



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2013

SYDNEY AMATEUR SAILING CLUB

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Racing (Monday & Friday only)	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au

Commodore	Bill Hogan
Vice Commodore	Liam Timms
Rear Commodore	Bruce Dover
Captain	Peter McCorquodale
Honorary Treasurer	Greg Sproule
Honorary Secretary	Peter Scott
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Maggie Stewart

Cover:

Close racing for
Coco, Magic and
As You Do during
the last Sun-
day race of the
2012–13 season
(Photo John Jeremy)

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Editor: John Jeremy

email: news@sasc.com.au

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COMING EVENTS

SATURDAY 15 JUNE 2013

Winter series point score — race 2

SATURDAY 22 JUNE 2013

Winter series point score — race 3

SATURDAY 29 JUNE 2013

SASC Annual Prizegiving

SATURDAY 6 JULY 2013

Winter series point score — race 4

SATURDAY 20 JULY 2013

Winter series point score — race 5

SATURDAY 17 AND 24 AUGUST 2013

Safety Audits at the Club

WEDNESDAY 21 AUGUST 2013

First compulsory skippers briefing

THURSDAY 22 AUGUST 2013

Second compulsory skippers briefing

SATURDAY 31 AUGUST 2013

Opening Regatta

SATURDAY 7 SEPTEMBER 2013

Lion Island Race

SATURDAY 14 SEPTEMBER 2013

First point score race for 2013–14, all Divisions

NEED THE TENDER?

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

Sat: 0900-1800
Sun: 0900-1700

**On race days
you can contact the fast
tender on
0418 678 819**

SAFETY REQUIREMENTS 2013–2014 SEASON

Safety Audits are required for
Category 7 certification

SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 17 and 24 August 2013



SIGNALS FROM THE COMMODORE

Congratulations to the winners of the Club Championship, the first prize being the 1892 hand-beaten silver Kelly Cup. This year it was the year of the Cavalier 28s the trophy being won by David Brown in *Quattro*. Second place honours went to Brian McConaghy in *U2* and third place to Nick Cassim in *Lolita*. It was a great turnout with 24 starters on one of the better sailing days this year. It will be good to see the Kelly Cup filled and emptied at the prize giving.

Trevor Cosh and his crew have been at it again, working on the Green Shed in the most appalling weather while 18 of us sat in a dry, comfortable clubhouse gaining a Responsible Service of Alcohol Certificate so that the bar can be manned on our race days and other important occasions.

Unfortunately the Winter series this year will not see an entry by *Hotspur 2* as Tom starts house extensions and I will be overseas attending my mother's 90th birthday celebrations which happen at the same time as the Club prize giving. Sadly I will not be able to pick up *Hotspur 2's* prizes.

Considerable attention has been paid to *Nancy K* during the off season and she looks in great shape. Thanks to the efforts of the slipway team Rod and Jeff, with a fendering hand from Mel.

Our Club boats are essential to the enjoyment of our sailing and we keep them going and work them hard year in year out. They should be a source of pride to us all and they speak volumes about how we operate as a club. We all have a responsibility to make sure they are treated properly and that they look their best at all times. They are constantly in the public eye, especially in the amphitheatre that is Mosman Bay, so their appearance and their on water behaviour reflects directly on us all. It behoves us to set an example of how to behave on the water. Our tender drivers, especially, are in the front line. Remember they, not you, are responsible for the safety of the tender so don't pressure them into overloading either boat. Also treat her nicely, don't throw your gear on board, place it in board. She's your boat so treat her as you would 'your boat'.

A few special events have occurred recently, not least the Billy Barnett Tribute which was an exceptional success with a large crowd in attendance.

I wish you all well in the Winter Series and look forward to another year's sailing in the spring.

Bill Hogan



THE SASC'S FIRST CLUBHOUSE

June 2013

One hundred and thirty years ago, on 21 April 1883, the first 'Boathouse' of the Sydney Amateur Sailing Club was formally opened.

by
John Jeremy

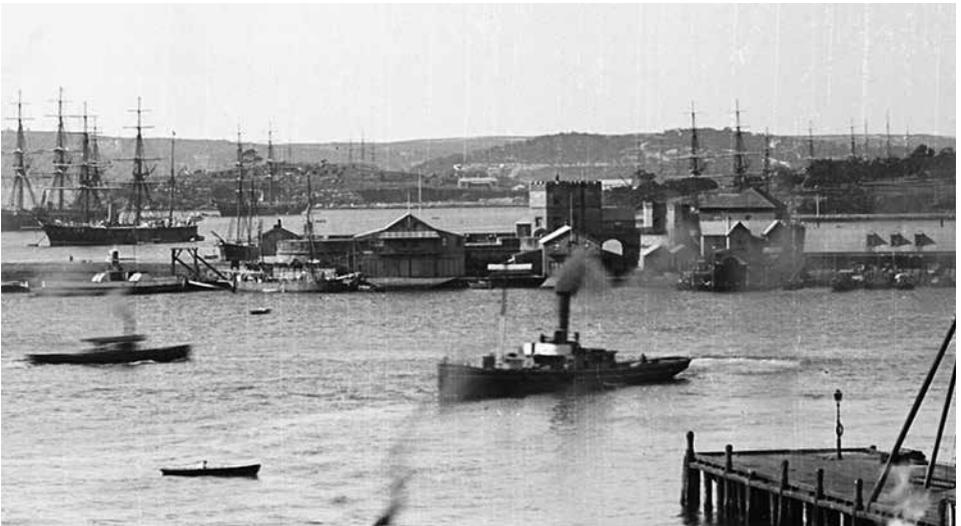
In 1879, a block of land adjacent to the Sydney Rowing Club's boatshed on Bennelong Point facing Circular Quay was granted to the SASC for its use. There was concern at the time about the longevity of the Club's tenure of the land, as it was believed that the Navy had plans to use the land around Fort Macquarie (situated on Bennelong Point) for Naval Stores and Drill Houses. Uncertainty continued as plans were prepared for a boathouse to be built on the site. In addition to possible Navy use, the area was also potentially required for a new wharf. However by October 1880 the Club's committee was sufficiently confident to ask the members to provide the money for the construction of the building and a building fund was established.

In January 1881 the Department of Lands notified the Club that 'they could not give any guarantee that they would be allowed to occupy for a few years the land they are now in temporary possession of.' Moreover the Engineer-in-Chief of the Harbours and Rivers Branch of the Public Works Department reported 'that it probably would be necessary to dispossess the Club of the land very shortly.' It might be thought that these comments would deter even the most determined committee members but the plans went ahead and, in October 1882, a contract was placed for the construction of a boathouse which was completed in February 1883.

The *Sydney Morning Herald* of 31 March 1883 described the new boathouse and clubhouse in the following terms:

Photo State Records

The photo which appears on the front cover of *The Amateurs*. The book identifies the building above the tug's funnel as the SASC's building but that is the Sydney Rowing Club's boatshed. The SASC building is on the left.



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“It is a most commodious 60 ft x 45 ft and well-appointed building, certainly the best boatshed in Sydney. It is of two storeys, being constructed of wood and iron and has two splendid balconies, one at either side and a third smaller balcony in front. The two larger balconies will be found of great convenience for hanging and drying sails. In the upper storey there are lockers, baths and other conveniences and gas is laid on throughout the building.”

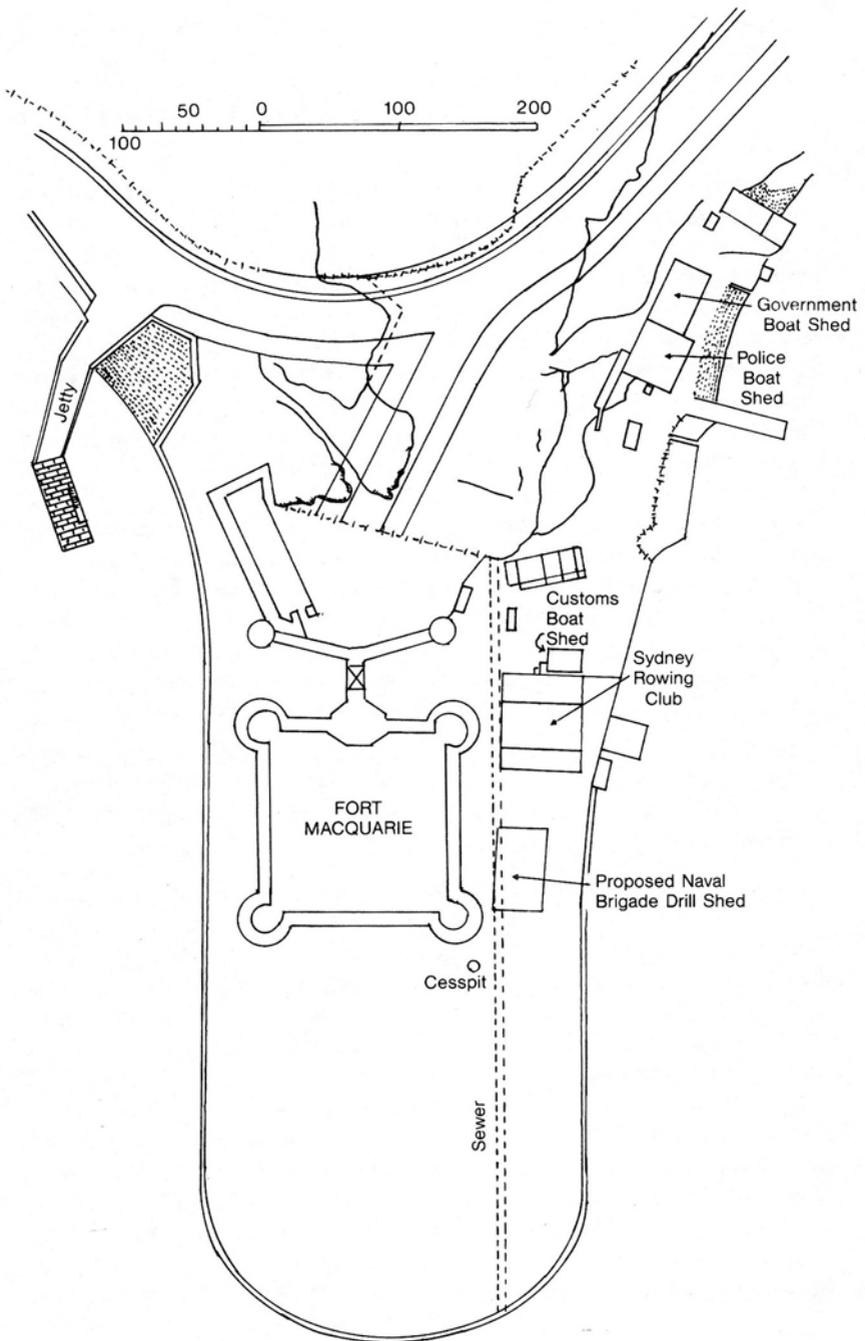
The Amateurs, the history of the SASC published in 1972, has on the front cover a photograph of Sydney Cove looking towards Fort Macquarie which shows two similar boatsheds on the shore beside the Fort. The book identifies the southern most of the two buildings as the SASC Clubhouse, presumably because a Parish map held in the Mitchell Library, which is reproduced on page 21 of *The Amateurs*, shows the SASC grant of land as lying to the south of the Sydney Rowing Club premises. There is ample photographic and other evidence to prove that this assumption is wrong and that the building identified in the history as the SASC Clubhouse is actually that of the Sydney Rowing Club. The SASC building is the more commodious building to the north of the Sydney Rowing Club’s shed which far more accurately fits the description in the *Sydney Morning Herald*.

The Club’s enjoyment of the new premises was to be short lived. In July 1883 the NSW Naval Corps (the Naval Brigade) sought to use the building for drilling purposes but the Club declined the request. Later the same month the Colonial Secretary offered to buy the building from the Club for £650 and the land on which it stood was resumed for future improvements at Circular Quay.

Bennelong Point
about 1875
showing the
Sydney Rowing
Club building
with vacant land
to the north and
the Customs
boatshed to the
south

Photo State Library of NSW





A plan of Fort Macquarie in the 1870s. Note the site for a proposed Drill Shed
(From *The Garden Island* by Tom Frame, p.101)

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As the total cost of the building had been £1,059/12/- the Club incurred a substantial loss.

Three months notice of resumption was given to the SASC and the Sydney Rowing Club. *The Town and Country Journal* of 28 July 1883 reported:

“The members of the Sydney Amateur Sailing Club held a special meeting on Friday evening, for the purpose of considering the offer of the Government to purchase their clubhouse at the Circular Quay, next to the Sydney Rowing Club and accepted the resignation of Mr A. Green, the Honorary Secretary. As it is the intention of the Colonial Treasurer to reuse the whole of the frontage to Sydney Cove on the eastern shore (probably within the next three months) for extra wharf accommodation at the Circular Quay, all boathouses will have to be pulled down and removed, and as a boat and drill house is required for the New South Wales Volunteer Naval Artillery Corps lately formed, the Government, seeing that the Sydney Amateur Sailing Club’s establishment is eminently suitable for the requirements of the corps, have purchased the building for the sum of £650, which amount is very much below the actual cost of its construction. However, from the estimated value of the building is deducted the sum of £450, being the amount it is considered it would cost to take down and remove it elsewhere, and which it is considered should be borne by the club, seeing that the occupation of the land built upon is on sufferance only. The members present at the meeting, after fairly discussing the matter, unanimously arrived at the conclusion that it would be better to accept the offer of the Government than go to the expense of taking down, removing, and re-erecting the clubhouse at another site at the club’s

By 1888 construction of the new wharf had begun, but both the SASC and SRC boatsheds remain in situ

Photo State Library of NSW



expense. Although the club suffers a considerable loss in this instance, it is to be hoped that the members will not be discouraged, and will yet have an establishment where they will be able to have their racing boats and dry sails and gear, as conveniently as was provided for in their late boathouse.”

In the way of things, the redevelopment of Circular Quay took some time. The Naval Brigade and Naval Artillery Volunteers occupied the SASC building as a drill shed but the Sydney Rowing Club remained in their shed until they were served with a notice to quit the site by the middle of 1888. A new shed was built by the club on the western side of Woolloomooloo Bay north of the Domain Baths and it was ready for use by August 1889. The city shed was demolished and the materials were used to build a more commodious shed at the Abbotsford Branch.

The redevelopment of Circular Quay meant that the drill shed had to be relocated and in 1890 plans were drawn up for the construction of a new drill shed and lecture rooms just to the south of Fort Macquarie. The new drill shed comprised a single-storey drill shed with two-storey lecture rooms adjacent, both built with timber frames and corrugated iron walls and roof. It was at this building that the Boxer rebellion contingent mustered before marching to Woolloomooloo to embark.

The decision in 1901 to demolish Fort Macquarie to make way for the construction of tram sheds meant that the Naval Brigade’s drill hall and

A photo taken from Government House between 1891 and 1901 showing the Drill Shed and Lecture Rooms beside Fort Macquarie

Photo Royal Australian Historical Society





Photo John Jeremy

HMAS *Rushcutter* in the 1950s. The Drill Hall is on the left inside the gate

lecture rooms also had to be removed. The buildings were dismantled and re-erected at a new site on the shore of Rushcutters Bay. The Navy continued to use the buildings for many decades. As HMAS *Rushcutter* they played a major role in anti-submarine training during World War II but eventually the Navy moved out and the buildings are now part of the Rushcutters Bay Maritime Reserve, owned and maintained by the Woollahra Council. The drill hall and adjoining rooms were used as the sailing headquarters during the 2000 Olympics.

What became of the SASC Boathouse? The details of its fate have not yet been located but, because it was only seven years old, it seems most unlikely that it would simply have been demolished and the materials



Photo John Jeremy

scrapped. Quite possibly materials and parts like trusses and columns were reused in the 1901 drill hall. It was the same width as the SASC building, although of one storey rather than two and some 15 feet longer. If this was done then parts of the first SASC clubhouse and boatshed may survive today on the shores of Rushcutters Bay.

The Drill Hall and Lecture Rooms in Rushcutters Bay during the Olympic Games

SASC ANNUAL PRIZEGIVING

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

Saturday 29 June 2013

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

Cost \$55 per head (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Megan or Judy on 9953 1433
no later than Friday 14 June 2013**

SKULLDUGGERY AT NEWPORT, R.I.

To mark the 30th anniversary of their epic America's Cup victory over the US defender Liberty, David Salter interviewed Australia II's tactician Hugh Treharne at the Club after the May general meeting. Rare footage of the seven challenge races was also shown. Hugh provided the packed audience of members with fascinating insights into the historic 1983 campaign. Here are some extracts:

DAVID SALTER: Thanks for your time, Hugh. First up, what exactly does the tactician do?

HUGH TREHARNE: Well, it's like chess. You've got to figure out all the moves and to put yourself in the right place at the right time. And that entails being able to accurately predict the wind. I was blessed with particularly good eyesight. I could see wind and wind shifts, and I could see rounding marks a long way before anyone else. Just subtle little changes in the feel and weather I could sense. And I suppose I got reasonably good at it. The trick is, we had to figure out which side of the course was preferable in terms of wind speed. And generally speaking we always tried to start on the side of the opposition where we thought there was more wind. You don't need very much more wind than the opposition to beat him. If you separate 100 yards you can easily get 0.1, 0.2, 0.3 of a knot more or less than the opposition. You've just got to get it right and go where the wind is.

David Salter
interviewing Hugh
Treharne

Photos John Jeremy



DS: The tactician is also feeding direct input to the helmsman about, literally, what to do. When to tack, which way to go. The question that arises for me is: who has the final say? You or the helmsman?

HT: Oh, well, the helmsman overrides everything if he wants to. But generally he [John Bertrand] didn't. Particularly, if Grant Simmer and I would make a recommendation to him, he'd take it. And it was very rare that he didn't feel that it was right, and then we had to just wear it.

DS: But every now and then he would?

HT: Oh, yeah. It was just that he knew best. When you feel a boat on the wheel, you really know.

DS: During the first race there was a disaster for *Australia II*. One of the pulleys in the steering gear mechanism pulled out of its bracket inside the boat. Bertrand was steering on trim tab alone.

HT: Yeah, I jumped down the aft hatch and got a bit of line and a snatch block and tied it up. And then I got a screwdriver and I wound it up like a windlass, a Spanish windlass, to tighten it up and it came good. It was good enough, anyway. But we lost a lot — we lost the race, really. We were actually dribbling past him on the run when the steering gear failed and had it stayed together we would have beaten him around the mark. We knew that we just had to stop this sort of stuff happening.

DS: Can we talk about starts for a moment? The interesting thing is that in this series there was only one race in which the boat that won the start was never headed and went on to win. In all the other races the lead changed up the first leg.

HT: The boats were very evenly matched and Conner is a very skilled sailor, obviously, and John was quite a bit nervous, I guess. In the earlier races he was much more confident and he was brilliant. But racing against this bloke it was harder, and it showed. John was just not getting his starts. He'd lost confidence with it — bad time to lose confidence! He had his time and distance judgment screwed up. Generally, in the practice races and early races he was pretty good, but he was just nervous on the occasion — the importance of the occasion, I guess. He wasn't as calm as the other bloke. You just had to try and calm him down.

DS: I'm told that after losing one start he absolutely did his block and threw the wheel away. Is that right?

HT: I steered only a little bit.

DS: So are the starts really that important?

HT: Well, it's a lot more fun winning the finish than the start.

DS: It was your direct responsibility, as tactician, and particularly in the light stuff, to really know which side to go — to know where the breeze was going to be. You had a trick. Tell us about it.

HT: Well, up until 15 minutes before the start, you could have 'outside assistance'. And we'd simply go out early and have two rubber ducks with some very skilled people aboard — two blokes in each boat. They went out on each tack — port tack and starboard tack — to the layline, where you meet at the top of the course. We had those blokes go out to that point, then come 25% of the way in and just sit there for two hours. And they used to log



Reliving the
Americas Cup
series of 1983

the wind speed and the wind direction and report it to me. I used to, on a daily basis, code it so no-one else knew what they were talking about.

DS: You had to code it because everyone could hear on VHF?

HT: Yeah, they could hear. There was nothing private in any of these radios. So I'd tell them to either increase or decrease the wind speed, so the direction and the wind speed were wrong. You see, these boats can do 6 knots in 6 knots of wind and if you just get one tenth of a knot more boat speed, you only need one tenth of a knot of wind to get it. It's significant, so you just go where the wind is and you've got to figure out how to get there. That's my job. To be able to put the boat on the course, relative to the other boat, where the most wind is. I didn't get it right all the time, but I got it right more than the other bloke.

DS: You were also deeply involved in the sail program. I know that early on in the campaign, Jim Hardy went to Alan Bond and Warren Jones and said that he didn't think the spinnakers were stable enough in light breezes and that you should have a chance to supervise their cut, and the build of some sails. Tell us about your role in spinnakers.

HT: Well, that's true I guess. Hardy went in to bat and sort of said we need to do something about it, and I had the opportunity to take over without any hindrance. I could do what I liked, basically, on the re-cuts. And slowly but surely I just got them better, particularly downwind in the light winds. All spinnakers look nice and firm when the wind's on

the side when you're reaching – they sit perfectly. But when you try to sail as deep as you can to get down as fast as you can you're right on the verge of the spinnaker being 'jiggly'. You know, it's just hanging there. If you go any lower the clew will drop and the sheet will droop down toward the water. You've got to hold it up so the clew's just up and you've got to really round the sails on the edges. And that's what I did. They got better. Tom Schnackenberg was fantastic on the fore and aft sails, but he didn't seem to have a real good grip on spinnakers. Between the two of us we just sorted it out, and got 'em good.

DS: After the fourth race you were down 1-3. That must have seemed like the bottom of the pit. Was there a change in tactical approach from that point?

HT: Not really. Bondy was running around like a chook with his head cut off trying to figure out whether he should sack anyone or whatever. I'd been through that in 1974 [on *Southern Cross*]. I was the tactician and I was 'excused'. He was looking for excuses. He was looking for ways of changing personnel but Bertrand wouldn't let him. Bertrand just said 'absolutely no'. He sorted it out with Bondy. I didn't even know the discussion was going on. We knew we were fast if we did it right. We just had to try a lot harder.

DS: Can you unravel the mystery of Conner's multiple ratings for us?

HT: *Liberty* had something going on that none of the other 12 metres did. The fact is they did a deal with the measuring people so that they

New member
Merrin Maple-
Brown was
amongst the at-
tentive audience



SASC NEWS could adjust the sail sizes on the boat and adjust the freeboard of the boat from day to day. They had three different valid rating certificates. If you want to get more sail you have to have less stability and shorter waterline length. To do that you've got to take lead out. Because the boat floats higher, the waterline's shorter. But it tips over more, so if you get caught with big sails and the wind comes up you're not very fast. And if you put the little sails up and long waterline and the wind doesn't come up, you're slow. So he could, in fact, change his rating. We didn't think that was possible. We didn't think that was allowed. Nobody else did except Conner. He kept it a good secret.

DS: But didn't the Americans also have other ways of tweaking their rating?

HT: I noticed that when the *Liberty* was being prepared for sea they would bring lots and lots of sails into their tender and their various chase boats. I thought, 'Gee, they've got lots of sails. I can't imagine how they could possibly need them.' A lot of them were bricked up tight, and I saw white sails. I thought, 'Nobody's got white jibs anymore. They went out years ago.' They were Dacron sails bricked up into little tight parcels. I saw them putting them on the yacht and I thought, 'Hang on. If you're putting your racing sails on, how can you have these as well?'

So in the sixth race I decided I'd catch them out. I spoke to Benny and Warren Jones before they left the dock and said 'At 18 minutes to the start I'm going to get you on the two-way radio and I'm going to ask you to make sure you get both boats are measured straight after the race. And as soon as I got on the radio and said that, a great big chase boat came flying in to *Liberty* and sails came out of it like you wouldn't believe. They had the boat in light air trim with extra weight in it. I reckon that it would have floated low. Anyway, when they took all the sails out — just before the start — the wind came up and they were slow. We beat them by three minutes, or something like that — it was a long way, anyway. It was a good wind, and they were from here to Bradley's Head behind.

DS: There was something else you noticed when you were on the reaching legs.

HT: Yeah, well, there's another way to do it. In the bilge of those boats the lead is so far down they had plates fore and aft with bulkheads in them. I think they were putting water in there, but I'm not sure. When we were in the earlier races with the spinnaker up they were always pumping water out. I know, because I was looking at it when we were behind them. Unless that thing's leaking they were taking water in — then pumping it out.

DS: In the final, deciding race, *Australia II* took an early lead, but then fell behind. At the gybe mark *Liberty's* lead went out to 45 seconds, at which point a lot of people in *Australia* went to bed. Take us through that last, dramatic spinnaker leg.

HT: Well, we were able to sail the boat as deep as we could, and make him do the same. When he had to try and match us, he couldn't. That's all. Before that, he was 52 seconds ahead. Looking upwind to the left I could see some wind between the spectator boats as we got further away from the weather mark. You could see that there was good wind toward the back of the fleet so we just kept going toward it. And that's how we closed the gap. But then, when they were very close together, we just dribbled past them. Not by much — I think it was only by 20 seconds at the bottom mark. I steered a bit in that race, on the final leg, but it wasn't because Bertrand was upset. It was a tacking duel that he couldn't see and I was facing back. I just grabbed it, steering backwards, and he let it go.



Hugh Treharne

One thing that was interesting I found out later. They had that Good Year blimp up in the sky. And they had that famous sail maker bloke, Lowell North, up in the blimp and he was on the television. He was doing a commentary, you know, watching the race and talking about it — talking about the wind shifts. And it wasn't until months later that I found out that they had a TV on their boat [*Liberty*], a 12-volt TV set.

DS: So he was calling the shifts for them?

HT: Yeah, but he screwed up, because the wind that I found was out on the left hand side. We went for it, and got it. But Lowell North told him [Conner] there was better wind in the middle, and there wasn't. Serves him right. I just had to find something. It was the most important thing just to get more wind and go where the wind was. Luckily we did.

RANGERS GALORE

On 16 March Sean Langman raced his Ranger-class boat *Vagrant* in Classic Division 2. On that day *Cherub*, *Ranger* and *Vanity* also competed making a total of four 24-foot Rangers, a first in SASC history for a Saturday event.

On the windward leg to the finish in Taylor Bay all were in close company — full marks to our handicapper. After the race several people remarked to me what a wonderful spectacle they made. Boatshed gossip tells me that there will be five of us next season.

Southerly

AN OPEN LETTER TO ALL LEISURE SAILORS IN SYDNEY HARBOUR AND BOTANY BAY

'Close Quarters' with Large Vessels

Whilst the majority of sailors in the Sydney and Botany Bay area are strongly focussed on safety, I believe it is nonetheless important to remind the boating community of their responsibility for the safety of all on the waters we share.

My main concern is the increasing number of reports of 'close quarters' between recreational vessels and sea-going ships transiting the shipping routes within Sydney Harbour and Botany Bay.

These incidents, most of them involving vessels under sail, indicate a lack of appreciation by some skippers of the potential dangers of getting too close to large ships which, given their size and tonnage, are unable to quickly stop or turn to avoid a collision.

Sydney Ports provides escort vessels that run ahead of sea going ships as they move to and from their berths, to ensure as much as possible the way ahead is clear of recreational vessels.

Skippers are reminded that passing between the escort vessel and the sea-going ships is regarded as a dangerous manoeuvre which could impede safe navigation and lead to an accident and/or result in prosecution.

To remind all about safety obligations and to better understand the issue of 'close quarters,' situations, I urge you to visit the Sydney Ports website www.sydneyports.com.au.

Please familiarise or reacquaint yourselves with the information provided and pass this information on to your friends who may not yet fully understand that escort vessels are there for the safety of all harbour users — please spread the word.

We are all fortunate indeed to share the most beautiful harbours in the world but it's not something we can take for granted — stay safe and when it comes to sea going ships — Steer Clear.

Capt. Philip Holliday

Executive General Manager — Marines Services & Harbour Master
Sydney Ports Corporation

Having served on almost 100 protest committees during the last 13 years, I think it's time to remind competitors of "the other rules" — the rules which also govern the sport of racing but seem largely misunderstood or ignored.

The racing rules apply to all boats racing, including those racing with other clubs. Happily, SASC members have a reputation for being quite gentlemanly on the water and we hope this will continue as the harbour becomes busier and the prizes more hotly contested.

Most racing sailors understand and observe Racing Rules 10, 11, 12, and to some degree Rule 18. Most sailing clubs host well-attended rules nights each year. Due largely to time constraints the focus at those events is usually on the above rules, especially Rule 18.

That is appropriate, because those rules help to separate boats and keep incidents on the course to a minimum. However I have attended rules nights where the presenter has actually told the audience "the *only* rules you need to know" are port/starboard, windward/leeward, clear ahead/astern, and overlapped at the mark.

I disagree and encourage every racing sailor — skippers and crews — to read and understand **all** the rules, especially *Part 1: Fundamental Rules* and *Part 5: Protests, Redress, Hearings, Misconduct and Appeals*.

Ignorance of the rules can be irritating and inconvenient to other competitors and race officials. More importantly, they are also dangerous to ignore.

The Racing Rules don't only apply to boats while racing; they can apply to the conduct of boats and sailors before, during and after a race, on the water and on land. Most of the rules — with the exception of Rule 69 — apply to a boat, not an individual competitor.

You should also understand and abide by the *Basic Principles: Sportsmanship and the Rules*, and *Environmental Responsibility*, be very clear on all the *Definitions*, and read any preambles contained in the rulebook.

Part 1: Fundamental Rules

I believe the single most important racing rule is **Safety**, and it is Rule 1 for good reason. It's simple and self-explanatory, but unfortunately often ignored.

More than once competitors have been observed sailing right past a person in the water. I've heard a report from a man overboard (in another club's race) who was quite distressed that several yachts continued to race by without rendering assistance — with some competitors even laughing at him. That is dangerous, sad and infuriating. Anyone who has gone overboard fully clothed knows how difficult it can be to stay afloat, even for a short time.

Other disturbing reports concern boats that have made contact during a race and left the scene without enquiring about potential injury or damage and without rendering assistance.

SASC race officials take these incidents very seriously, will investigate any report of misconduct and swiftly lodge a protest against any competitor found to ignore Rules 1, 2 or 3. The penalties for ignoring these rules can be severe, and can include a disqualification or Rule 69 hearing.

You must render assistance — even if it's not requested or in the end required — and you should lodge a request for redress. You will be given every consideration and a gold star.

Thankfully, on the whole, members of the SASC have often gone out of their way to help others and we appreciate and actively encourage this.

Part 2: When boats meet

It's probably safe to say that most competitors understand rules 10–13. So please take the time to read and understand the other rules, especially *Rule 14 Avoiding Contact*, *Rule 20 Hailing and Responding*, and *Rule 24 Interfering with Another Boat*.

In a protest involving Rule 14 it is likely that if there is contact, especially causing damage or injury, *both* boats will be penalised or disqualified. Always err on the side of caution, not righteousness.

Regarding Rule 20 it's probably best to hail politely and early and allow the other boat time to respond. Always observe *Rule 20.3 Passing on a Hail to an Additional Boat*. If you are being hailed, don't assume that if you can't see why you're being hailed then there is no danger. Boats are not transparent and there may be a third or fourth boat with right of way over all others. We've sorted this out in the protest room many times and the safest option is "if in doubt, give way".

In Rule 24 a boat is not *racing* until her *preparatory signal* which is four minutes before her allocated start time. In a handicap start the prep signal is deemed to be made four minutes before an individual boat's start time. So please keep the start line clear for boats which are preparing to start, even if you are on starboard and they are on port — it's just good manners, and always allow the starters' boat a good view of the start line.

Part 4: Other requirements when racing

We ask that all boats and competitors please observe *Rule 46 Person in Charge* and *Rule 56 Crew Eligibility*. These rules are not always strictly enforced but can affect a boat's eligibility to race and potentially the club's Aquatic License.

Also in Part 4 is *Rule 44 Penalties at the Time of an Incident*. If you think you may have broken a rule, take the penalty turns — one turn for touching a mark and two turns for other infringements. Note that the SASC Sailing Instructions prescribe that in the Classic Divisions boats are not required to do penalty turns but may display a yellow flag and take a scoring penalty as per Rule 44.2.

Part 5: Protests, Redress, Hearings, Misconduct and Appeals

Part 5 contains the rules for lodging a protest or request for redress plus the procedures governing a hearing. The SASC protest committee conducts hearings by the book and this is not negotiable.

Abiding by the rules in Part 5 is essential to ensure a fair hearing in which everyone has an opportunity to tell their story and to clear up any misunderstandings. It also helps to keep the proceedings civil when at times the atmosphere can be tense.

Protests are a useful way to encourage a greater understanding of the rules, promote friendly and fair competition, stimulate discussion and further develop the sailing instructions. They are not a forum for airing unrelated grievances or launching personal attacks.

Please remember: perceptions, recollections and honest testimony naturally vary from competitor to competitor. Incidents often happen at speed and, at any time, each person is concentrating on their own particular set of circumstances. I've read the rulebook hundreds of



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Photo John Silgar

SASC NEWS times over the last 20 years and yet there are still nuances to be observed.

The SASC allows a very generous time frame to lodge a protest so there is no need for competitors to lodge a protest in the heat of the moment or to arrive in the protest room unprepared. We are not able or willing to hold “informal” hearings over the phone or via email. The only evidence we will accept and consider is that which is presented at a formal hearing conducted according to the Rules.

You can also consult the ISAF Case Book which interprets the racing rules and details the outcomes of appeals. The Case Book may include an interpretation that applies to your protest or request. But it’s not enough to simply arrive in the protest room with a copy of the Case Book under your arm — you should attempt to locate a case that may apply to the situation.

Anyone found to have deliberately misled the protest committee is subject to a warning, disqualification or other action as determined by the protest committee.

The SASC’s Sailing Instructions contain further information and rules on the conduct of its races. Pay special attention to General Instructions 1 through 31, as well as the instructions for individual races and series.

And, of course, the IPCAS (Colregs) apply to all craft — power or sail, racing or otherwise.

Please continue to observe all the rules, conventions and etiquette. We will strive to provide the best possible events and outcomes for all competitors, and the sport itself. And remember, you are racing for fun, friendship and a few small prizes — not sheep stations!

If you have any comments or suggestions, please email me at verai@bigpond.com

Happy, friendly and safe sailing!

Marni Raprager

WELL DONE CAPTAIN

The late Geoff McCorquodale and I both began racing at the SASC in *Ranger* in 1937. In the early 60s Geoff resumed crewing for Cliff and in due course raced against him in his own yacht *Salamander*. He later became Racing Chairman — racing flourished and he sure kept his division representatives on their toes, Southerly included.

His son Peter has recently announced that he will not be seeking re-election as Captain this year due to business pressures. His very diverse yachting experience and strength of character have resulted in first-class leadership and excellent racing for the SASC. Peter has presented our case to various authorities and clubs with great success, at times in difficult circumstances.

The McCorquodale family has made outstanding contributions to the SASC in the past and Peter will continue to do so, of that I am certain.

Southerly

INTERNATIONAL TALL SHIP FESTIVAL 2013

June 2013

The Australian Sail Training Association has announced the 2013 International Tall Ship Festival — the first such event in a generation and a unique opportunity to promote sailing and sail training on the national stage.

Tall Ships from around the world are sailing to Australia to participate in events in Fremantle, Adelaide, Melbourne, Hobart, Sydney and Auckland. The three-month festival program will culminate with the Royal Australian Navy International Fleet Review and Sydney Hobart Tall Ship Regatta — the first event of its kind in Australasia.

More than 1,500 berths are available for Australian sailors to join the Tall Ship Fleet for ocean passages and coastal voyages between July and October 2013. This is a once in a lifetime opportunity for members of the SASC to sail aboard a traditional square-rigged ship, testing their mettle and challenging their skills on the open seas.

Vessels joining the events include the accessible sail-training ship *Lord Nelson* from the United Kingdom, the 98-year-old Dutch logger *Tecla* and the three-masted barque *Picton Castle* from Nova Scotia. Australians with and without sailing experience can join voyages from one week to 100 days duration, sailing in company across the Great Australian Bight or Bass Strait, or racing across the Tasman Sea.

Opportunities are also available for private vessels to meet the Tall Ships and welcome them to each port and to join the fleet as they set sail at the end of each festival.

Information on voyages, festivals and where to see the Tall Ship fleet is available at www.tallshipfestival2013.com.

SASC.COM.AU

HELP WANTED

We are in the process of planning an update of the SASC website and would like to make contact with anyone who could offer some technical assistance during the process.

I am a designer by trade and have the brand and content in progress but I could use some support from a web developer to ensure the site is as clean, functional, easy to use and bug-free as possible.

If you're able to assist for a few hours here and there, we would be very grateful. Please email me at verai@bigpond.com.

Marni Raprager

BILLY BARNETT CELEBRATION LUNCH

On 11 May 2013 a celebration lunch was held at the club to pay tribute to one of Sydney Harbour's Master Shipwrights and Sailing Champions — Billy Barnett.

The lunch was a collaborative effort by The Australian Open Skiff Trust, The Sydney Flying Squadron and The Sydney Amateur Sailing Club.

Proceeds from the lunch went towards the building of the 18ft replica skiff *Myra Too* which Billy had sailed to victory to win the JJ Giltinan Championship.

Myra Too, currently being built by Billy's apprentice Bob McLeod, will bring the 18ft replica fleet at the Sydney Flying Squadron to 11 skiffs.

Billy arrived at the SASC by tender from the RSYS to a packed wharf which formed a guard of honour of many of Sydney's greatest sailors for his entry to the clubhouse. Three blasts of the club's foghorn ensured everyone's attention was drawn to his arrival.

The clubhouse had been prepared by John "Steamer" Stanley with a photographic biography surrounding the walls showing Billy's life in shipwrighting and sailing.

A superb lunch was enjoyed and followed by speeches from David Payne, "Steamer", John Winning, Warwick Hood, Ken Beashel, Michael Maxwell, Bill Gale, Peter Notley, Carl Ryves and David Porter — to mention a few.

Glory and Bill
Barnett at the
SASC

Photo Di Pearson



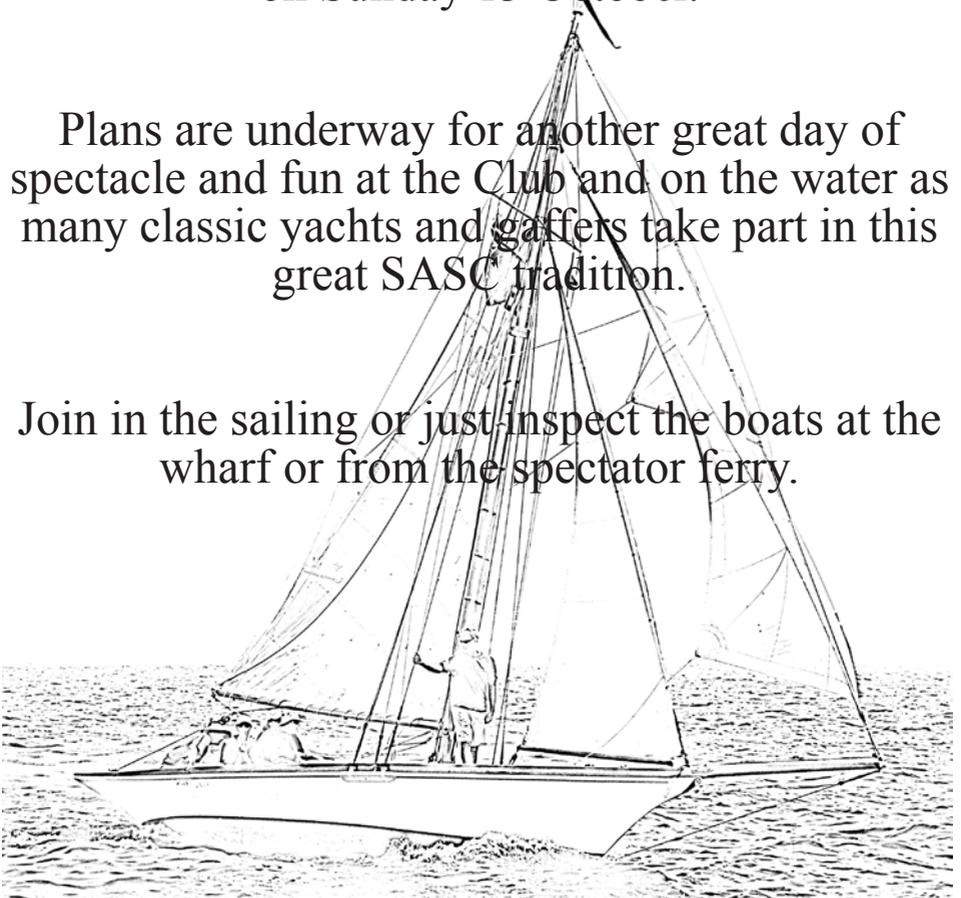
GAFFERS DAY 2013

A Rally on Sydney Harbour for Classic Yachts and Yachts which Hoist a Spar

It is that time again — Gaffer's Day will be held on Sunday 13 October.

Plans are underway for another great day of spectacle and fun at the Club and on the water as many classic yachts and gaffers take part in this great SASC tradition.

Join in the sailing or just inspect the boats at the wharf or from the spectator ferry.



Put the date in your diary now!



The display in the clubhouse

Photo John Jeremy

Gretel II and three wooden Dragons were moored alongside the pontoon along with the H18 skiff *Australia 4* on the wharf for all to enjoy.

A silent auction and raffle were held to raise funds for *Myra Too* with many grateful contributions received.

All in all a memorable day for the SASC, the near 200 attendees and Billy Barnett himself!

Billy Loader

Commodore SFS



Photo Philip Jorgensen

Three of Bill Barnett's 20 or more mahogany Dragons moored at the SASC pontoon. Left to right (or inner to outer) – KA 86 *Kirribilli*, built 1961, World Champion 1979, KA 130 *Trio*, built 1967 and KA 138 *Tom Thumb*, built 1967, twice National Champion

SASC DOMINATES GREAT VETS RACE

June 2013

Yachts on the SASC register featured prominently in the Great Veterans Race staged in April by the Cruising Yacht Club of Australia. The event is open to yachts 30 years or older which have competed in the Sydney-Hobart Race. It is held annually by the CYCA as a tribute to the heritage of their classic blue-water event.

Amateurs' boats took first and third positions on corrected time. The winner of the Windward Trophy was *Mister Christian*, by a margin of 6 minutes 26 seconds from *Mercedes IV*. Third on handicap was *Fidelis*. *Mister Christian*'s victory completed a double for the SASC after *Malohi* won the trophy last year.

The race was sailed in predominantly light conditions with most competitors taking in excess of two hours to complete the shortened course. *Mr C* sailed with a crew of just three — skipper David Salter, ably supported by Bob Moore and Jim Nixon.

The placings of the other SASC yachts taking part were: *Maris* (7th), *Struen Marie* (8th), *Malveena* (14th), *Lahara* (16th) and *Lolita* (19th).

Mister Christian
hot on the tail
of *Love & War*
during the Great
Veterans Race

Photo Jim Nixon



WELL DONE MARNI

On Saturday 27 March this year a Concours and metre boat regatta was held by the SASC. It was a marvellous event which I was privileged to watch from A1.

The Regatta was held in a light nor-easter with fifteen starters going off in a timed start. Our director, Marni Raprager skippered the beautiful Fife-designed 6 metre *Sjö Ro*. She was a clear winner having, in my opinion, sailed an impeccable tactical course re wind and tide.

Marni owns an SASC pennant belonging to my late father which she flew from the backstay. During the windward legs she was convinced that Cliff was giving *Sjö Ro* a boost to weather.

Southerly

A dramatic full moon lit the way to the Owners and Skippers cocktail party on the night before the invitation-only annual celebration of classic yacht design at it's finest.

Well-cut blazers and smart little numbers graced the Gatsbyesque clubhouse. F.Scott's spirit was all pervasive!

The morning of 27 April brought warm Autumn sun, a clear blue sky and a feast of teak and varnish. Uniformed crews dressed ship and chamoised toe-rails to enchant the red-trousered concourse judge, who resisted all bribes of Mediterranean cruises and Cotes du Rhone.

The most endearing sight was that of the six metre *Venger* snuggled up like a whale calf beside *Gretel II* alongside the pontoon. The 1907 metre rule's ability to produce yachts of clear family lineage, despite size differential, was captured in this coincidental pairing. And then the racing!

More cerebral than brutal, with fickle breezes testing the skill of the crews to initially coax momentum from their charges.

Victory went to the 1935 Fife-designed six metre *Sjö Ro*, deftly skippered by Marni Raprager, with *Celeste* and Hugh Treharne second and Richard Winning's *Flamingo* a close third.

The Concours first prize was shared by the immaculate *Tanami* and *Flamingo*, with *Antara* sporting a snapped, but well varnished spreader, third.

"Until next year, Old Sport"

Ian Kortlang



Photo Ian Kortlang

Gretel II and *Venger* alongside the pontoon

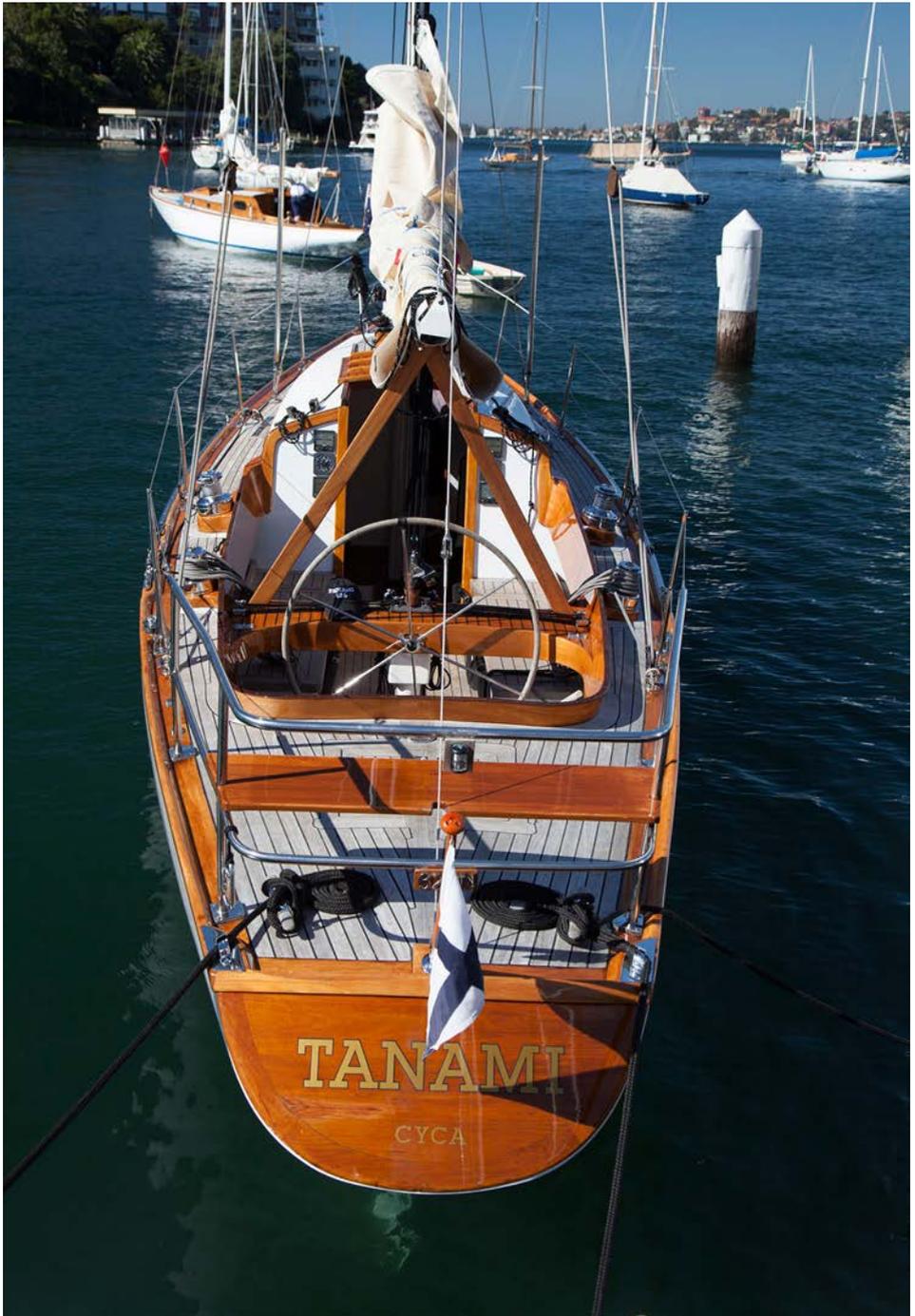


Photo Fred Bevis

Tanami looking like a winner



Photos Fred Bevis

Karalee and her crew, dressed for the occasion (above)

Classic yachts at the SASC on 27 April 2013 (below)



Sydney Amateur Sailing Club ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, 1 Green Street, Cremorne on Wednesday 7 August 2013 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2013.
2. To elect Officers and Directors.
3. To elect Auditors. Crowe Horwath, 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

Peter Scott

Hon. Secretary

For Sale **25' Ranger Class – "Valiant"**

\$50,000



"Valiant" was completely stripped and allowed to dry out, epoxy sheathed, faired and fitted with new ring frames, mast step and additional floors. Fitted with a lightweight rudder and feathering propellor making her all the more competitive.

Contact Richard Mortlock 0412 365 457 for further information

INTERNATIONAL 6 METRE SJÖ RO

On Friday 31 May, we took *Sjö Ro* for her final sail in her current state. The following week, she was off to Sydney Harbour Wooden Boats, to be restored much to her original design by the talented and enthusiastic Simon Sadubin.

Simon is under strict(ish) instructions to have her returned and looking her best in time for the 2013 Gaffers Day. Thanks Simon! We know it's a tall order, but we're keen to have her out on the day — and hopefully compete in the Classic summer series at the Amateurs.

She was built for Sir Claude Plowman by Percy Coverdale in Sandy Bay, Tasmania and launched in 1934. The current custodian, Jeremy Arnott, and I are collecting a history of this lovely Fife.

We're keen to make contact with anyone who has pictures, historical information or knowledge of *Sjö Ro* and her 80-year racing career.

We would appreciate anyone with information to contact Marni on 0438 389 140 or email verai@bigpond.com.

We will return any photographs or articles, and treat them with care.

Marni Raprager

Sjö Ro during her last sail before restoration



HMAS SHEPPARTON HELPS UNCOVER STORIES FROM THE PAST

During the last 12 months HMA Ships *Shepparton* and *Benalla*, have been involved with hydrographic surveys in and around Torres Strait. Their focus has been to achieve high order surveys for Australian Maritime Safety Authority's Under Keel Clearance Management System. The work was a challenge given the relatively confined nature of the strait, the high-density traffic confined to the routes and channels, strong tidal streams and often unforgiving weather impacting the quality of the data.

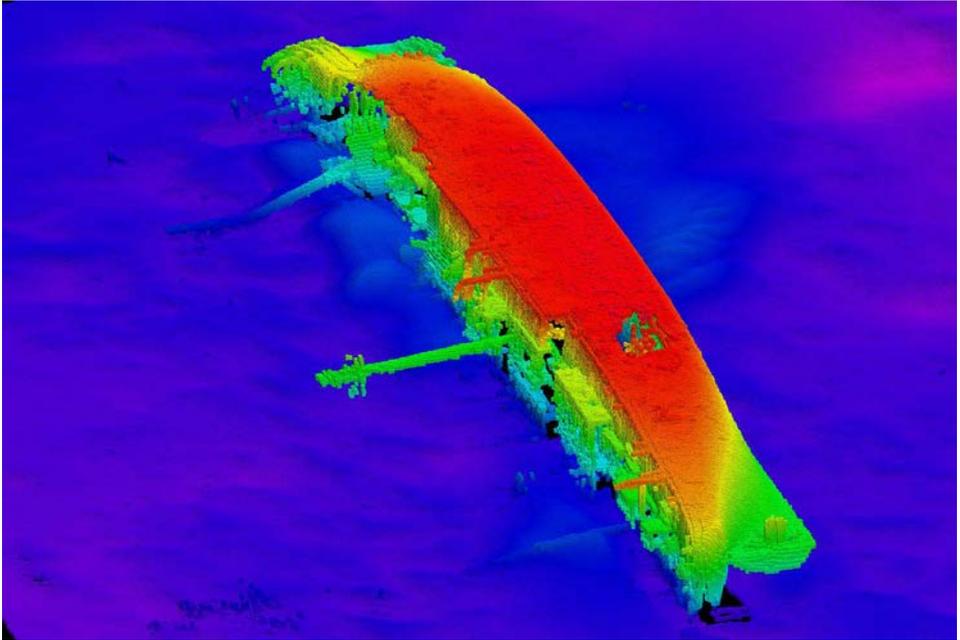
Conducting surveys in this part of Australia also often uncovers stories from the past. Approximately five nautical miles east of the tip of Cape York is the site of the wreck of RMS *Quetta*. The three-dimensional imagery from the multi-beam echo sounder demonstrates the capability of the survey motor launch survey sensors in producing high-resolution imagery of seafloor features. In this case deck fittings, hatches, masts and both a hole and split in the *Quetta's* hull are all clearly visible.

Quetta was a British India Steamer Company vessel which sank within three minutes of hitting an uncharted rock in Torres Strait on the evening of 28 February 1890 — 133 of the 291 persons onboard were lost. A subsequent marine Board of Inquiry found that neither the captain nor the pilot of *Quetta*, both of whom survived, had been at fault. Blame for the disaster was found to lie with inaccurate navigational charts and,

HMAS
Shepparton
conducting the
Torres Strait
survey

RAN photograph





This three dimensional image of *Quetta* from the multi-beam echo sounder demonstrates the capability of the SML survey sensors in producing high resolution imagery of seafloor features

RAN image

such was the public outcry that the Queensland Government rushed the gunboat *HMCS Paluma* north to complete the survey of Torres Strait. New charts which were published by the end of the 1890 resulted in a safer shipping route between Queensland, India and Britain.

With the ‘Blue Economy’ continually under pressure to meet tighter deadlines and capitalise on tonnage limits the pursuit of improved navigational safety in this environmentally-sensitive area continues today by the RAN’s Australian Hydrographic Service.

Luke Pugsley

INTERNATIONAL FLEET REVIEW

In late 2011, the Chief of Navy, Vice Admiral Ray Griggs, AO, CSC, RAN extended an invitation to over 50 nations to send a warship and/ or tall ship to participate in an International Fleet Review (IFR) to be held in Sydney from 3–11 October 2013. The Review is being held to commemorate the centenary of the first entry of the Royal Australian Navy’s Fleet into Sydney. On 4 October 1913 the flagship, *HMA Australia*, led the new Australian Fleet Unit comprising *HMA Ships Melbourne, Sydney, Encounter, Warrego, Parramatta* and *Yarra* into Sydney Harbour for the first time to be greeted by thousands of cheering citizens lining the foreshore. This was a moment of great national pride and importance, one recognised as a key indicator of Australia’s progress towards national maturity.

The IFR is a high-profile international event and Navy’s signature

commemorative event for 2013 and has been planned in partnership with the NSW State Government and the City of Sydney. The planned schedule of events is as follows:

2 October 2013

- Warships rendezvous and passage to Jervis Bay.

3 October 2013

- Warships depart Jervis Bay for passage to Sydney.
- Tall ships entry into Sydney Harbour.

4 October 2013

- Fleet entry to Sydney Harbour.
- Flypast by rotary and fixed winged aircraft.

5 October 2013

- Ceremonial Fleet Review on Sydney Harbour.
- Formation flypast by rotary and fixed winged aircraft.
- Dragon Boat races in Cockle Bay, Darling Harbour.
- Pyrotechnics and Lightshow on Sydney Harbour.

6 October 2013

- Ships Open Day at Fleet Base East, Garden Island and Barangaroo.
- Interfaith Religious Service at St Mary's Cathedral.

7 October 2013

- Royal Australian Navy Band recitals.
- Combined Navies Band concert (to be confirmed).
- Ships Open Day at Fleet Base East, Garden Island and Barangaroo.

8 October 2013

- Royal Australian Navy Band recitals.
- Memorial Service at Cenotaph, Martin Place.

9 October 2013

- Combined Navies Parade on George Street — The Rocks to Town Hall.

10 October 2013

- Tall ships depart Sydney for Auckland.

11 October 2013

- Warships depart Sydney.

For more information on the event and visiting ships visit www.navy.gov.au.

There will be no sailing events conducted by Sydney yacht clubs between 4 and 11 October 2013.

RACE PARTICIPANT FIGHTS BACK

A disgruntled competitor recently presented a well-known SASC race official with a special Mickey Mouse watch with the challenge to use it to ensure that all race sequences started when advertised in the Sailing Instructions according to Eastern Standard or Summer Time.

He may just possibly have been referring to the Australia Day Regatta when the starting sequence began about three minutes earlier than scheduled. Naturally, most of the participants watched the flag signals from the start boat and managed to start without any problems. The race official, well known for his sometimes brusque manner, was last heard muttering “Who the hell is Mickey Mouse anyway?”

The watch



Who the hell is Mickey Mouse anyway?

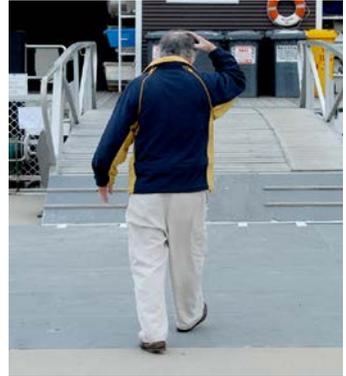


Photo John Jeremy

No edition of the SASC News would be complete without at least one photo of gaffers.
Cherub and Ranger competing on 7 April



Photos John Jeremy

There is nothing a starting team likes to see more than happy competitors, like the crews in *As You do* (above) and *Clewless?* (below) on Sunday 7 April



NEW MEMBERS

We welcome the following new members:

Greg Bourne
 Merrin Maple-Brown
 Alan Quick
 Scott Ryrie

VALE ERN SLOCOMBE

We regret to report that Julie Young has advised us of the passing of her father Ern Slocombe on 28 May 2013, aged 91.

Ern was actively sailing with the Amateurs between late 1960s and early 1980s. He owned and raced *Sweet Morgan*, *Yeoman IV* and *Spray*. He also held the position of Rear Commodore from 1971–73.

His son Paul Slocombe went on to be the Racing Secretary at the SASC and was honoured by the Paul Slocombe Trophy after his sudden death.

SASC SHOP

(AKA *The Office*)

The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$30.00
Burgee – Large – 60 cm x 90 cm	\$50.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2013–2016)	\$40.00
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next *SASC News* will be the August 2013 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 July 2013. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

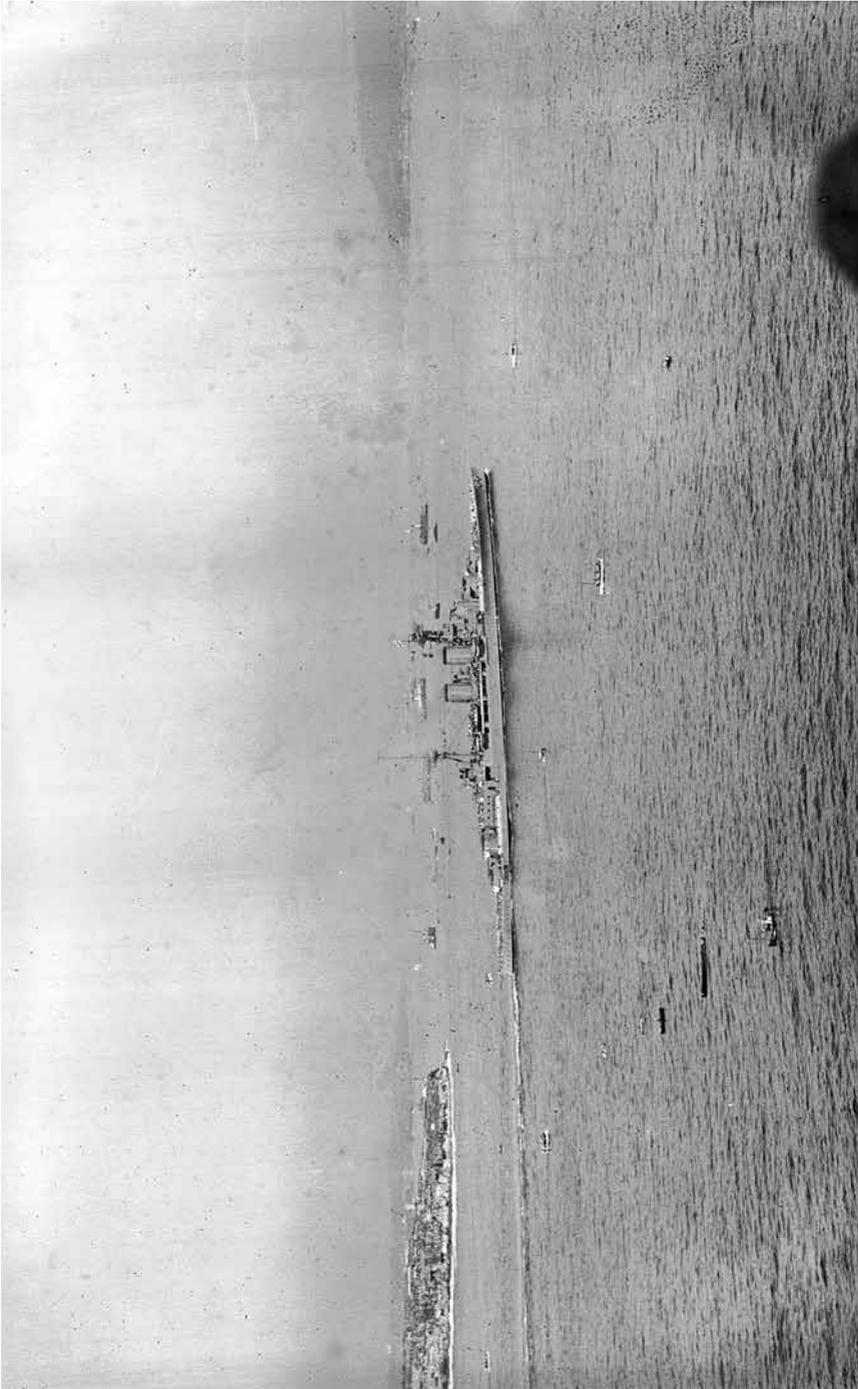


Photo Australian National Maritime Museum

Sydney Harbour will shelter many visiting warships during the International Fleet Review in October, but none as famous, perhaps, as the British battlecruiser HMS Hood, seen here entering the Heads. HMS Hood visited Sydney with HMS Repulse and several cruisers during a world tour by the Royal Navy's Special Service Squadron. The ships arrived in Sydney on 9 April 1924

Sydney Yachting Centre has joined forces with Yacht Sales Australia... (Official Brokers to the SASC)

Yacht Sales Australia is the coming together of three successful boat brokerages – Sydney Yachting Centre and Australiawide Boat Sales (Scarborough QLD and NSW) into one dynamic entity - *Yacht Sales Australia*. This exciting development brings together over 30 years boat broking experience, offering buyers access to high quality new and used yachts and power boats. **We're the only Brokers to run a listing and sales register classic yachts!** Our team are all dyed in the wool long term boaties, with passions ranging from racing, cruising and refurbishing boats of all descriptions. We're only too happy to use this knowledge to guide and assist owners and buyers alike when listing or looking for your new or used boat.

The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

List your boat with us for quick results. Every sale earns income for your Club.

For a complimentary valuation on your boat or to list, call 9969 2144 or email: sales@yachtsalesaustralia.com

...we're still at Middle Harbour Yacht Club



**Yacht
Sales
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...we've got the East Coast Covered!

**See our range of Classics
plus others at:
www.yachtsalesaustralia.com*