



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2014

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Alice Murphy

Cover:

The start of the
Club Championship
race on
3 May

(Photo John Jeremy)

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COMING EVENTS

June 2014

SATURDAY 14 JUNE 2014

Combined Clubs Race — SASC/RSYS/RANSA

SATURDAY 21 JUNE 2014

Winter series point score — race 3

SATURDAY 28 JUNE 2014

SASC Annual Prizegiving

SATURDAY 5 JULY 2014

Winter series point score — race 4

SATURDAY 19 JULY 2014

Winter series point score — race 5

WEDNESDAY 6 AUGUST 2014

Annual General Meeting of members at the Club

SATURDAY 16 AND 23 AUGUST 2014

Safety Audits at the Club

TUESDAY 19 AUGUST 2014

First Compulsory Skippers Briefing

WEDNESDAY 20 AUGUST 2014

Second Compulsory Skippers Briefing

SATURDAY 6 SEPTEMBER 2014

Lion Island race

SATURDAY 13 SEPTEMBER 2014

Opening Regatta and first pointscore race for the 2014–15 season, all Divisions

***NEED THE
TENDER?***

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Allan,
Dennis or
Mitch on
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Sat: 0900-1800
Sun: 0900-1700

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you can con-
tact the fast
tender on
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SAFETY REQUIREMENTS 2014–2015 SEASON

Safety Audits are required for
Category 7 certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE AT THE CLUB**

Saturday 16 and 23 August 2014

SIGNALS FROM THE COMMODORE

Congratulations to Nick Cassim who won the Kelly Cup in *Lolita* on 3 May in the postponed Club Championship race. A great race completed a very competitive season with the Tara Ipo Trophy going to *Very Tasty* (Chris Sligar) and the Brooker Trophy to *Ranger* (Sean Langman) to complete the Club's top three. The Club Championship was perfect representation of the season with all divisions only finalising their pointscore placings for entry into the event in the last race of their respective series. Thank you to all the yacht owners and crews for delivering a great season on water.

This season was the first for both Chris Sligar as Club Captain and Alice Murphy as Executive Racing Secretary and it has been an excellent season on the water demonstrated by the results above. Thank you Chris and Alice for supporting us in our endeavours and we look forward to the coming season.

On 26 April the Club hosted the 2014 Classic Rally and Concours d'Elegance for the beautiful metre classics.

The postponement of the Club Championship to 3 May, following Easter and Anzac Day back to back and only one weekend before the first Winter Series race, ensured that the free weekend produced another successful working bee for the installation of the first of the two new slipway winches. A major piece of equipment was installed in a weekend and was fully operational first thing on Monday. In addition, flooring and pontoon repairs were completed at the Green Shed — thank you Trevor Cosh and the band of volunteers. I believe this is the second Mother's Day working bee in recent years and my aim is to understand how this occurs with 'competing interests', but not interrogate too much as the working bees are prized occasions. Perhaps I heard Trevor on occasion refer to one of the winches as 'mother'.

The Winter Series is well underway with 23 yachts crossing the line each Saturday for the first two races. Like any Australian ski resort in winter we cannot guarantee snow however the harbour is splendid during the winter with much less traffic and looking pristine in clear blue skies. We can guarantee a great day out so please come down and join the winter fun.

On the evening of 14 May we gathered for a General Meeting and an insightful interview of Syd Fisher OBE by David Salter. A great evening of history and recollections with the ocean racing legend as David recounts in his article in this edition.

Finally this edition is packed with great on-water photography by John Jeremy and I highly recommend the colour version which can be downloaded from the Club's website.

Liam Timms



AN EVENING WITH SYD FISCHER

June 2014

Australian yachting has always been dominated by big personalities but those big personalities don't always achieve big things. At the other end of the scale there've also always been a few rather self-effacing people whose achievements have been extraordinary, but are often overlooked. Syd Fischer's contribution to the sport in Australia over the past half-century has been enormous, yet that contribution is rarely recognised. David Salter interviewed him at the SASC's recent General Meeting.

DS: Welcome to the Amateurs, Syd. As a young bloke you played soccer, rugby, boxed and swept a surfboat for North Steyne. A lot of people here tonight will be surprised to learn that sailing was just about the *last* sport you took up.

SF: I thought it was a stupid sport! The thing that I couldn't get out of my craw was you spend an hour, at least, rigging up a boat, go out sailing, come back, and spend another bloody hour putting it away. Whereas with a surfboat, you just get your four rowers and out you go — ten minutes. That was my view of sailing.

How did you make the move from sweeping a surfboat into sailing?

Well, I got sick of training blokes in the surfboat that got on the piss on the Friday night before the carnival. If they had sunglasses on I'd just lift them up and look at the bloodshot eyes and think, "He'll die halfway to the buoys". You've got to be explosive getting out through the breakers. So anyhow I just looked around for another sport. I tried

David Salter
interviewing Syd
Fischer

All photos John Jeremy



SASC NEWS water-skiing and didn't think much of that. Then I met a fellow named Bruton who was running *Caprice* for Bill Northam. They took me out training one Saturday morning and I thought, "Gee, this is all right." So I bought a boat which was on a mooring at the Cruising Yacht Club called *Carefree*.

So you did a bit of training on *Caprice* and thought sailing was OK, so you went and bought a boat?

Well, this was a hulk. Been there for years and the anchor chain had rotted through the deck. But being a carpenter I just put it up in Careening Cove, put a new deck on it, caulked it, painted it — looked beautiful! Took it out one day with a bloke called Dick Taylor. It was a bit of a black nor' easter. We went over a few waves, and he looked over the side and said, "You're not going to be happy". The caulking wasn't good.

It's interesting to me that almost every person who's gone on to achieve great things in yachting — and you're certainly in that company — began in centre-boarders. Not you.

No, I skipped that. I don't think it makes much difference to be honest. By then we had *Malohi*, and I think we did three Hobarts in her and we did pretty well. Then Graham Newland, who won the Hobart race twice in *Siandra*, and Doug Paterson came to me and said, "You're a competitive person. Why don't we put together a boat for the next Admiral's Cup?" I said, "What's the Admiral's Cup?" I didn't have a clue. So anyhow we did, and that was the first *Ragamuffin*. She was 49' 6 $\frac{3}{8}$ " long. Quite a big boat in those days. It was the biggest boat in the fleet in Cowes, which meant that, all things being equal, you get out front and don't eat too much gas. That was the start of the *Ragamuffins*.

I think we should note here that Syd went on to become the real quiet achiever of the Admiral's Cup. He competed an amazing eight times, seven as Captain of the Australian team — an extraordinary achievement. From all those campaigns, what was the highlight?

Oh, I think when we won the Fastnet Race in 1971. No other Australian has done that. We were the only boat that put our spinnakers up. The bigger boats couldn't carry a spinnaker, but that *Ragamuffin* was a bit of a lead mine, had a fairly heavy keel, and we could hold our kites. We blew every one out by the way, except one, and I wouldn't let them blow that one because I knew we had to get up to the finish.

And what about 1979? How did you find that experience?

Well, we didn't know much about it because we turned the radio off as soon as we'd given any information we had to give. But then someone put it on and there was helicopters taking people off boats and all kind of things. When we finished, people came down at the Royal Ocean Racing Club and said to me "What did you people do?" and I said, "We just put our bloody storm gear up and kept sailing." There were, I think, 300 boats in that race and 16 people died. They didn't have the storm gear we had to have because of the regulations in Australia. We won, and were the only country that got all its three boats in.

Around this time you made one of those huge life decisions and decided to have a tilt at the America's Cup. What on earth convinced you to do that?

Well, we'd sailed against Bondy quite a bit and he'd never beaten us. And I thought, "Christ, if he can do it anyone can!" He didn't know one end of the boat from the other.



Syd Fischer at the SASC

Your first challenger, *Advance*, designed by Alan Payne, was something of a disappointment.

Well, when I pulled it out of the water in Newport, Dennis Connor came over and looked at it, and said, “Well, if he’s right, everyone else is wrong.” I’ll never forget that.

Not many people know that you share the record for the most number of America’s Cup campaigns — five — with Sir Thomas Lipton. Looking back on all those campaigns, which of them do you think produced the best boat?

It’s hard to say, but maybe *Steak & Kidney*, the Peter Cole boat. We weren’t doing any good in it upwind, but we were fast downwind. So I thought there mustn’t be anything wrong with the hull, so what’s wrong? So we did what we do to get an inclination rating — put some spinnaker poles out with weights and work it out. We found that the boat was only half as stiff as it should have been, or that Cole thought it was. And I said to Peter Cole at the time, “Peter, how did you calculate it?” He looked at me and he said, “I didn’t calculate it.” So I rang Ken MacAlpine, a naval architect then in Fremantle, and he did the proper calculation for us for stiffness. Then I said to the blokes, the crew, “We’ve got a dud, you’ve got to recognise it, but I think we can make it a lot better. We’ve got eight days between the finish of this round and the next. If everyone’s prepared to work 24/7 I’ll put the money and the effort into doing it.” They said, “Right, let’s go!” so we hired some chainsaws and the grinders had to cut the old keel up and send it

SASC NEWS to the foundry. Anyhow, we put the thing together, got it on the boat, couldn't fair it, but we kept going — and we won races.

Many people believe that at the end of that defender selection series you were the fastest boat.

Yeah, well Connor said that, because he used to train against us. But in their wisdom the West Australians had a straight points system right from Day One. There was no semi-final. So a boat that came good late couldn't make it.

What do you think of the current America's Cup competition?

Expensive. Good luck to Bob Oatley. I sold him his first ocean racing boat. He's going to find it damned hard to beat the load of money that they've got.

After your America's Cup campaigns you got back into offshore racing with what seemed like renewed energy. Were you sick of the round-the-buoys stuff?

Oh, I don't mind the around the buoys stuff but I prefer ocean racing. I think the IRC rule is a stupid rule because there's a bloke in England who buggers it up. It's a 'have-a-guess' rule. But the ORCi is a fully-measured rule and I think it's taking on. You can't hold a world championship under IRC; you can only do it if you've got a fully-measured rating system. I've always said IRC promotes mediocrity.

Syd, you're 87 now — just getting into the prime of life — and doing as much sailing as ever. You campaign a 90-footer in Asia and a 100-footer down here. Aren't you supposed to be slowing up a bit and keeping some money for your kids to inherit?

Well, that's what I always tell them: "This is money you're not going to get". They're all right with that. They can understand — silly old bugger.

We all like to compete — otherwise we wouldn't race against each other — but for 50 years or so you seem to have had an extra-competitive approach to the sport. Do you ever go out and have a sail just for fun?

Not very often, I think the racing is fun. I can't go on deck in heavy weather now because I've lost my balance, so I've got to be very careful. I can't do a night watch and I haven't got the balance to drive. I watch what's going on and if I think the outhaul needs easing or tightening up I don't tell them because my belief is if I have to tell them what to do they shouldn't be on the boat. I just make suggestions.

I think you'd be aware that the sailing community sees you as a bit of a hard head, that you're a tough man, in most senses of the word. Yet person-to-person, you're a pretty nice bloke, even sentimental at times. How do you explain that difference between the way the public sees Syd Fischer, and how you really are?

Well, if I meet an arsehole I can be an arsehole too. It's as simple as that. When I grew up in the building industry every second word was — you can imagine — otherwise they didn't think you knew what you were talking about. So, you know, it's just the way it is.

OK. Two questions to end with. First: are you going to beat *Wild Oats* to Hobart this year?

'I'm glad you brought that up' — that's what real estate agents are taught to say when they get asked an awkward question. I think we'll give them a run. We're doing some modifications at the moment that will get a lot more out of the boat.

Last question: Everyone in this room would love to go just that little bit faster. When Jim Hardy was here we asked him for one word that summed up the most important single factor in winning yacht races. He said “preparation”. What’s your key factor?

Well, I think it’s more than just preparation. It’s having a good crew and understanding the crew. The one thing I learned when I was in surfboats is how to handle people to get the best out of them. You’ve only got four blokes and a few minutes. I’d just appeal in a different way to each of them. “Give it to us now”, you know, or to the other bloke I’d say, “If you don’t put more in I’ll take the bloody sweep and shove it down your bloody throat!”

Past and present owners of *Malohi* — Maurie Evans and Syd Fischer



SASC ANNUAL PRIZEGIVING

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

Saturday 28 June 2014

The prizegiving will commence at 1200 sharp and will be
followed by 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 13 June 2014

VALE PETER GARROW 1931–2014

Peter Garrow joined the Amateurs in 1975 and remained a member of our Club until his recent passing. His funeral was attended by a number of Amateur's members including five past Commodores.

Peter was on the Board for 14 years and was an Honorary Life Member, former Commodore, and Flag Officer.

Those of us with a memory of things gone by remember his pride and joy *Sunchaser*, a yawl which was moored off the Club for many years.

Who can forget his arranging of functions at the Club. Some which come to mind are *A Night of International Cuisine*, a German dining night with SASC beer steins (some are still around), a Gallic French night, a horse race evening, a traditional English dinner (with Vic and Beryl Dibben being crowned King and Queen), a formal evening with lobster for dinner, breakfast on the wharf, a Melbourne Cup Luncheon, etc. etc. He was even a Santa for the kids at their Christmas party. It was all great fun!

Peter was also instrumental in introducing our Friday Twilights.

In his life away from the Club, Peter was married to Kate, also passed away, who supported him during his career with the Amateurs. He worked for Colgate Palmolive for a number of years as a Product Manager across Australia and New Zealand.

Before he took up sailing, Peter was into gliding, so he had an affinity for the wind. Little known to us is that, in October 1967, he achieved what was then an Australian height record of 23,500 feet, staying up for five hours.

We hadn't seen Peter around the Club for a while as he was in poor health.

So the passing of another part of the tapestry of the Amateurs.

Tony Saunders

Photo John Jeremy



Peter and Kate
Garrow, Gaffers
Day 1983

SOUTHERLY'S LAST RACE

June 2014

On Sunday 6 April the last race of the splendid Sunday series for the 2013–14 Season was sailed. There were eight starters in the Gaffers Division and eight in Division 6 (the non-spinnaker division). Charles Maclurcan told me that the starting crew enjoy these events greatly, the harbour being uncrowded, and the competitors agree.

Five Rangers took part, their biggest entry ever in a SASC event outside Gaffer's Day. Minutes before the start rain set in and I dived below. The helm of *Ranger* was subsequently shared by all four crew members. My entire race was spent in the cabin and I revelled in the magnified sounds of a yacht under sail and the talk above about making A1 go faster.

This being my last race in *Ranger* as skipper the crew insisted that I take her across the finishing line. That task and the delightful post-race gathering at the Club was a great joy to me — I shall always remember it.

Southerly

All photos John Jeremy

The rain drenching *Vanity* and *Reverie* on 6 April





The start of the Gaffers Division on 6 April



Magic and Sophia head off into the rain (above)

The spirit of the *Clewless?* crew was not dampened by the showers (below)





Sean Langman's *Vagrant* took line honours in the Gaffers Division (above)
Ranger approaches the line with Bill Gale on the helm (right)





It was raining outside but the clubhouse was full after Bill Gale's last race. Bill, naturally, had a few words to say before Sean Langman gave a warm and moving tribute to him, as a sailor and a friend





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Photo John Silgar

SASC SCORES GREAT VETS DAY DOUBLE

Classic yachts on the SASC register took out both divisions of the Great Veterans Race recently staged on Sydney Harbour by the Cruising Yacht Club of Australia.

This year the fleet of Sydney-Hobart veterans was split by the handicapper into two groups: those which had raced under the old IOR rule, and those who'd battled their way to Hobart even longer ago under the original RORC handicapping system.

The IOR Division was won by *Nike* (Sam Hunt, A25) while the RORC honours and Windward Trophy went to *Mister Christian* (David Salter, A16). *Mr C* also won the event last year.

Sailed in a light Southerly and intermittent rain, the race was a substantial test of sailing skill and patience over a course that took many competitors more than three hours to complete.

The winning margins were close. *Nike* edged out *Mercedes IV* by only 45 seconds on corrected time, while *Mister Christian* held off *Syonara* by just 22 seconds.

Salter admits that his yacht's success this year owed much to the presence on board of Sir James Hardy, who trimmed the main and shared the driving. "We only put any real distance on *Syonara* during the long, second-last leg to windward", he said.

"It was a joy to watch Jim nurse our boat through the fickle breeze. His touch and concentration at 83 years old are still amazing. On the run we also found time to consume a couple of bottles of his best Brut de Brut bubbly."

David Salter
receives the
Windward Trophy
from CYCA
Commodore
Howard Piggott



SASC yachts featured prominently in the 2014 event. *Struen Marie* (Tom Fawcett), *Maris* (Tiare Tomaszewski), *Anitra V* (Philip Brown) and *Lolita* (Nick Cassim) all took part, ensuring that the Amateurs connections with the great traditions of the Sydney-Hobart race are maintained.



Photo Brett Hemmings, www.sailpix.com.au

Mister Christian on her way to a second successive Great Veterans Day win

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 6 August 2014 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2014.
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

CLUB CHAMPIONSHIP 2014

Saturday 12 April, the day scheduled for the Club Championship race, dawned with threatening weather and a Gale Warning for Sydney closed waters. Prudently, the Race Officer and the Flag Officers decided to postpone the event, although the conditions actually turned out to be slightly better than expected.

The competition for the prestigious Kelly Cup is an important part of the Club's calendar and the event was rescheduled for Saturday 3 May. Once again the conditions were less than ideal, with a strong and rather gusty westerly wind, but fourteen yachts made it to the start off Shark Island. It was a spectacular start. Two yachts decided that the conditions were not for them and retired but the others completed the course, which was quite long and a test for the crews in a wind which was gusting up to 30 knots.

The Kelly Cup was won by *Lolita*, sailed by past Commodore Nick Cassim. The Tara Ipo Trophy was won by *Very Tasty*, sailed by Club Captain Chris Sligar and the Brooker Trophy was won by *Ranger*, sailed by Sean Langman.



All Photos John Jeremy

Running the line before the start



Andre Van Stom and Cameron Edwards ready for anything in *Captain Amora*

Seconds from the start





STARBOARD!
Vanity and Warana
enjoying some close
quarters sailing just
after the start





Three Rangers together

Concentration in *Supertramp II* near the finish





Celeste revelling in the fresh conditions
Lolita, winner of the Kelly Cup for 2014





All the weight to windward in *Very Tasty*, winner of the Tara Ipo Trophy

Ranger, skippered by Sean Langman, won the Brooker Trophy



2014 BOB BROWN RACE

The annual Sydney Amateur Sailing Club pre-Easter race from Sydney Harbour to Pittwater was again dominated by vintage yachts. Sailed in glorious sunshine and a brisk southerly of up to 23 knots that saw most of the fleet clear the Heads inside 20 minutes, the 'Bob Brown' was won on handicap by *Paper Moon* (Denis Williams), a Spencer 32 built in New Zealand back in 1976.

Second, by a margin of four minutes, was last year's winner, the 1965 Swanson 36 *Mister Christian* (David Salter and Ben Gray), followed six minutes later by *Magic* (Chris Manion), a Beneteau First 325 launched in 1986. Fourth was another vintage yacht, *Reverie* (John Barclay), still sailing with its original gaff-cutter rig.

Eleven yachts faced the starters at Clark Island and ten finished. The only retirement was *Carabella V* (Matthew McCann), a powerful new XP 50. McCann and his crew were well clear in the race for line honours but prudently decided not to risk grounding at low tide on the Pittwater sandbar as they approached the line at Coaster's Retreat.

Paper Moon

Photo John Jeremy



The fresh southerly allowed a spanking spinnaker run past the northern beaches, although the rhumbline to Barrenjoey was so square that most boats edged out to sea to improve their angle. *Mister Christian*, with her long straight keel, was able to hold an inshore track and gybed her spinnaker abeam of the entrance to Broken Bay, in second place behind *Carabella V*.

However, it wasn't long before the windless 'hole-of-death' behind Barrenjoey claimed *Mister Christian*. Williams and his crew of Katherine Sainty, Louise Macaulay and Julian Ledger then deftly sailed *Paper Moon* around the lee of the headland and toward the far shore at Mackerel Beach for a close-hauled leg to the line. Coastal cruising stalwarts Ian and Wendy Anstee performed the radio, finishing and timekeeping duties in their elegant Moody 41 *Mystic II*.

In previous years the dying breeze inside Pittwater had meant that some of the smaller entrants often failed to make the 2000 time limit, a disappointing end to a 20-mile sail. However, for 2014, the SASC moved the start time to 1300, one hour earlier than the traditional Bob Brown "off", and the entire fleet was able to finish safely in daylight.

The other yachts participating this year, in handicap finishing order, were *Classic Blue* (Michael Brennan), *Molly* (Frank Hetheron), *Maris* (Tiare Tomaszewski), *Manu Kai* (Peter Robinson), *Hagar IV* (Rodney Childs) and *Shibumi* (Paul Thompson and Bryon Moore).

David Salter

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The annual Classic Rally and Concours d'Elegance for metre-type yachts was held at the SASC on 26 April. The event began with the judging of the yachts at the pontoon — *Fagel Grip* and *Defiance* (above) and *Tanami* (below)

All photos John Jeremy





Antares and Fagel Grip manoeuvring before the start of the race during the Classic Rally

Defiance, Caprice of Huon and Gretel II at the start





Defiance winning the race at Shark Island — the race was shortened due to the very light wind



Celeste, Tanami, Gretel II and Antares approaching the finish



Almost there — *Caprice of Huon* competing in the Classic Rally

SPECTACLE ISLAND

June 2014

Located on the Parramatta River near Cockatoo Island, Spectacle Island is a depository of historical artefacts of the Royal Australian Navy's history, collected over more than 100 years.

The island is home to more than half-a-million individual items, large and small, which represent every single maritime operation that the Royal Australian Navy has ever been involved in.

Every item stored on the island tells a unique story and collectively the artefacts tell the Royal Australian Navy's story, and the stories of all the men and women who have served the nation at sea.

As the oldest continuously-operating naval facility in Australia, Spectacle Island is a fitting home for the storehouses which keep these items safe for future generations.

The facility first opened in 1884 as the armament depot for the Royal Navy's Australia Squadron. Spectacle Island was transferred to the Commonwealth of Australia following Federation in 1901 and continued as the armament depot when the Commonwealth Naval Forces became the Royal Australian Navy in 1911.

For most of the twentieth century, Spectacle Island continued its armament role until it became the repository for Navy's heritage collection in the 1980s. The island is also the home of the Australian Navy Cadet's Training Ship *Sydney*.

The importance of preserving Australia's naval history is top of mind for the Director of the Naval Heritage Collection, Commander Alex Hawes.

"Preservation of this collection by people who wear, or have worn, the uniform means that the heart and soul of the Navy is carried forward for future generations.

"Spectacle Island has 48 buildings, spread over five acres, many of which are over 120 years old and all of which are heritage listed.

Spectacle Island

Photo John Jeremy





Part of the repository on Spectacle Island

“It is one of the largest collections of its type in the world, and we hope that people will enjoy visiting our public displays where they can see many of the highlights,” Commander Hawes said.

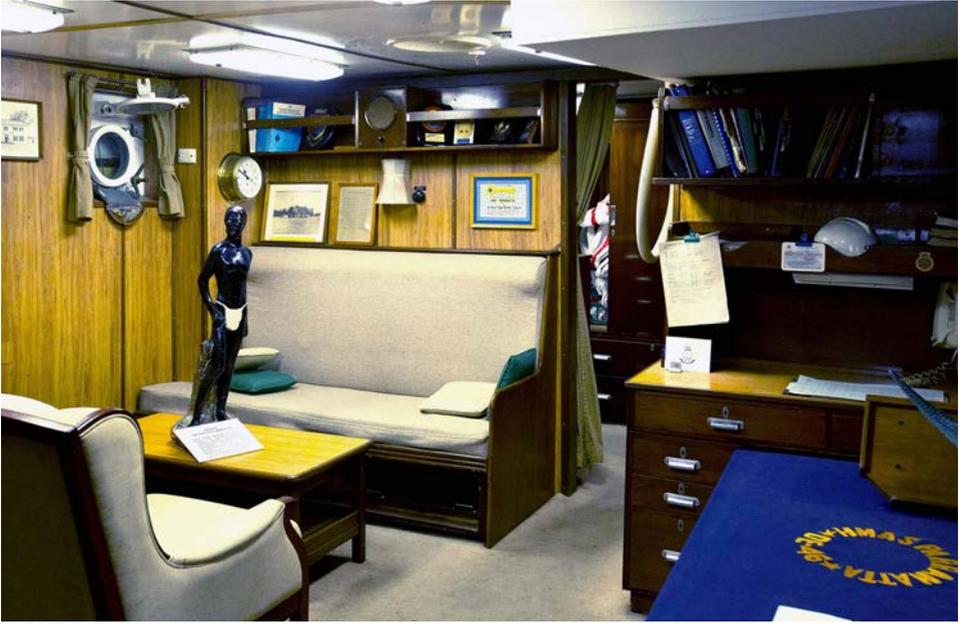
One historical feature which commands attention at Spectacle Island is the large 4.5in Mk 6 gun mounting from the third HMAS *Parramatta* which was built at the nearby Cockatoo Island.

The boat from the first *Parramatta* during restoration

Other large items include the casings of torpedos and missiles, and radar and communications equipment from yesteryear.

RAN photos





RAN photo

The facility isn't just used for storing artefacts, but also preserving and restoring them. The Assistant Curator at Spectacle Island, Ian Steel, said that a ship's boat from the first HMAS *Parramatta*, which is more than a hundred years old, is a great example of these efforts.

"The boat has been lovingly restored by a few volunteers and one staff member over the past 24 months," Mr Steel said. "It will be great to see this boat on display in one of the Navy Heritage Collections facilities soon," he said.

The storage facilities at Spectacle Island hold a variety of items such as Navy uniforms dating back to the foundation of the Royal Australian Navy and gifts from foreign ships and dignitaries. The collection even includes the entire Commanding Officer's cabin from the third HMAS *Parramatta*, exactly as it looked when the ship was decommissioned in 1991.

More unusual items include various swords and arms surrendered to Royal Australian Navy members, and the Night Orders signed by Admiral Nelson on HMS *Victory* on 20 October 1805 — the night before the Battle of Trafalgar.

While Spectacle Island is not open to the public, due to its role as a collection and storage facility, members of the public can view historical Navy artefacts at the Navy Heritage Centre on Sydney's Garden Island, the Fleet Air Arm Museum at Nowra and the Museum of Cerberus at HMAS *Cerberus* on Victoria's Mornington Peninsula.

Des Paroz

The Captain's cabin from the third HMAS *Parramatta*

NEW SLIPWAY WINCHES



Photo John Jeremy

The two new slipway winches were thoroughly painted by Herschel Smith

Trevor Cosh riding the cradle with an unusual load

Photo Ian MacIntosh





“What do we do now?”
Trevor’s team awaiting
instructions

Photos Ian Macintosh

What the.....?
The workers assessing the
latest problem



The engineer surveying the (almost)
finished job



Some say that
this translates
as “Coshy’s
Latest Erection”





Photo AWD Alliance

The first of Australia's new air-warfare destroyers, the future HMAS *Hobart*, taking shape in Adelaide



Photo AWD Alliance

The future HMAS *Hobart* looking like a ship with a section of *Brisbane* on the right

The Western Australia-based tanker HMAS *Sirius* in dock at Garden Island recently

RAN photograph





All photos John Jeremy

What better thing to do when there is almost no wind than
to go fishing — *Cherub* near Shark Island



The last flag hoist. Cameron Edwards, who worked as part of *Captain Amora's* Saturday race management team for some five years, has retired from those duties to concentrate on his University studies in naval architecture (above)

5 to 6 competing in a Sunday race (below)



NEW MEMBERS

We welcome the following new members:

David Hannan
David Jones

SASC NEWS IN COLOUR

Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

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
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top (2XL only)	\$49.00
<i>The Australia Day Regatta</i> (book)	\$70.00



NEWSLETTER DEADLINE

The next *SASC News* will be the August 2014 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 July 2014. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Australian National Maritime Museum, Sam Hood Collection

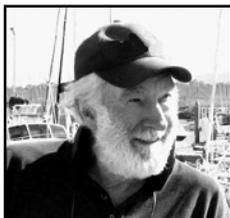
SASC yachts rounding Bradleys Head during a race in the 1920s

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



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