will provide full scale validation of the LCS proposal and the US Navy project adds further impetus to the already strong interest being shown in trimarans by ferry operators.

Photo courtesy Austal Ships



The 127 m trimaran ferry under construction in Western Australia



Image courtesy Austal Ships

An impression of the General Dynamics — Austal design for the US Navy Littoral Combat ship

FOR SALE

Questing

A classic 35-footer designed by Alan Payne, raced for many years in Division 1 by Grant Crichton. Needs TLC — would restore magnificently to a back-marker in our Classic Division. Owner Bill Payne would love to see her rejuvenated and is believed to be willing to adjust the sale price accordingly.

Phone David Payne on 9969 1563

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

NEW MEMBERS

We welcome the following new members:

John Barclay

David Lowry

Peter Butler

Andre Karemacher

Julia Cassim

AUSTRALIAN STELLA AND FOLKBOAT ASSOCIATION

The Australian Stella and Folkboat Association wants to make contact with the several hundred Stella and Folkboat owners throughout Australia. Folkboats are actively racing as a class on Sydney Harbour. And association members meet from time to time in Sydney for technical evenings, discussion forums and for social get-to-togethers on and off the water. Association members also cruise or race their boats at club level on Botany Bay, Pittwater, Lake Macquarie.

Others members are located in Victoria, Queensland and Tasmania. Folkboat Championships are held annually between Christmas and New Year.

The association is keen to establish a register of boats, whether they be Nordic Folkboats, International Folkboats (IF Boats), M26s, or Stellae. For more information readers may contact me at (02) 9929 6040, or by email at gumnuts@bigpond.com

Lyndsay Brown

Secretary

Stella and Folkboat Association of Australia

NEWSLETTER DEADLINE

The next SASC News will be the August 2004 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 28 July 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



June Bird rounding Bradleys Head in a fresh north easterly breeze around 1930



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