



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2005

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Cover:

Commodore Rob Evans
presenting the Kelly
Cup to Rear
Commodore Peter
McCorquodale at the
SASC Annual
Prizegiving at the Club
on Saturday 25 June.
(John Jeremy photo)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

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

COMING EVENTS

AUGUST 05

SATURDAY 10 SEPTEMBER 2005

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

SATURDAY 17 SEPTEMBER 2005

First point score race for Cavalier 28 Division main series and short series, Super 30 Division, Division 2, Classic Division and OK Dinghies

SATURDAY 24 SEPTEMBER 2005

First point score race for Division 1 and Division 2 and Super 30 short series. Second race for Super 30 Division main series, Division 2, Classic Division and OK Dinghies. First race in Cavalier 28 short series.

SATURDAY 1 OCTOBER 2005

Long Weekend — Picnic Race

SATURDAY 8 OCTOBER 2005

Third point score race for Super 30 Division main series, Division 2, Classic Division and OK Dinghies. Second race for Cavalier 28 Division main series.

SUNDAY 9 OCTOBER 2005

First race for Division 6, Gaffers Division and Heavy Division.

SATURDAY 15 OCTOBER 2005

Fourth point score race for Super 30 Division main series, Division 2, Classic Division and OK Dinghies. Third race for Cavalier 28 Division main series and second race for Cavalier 28 Division short series. Second point score race for Division 1 and Division 2 and Super 30 short series.

SATURDAY 22 OCTOBER 2005

Fifth point score race for Super 30 Division main series, Division 2, Classic Division and OK Dinghies. Fourth point score race for Cavalier 28 main series.

SATURDAY 29 OCTOBER 2005

Sixth point score race for Super 30 Division, Division 2, Classic Division and OK Dinghies.

**WHERE'S
THE TEN-
DER!**

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

Sat: 0900-1800
Sun: 0900-1700



This mid-winter issue of the *SASC News* marks the transition period within our Club — the transition between the two seasons (the photos cover our past triumphs, the calendar tells us the next season is only a few weeks away), the transition on your Board after the AGM, with Herschel's election and the retirement of Peter Blunt, and the change in our line-up of starters with John and Lil Morris hanging up the starter's gun after so many years of looking after the Friday Twilight racing.

Our new season is looking to be the best for many years with, hopefully, two new divisions for the Saturday point score. The Super 30 Division should be a goer with a possible 15 or more starters and the Classic Division will split in two to give us division 1 and 2 Classics and a combined Classic fleet of over 20 yachts. As well we hope that the Twilight and Sunday fleets continue to grow. There have been changes in the harbour courses and safety requirements so make sure you get entry form and safety certificate in early.

Herschel Smith comes to the Board with the unique distinction of being one of our younger members, on the Board that is, and a life member having joined the Club in 1967. His input will be greatly appreciated.

Peter Blunt joined the Board after the amalgamation with MASC and Peter can take a lot of the credit for the smooth amalgamation of the two clubs over the last five years.

For the members who have competed in the Friday Twilights over the last several years one of the features we all remember is the very professional way in which John Morris organised his start team of Lil Morris and Frank Yates. With their retirement a gap has been left in our start team that will be hard to fill.

And finally after three years Middle Harbour Yacht Club has regained the Daydream Shield and for the next twelve months. There will be a gap in the wall to remind us of how important it is to select the right boats for next year's challenge!

Rob Evans

SAFETY REQUIREMENTS 2005-2006 SEASON

Safety audits will be required for Category 7 Safety Certification

SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 27 August and 3 September 2005

ANNUAL GENERAL MEETING 2005

AUGUST 05

The Annual General Meeting of the SASC held at the clubhouse on the evening of 3 August was attended by nearly sixty members. The Commodore and other Club officers reported on the activities of the Club in the past year and the meeting adopted the Annual Report and Accounts for the year ended 31 May 2005.

In his report on sailing activities, Guy Irwin said that he was optimistic that the Super 30 Division would be a success during the coming season, with considerable interest already expressed by owners of light-displacement fast keel boats.

For the coming year Commodore Robert Evans, Vice Commodore John Crawford, Rear Commodore Peter McCorquodale, Honorary Treasurer Richard Lamrock, Honorary Secretary Peter Chapman and Chairman of Racing Guy Irwin were elected unopposed. Charles Maclurcan continues on the Board as Immediate Past Commodore.

As there were nine nominations for the eight positions as directors, an election was held. Elected were Val deBurca, Bill Hogan, John Jeremy, Philip Kinsella, Tony Saunders, Herschel Smith and John Sturrock. The Commodore thanked Peter Blunt for his contribution to the Club's affairs during his time on the Board and welcomed the new member Herschel Smith.

John Jeremy photo

The attentive audience at the Annual General Meeting





John Jeremy photo

Vice Commodore John Crawford reporting to members at the Annual General Meeting

SELLING THE BOAT?

You should know that our Club has a solid association with the reputable yacht brokers **SYDNEY YACHTING CENTRE**.

They advertise regularly on the back cover of *SASC News*. We have an arrangement with them that should any successful sale of a member's boat be completed by them, a portion of their fees are donated to the Club to benefit our members.

They offer a seven-day-a-week service, operating for their new office at the Middle Harbour Yacht Club. They run a fast, safe workboat which can bring customers to the SASC with a minimum of fuss. The owners Geoff Pearson and Bob Vinks have been selling yachts from Middle Harbour for over 22 years, and together with the crew of Matt Pyne and Jason Rowed they have many years of experience helping in all aspects of marketing yachts.

Some SASC members have already used SYC to sell their yachts with great success.

Should you be thinking of selling or just need some advise or valuation, don't hesitate in contacting the team on 9969 2144, seven days.

CLIPPER ROUND-THE-WORLD YACHT RACE

AUGUST 05

Race Preparation Continues

by
Richard Falk

Greetings to all! Race preparations continue in earnest as the start date of 18 September rapidly approaches. With so much left to be done it feels a little hectic as we continue to prepare our boats, crews and selves for the round the world race.

Over the last month a great deal has happened. I have been busy teaching a couple of eight day courses to crews who will join the race. To date all crews have been mixed around for all aspects of the training program. From July onwards we will take over the training of our own crews and will carry out that training on our own boats. This will give us a chance to begin to tailor our techniques and race strategies to those of the individual skippers rather than the fairly standardized training that we have been delivering to date.

During mid May I spent five days in Singapore carrying out a series of press conferences, meeting sponsors and some of my crew and also making contact with the various sailing clubs there. Having also met with many government officials I have been left with no doubt as to the

Richard Falk
ready for the
challenge as
skipper of
*Uniquely
Singapore*



amount of enthusiasm and support for the Singapore boat and crew that will be a major boost to our race campaign. To say I was treated like royalty would be a serious understatement. The pace was frantic with us averaging four hours sleep per night as we crammed meetings and meals into a staggeringly short timeframe. Needless to say our two week Singapore stopover in mid-January 2006 looks like being one of the most interesting of the entire race.

I was amazed by the number of vacant berths at the various Singaporean yacht clubs that we visited. With significant investment in infrastructure having taken place over the years the greatest challenge in Singaporean sailing at present seems to be the need to encourage youngsters when they graduate from dinghies and skiffs to move into the next step of yachts.

As a sailing destination Singapore itself has a huge amount to offer. With lovely warm waters and generally calm seas the area is packed with many islands and ports beckoning for visits. With this in mind it is clear that the Singaporean Tourism Board (STB) which is a major sponsor of the race are keen to promote the assets that Singapore has to offer to world sailors as well as business and tourists in general.



Sentosa Island
Singapore

On 4 June the whole Clipper team of skippers and race support staff moved for the weekend to Liverpool in the north of England. This is the port where the race will start and finish and as such was a fitting location for the “crew allocation” day to be held. This was the point where for the first time crews and skippers found out officially which

boats and with which skippers they would be sailing around the world. It was a full day complete with pomp and ceremony. It was conducted in the magnificent St. Georges Hall and had a total of around 400 staff, crew, families and friends present along with media and various other hangers on. The day culminated with all of the skippers and crew joining into the annual Lord Mayors parade to finish up at the town hall. We then had a few hours to disappear with our crews, start the planning process for the race and ultimately sample many of the fine drinking establishments that Liverpool has to offer. I needn't have worried about my crew being shy and retiring – we were swilling beer in Chinese restaurant like it was going out of fashion by 7pm.



For most of the skippers this was the first opportunity for them to meet and start planning with their respective crews. Whilst we were unable to have every single crew member present owing to the international nature of the event were nonetheless able to have a significant portion there on the day. Most of us felt that this represented the real beginning of our own personal race campaigns.

Some of the race skippers at crew allocation day

On Monday 6 June we took delivery of two new boats, hull numbers 7 and 8, fresh off the ship from China (literally). The hulls arrive intact with engine and most accessories already fitted. Once we take delivery each skipper has then had responsibility of commissioning one boat. This typically takes from 3 to 6 weeks depending on availability of shipwrights, hardstand facilities and various other factors. Most of the work is carried out by the skippers along with a team of politically correct “boat nippers”. There are approximately 70 modifications that

we have to make on the boats during the commissioning. These vary from major work on the skeg and rudder assembly through to minor adjustments to block placements on deck. All of these modifications have come about as a consequence of many hours of sea trials and testing by both the current batch of race skippers and a selection of previous race skippers. It is a major project that requires approximately 800 to 1000 man hours per boat to compete and has been a very interesting process in which to be involved.

Taking receipt of a 30 tonne, £1.2 Million vessel off the side of a ship in Southampton and then towing it 10 miles in a RIB in an area of strong tides (3 to 4 knots) and docking it in a marina berth is an interesting concept, and not one you would choose to undertake every day. It is however a lot of fun and challenges like that are making each phase of this whole process quite a learning experience.

Over the coming weeks we will be undertaking some specialist training in the satellite communications gear that we will be using, attending a ships captains medical course, practicing race starts in keel boats, participating in the fleet review to celebrate the 200th anniversary of Trafalgar and competing in the infamous "Round The Island" race with some 1300 other yachts.

Needless to say it will be another busy month that I will look forward to filling you in on in due course. Friday night twilights in Mosman seem a long way away.

Happy sailing!

*Uniquely
Singapore*





The annual prizegiving was held at the Club on 25 June on a showery day but the conditions failed to dampen the enthusiasm of the many members and friends who enjoyed the celebrations and an excellent lunch in our special surroundings. Rear Commodore Peter McCorquodale, Past Commodore Tony Clarkson, Commodore Rob Evans and Honorary Secretary Tony Saunders appreciated the happy atmosphere (below)

John Jeremy photos





Kevin Tindall won the H. S. Lloyd Memorial Trophy in *Impala* (above)

Matthew Tomaszewski and Greg Dwyer received the Bob Brown Trophy, the SOR Trophy and the P. J. Worrall Trophy as reward for the season in *Indulgence* (below). Michal Tomaszewski was away sailing in warmer seas — see a future edition of the SASC News for more details!

John Jeremy photos





One of the dedicated OK Dinghy sailors, Bill Tyler (*Aquarius*) received the Commodore Mills Trophy and the Sir Frank Packer Trophy (above)

Ian Kortlang (*Antara*) proudly displaying the Gretel Trophy with Chairman of Racing Guy Irwin and the Commodore (below)

John Jeremy photos





The *Reverie* team proudly displaying the Ranger Trophy (above)

Cathy and Peter McCorquodale serving celebratory tots from the Kelly Cup (below)

John Jeremy photos



MATT RIDDELL COMPLETES THE GLOBAL CHALLENGE

AUGUST 05

by
Bryan Riddell

In the summer of 1995 Vic Dibben sold his Yngling *Springle Ring* to Bryan Riddell who then joined the Club, changed the boat name to *Wyandot*, and then eventually replaced it with *The Hobbit*. During that summer Matt (Bryan's son) crewed in the various Yngling races, having previous experience as a sailboard instructor. He served his new keelboat apprenticeship learning terms like 'keel', 'anti-foul', 'Chinese jibe' and 'broach'.

In July 2005 Matt, as skipper of *Samsung* and 17 crew members, successfully completed the Global Challenge yacht race in Portsmouth on a balmy UK afternoon with bands, cheers and a Sunday crowd reminiscent of an Olympic closing ceremony. It was good practice for the Brits for 2012!

In contrast ten months before they had started from Portsmouth in over 40 knot winds and nasty UK temperatures. That night three quarters of the crews on the twelve boats were seasick. Only the skippers were paid professionals while the seventeen crew paid for the luxury! Matt as the skipper of *Samsung* was one of two Aussie skippers out of the twelve. Andy Forbes (who lives in England) is the other Australian — he won the Sydney leg and eventually the overall race.

Samsung in
Sydney



Matt, after the Wellington-Sydney stage, was fourth with great expectations. Unfortunately sailboat races are designed to totally humiliate and things happen — eventually *Samsung* finished ninth.

Dubbed “the world’s toughest yacht race” sailed the wrong way, it is about survival, seamanship, comradeship with some exotic stopovers — Buenos Aires, Wellington, Cape Town, Boston, La Rochelle and — always a crowd pleaser — Sydney.

Often considered ‘the happy boat’ the crew in Samsung comprised a vet, a CEO, a consultant, a teacher, a BBC weatherman, a policeman etc. including four women. The ages ranged from 25 to 58 years young. The shore adventures have included polo matches, joy flights, safaris, exotic social events, a Redsox baseball game in Boston’s historic baseball stadium. In Sydney the crew even took out a fleet of Ynglings, graciously donated by the owners, for a series of fun races and coaching sessions by Nev Whittey!

On the water during the voyage around the world they have experienced storms, the doldrums, a near-death rescue, the joy of winning, the agony of defeat and the shear challenge of coexistence in a 72 foot long capsule.

So when they arrived in Portsmouth last month, Matt and the crew were a long way from that cold spring day when they set out — it was as close as ever to those sunny Mosman Bay days that seduce us all.

Samsung eventually won the Safety prize for crew wellbeing and a journalism award for the quality of the ‘logs’.

The *Samsung* crew in Sydney





Samsung arriving in Portsmouth (above)

Matt Riddell with his proud parents (below)



by
John Crawford

When the editor appeared alongside *Vanity* as we were departing to defend the Daydream Shield brandishing a draft copy of the *SASC News* with a blank page that he said was mine, I was somewhat put off my pace. Not only that, he expected — no, he demanded that my contribution would be on his electronic desk, before the paper was ‘put to bed’, preferably that evening. Further, if I didn’t produce anything he suggested a number of embarrassing options that were open to him as editor starting with...

This page is intentionally blank — the Vice Commodore is too busy sailing!

This is not a good look for the Vice Commodore and neither were the editor’s other suggestions.

Editors as we all know wield huge power — and our editor is no different. This Hitleresque approach to publishing really works a treat, with us ‘regular’ contributors cowering beside our computers, hoping to hit the ‘Send’ button before the editor reaches for the phone, or worse, sends his own email request which is always ‘oh so polite’ yet terminal if ignored.

My purpose in discussing our editor is that I need to get back into his good books and one solution is to heap praise upon him in the hope that he may forgive me. The other reason is to remind everyone just what a great job he does and what a fine magazine the *SASC News* has become under his guidance. These things don’t just happen, they are created by hard work, considerable skill and an eye for detail all of which our editor has in spades. I urge you all to contribute to the *News*, everyone has a sailing story or anecdote and it might help my case..??

[*John, the deadline for the next edition is Friday 30 September — Ed.*]

WANTED

Starting Crew at the Sydney Amateur Sailing Club

No experience is needed as all necessary training will be given. Suitable for all and any persons of any age — or members who have given up racing their boats but wish to put something back into sailing. Or perhaps you have a friend or know of somebody who may be interested.

If you would like to help please contact the Patrick at the Club on 9953 1433.

SASC apprentice and Boatshed stalwart Brett Hobbs has demonstrated his skills again with a competition win at the recent Sydney Boat Show.

Nine teams of two members each competed to build a boat from timber and plywood in less than two hours. The boat had to be capable of carrying the building team on two laps around Darling Harbour. The judges also considered design, construction quality and sailability.

The Build a Boat competition was held on Saturday 30 July between 10 am and midday and the sail around Darling Harbour was held in the afternoon after (a few) drinks at the Pyrmont Hotel.

Brett and his team-mate were the overall winners, winning power tools, clothing etc. and a trip to New Zealand in February/March next year to compete at New Zealand's major boat show.

So, if you need a boat in a hurry, you know where to go. Contact the Boatshed at the SASC!

REFIT FOR HM BARK *ENDEAVOUR*

The HM Bark *Endeavour* replica at the Australian National Maritime Museum, Darling Harbour began an extensive refit on 31 July. It's expected the ship will return to the museum in late October.

"There's a lot of work here," the Museum Director, Mary-Louise Williams, said recently.

"The ship has just returned from three years' sailing around the world. She was last docked for a refit in Hull, Yorkshire, at the end of 2002 — and it's had a hard five-month voyage under sail from the UK to Sydney since then."

This will be *Endeavour's* first refit undertaken by the National Maritime Museum. Prior to its arrival home in Sydney, on 17 April this year, the ship was owned and managed by the privately-funded HM Bark Endeavour Foundation.

Work will include taking down the rigging and removing the three topmasts and spars for refurbishment. The ship's hull below the waterline will be cleaned and necessary repairs will be carried out before the whole vessel is painted externally and internally.

Endeavour's removal from the water in the ADI Limited floating dock at Garden Island will provide shipwrights an opportunity to repair the minor hull damage that occurred when the vessel ran onto a reef in Botany Bay on the morning of its Sydney home-coming.

Endeavour moved to Garden Island on 2 August for unrigging and de-storing. Docking is planned for 10 August, when a piece of rock about 250 mm wide that was embedded in the keel during the grounding in Botany Bay can be removed.

Undocking is expected on 20 October with the return to Darling Harbour planned for 31 October.

Samantha McDonough

The giant French trimaran *Geronimo*, skippered by Olivier de Kersauson with a crew of eleven, set a record for circumnavigating Australia after crossing the start/finish line off the Sydney Opera House on the evening of 9 July.

Earlier in the day the boat had sailed into the path of a weather cell that had 70 knot winds along with a mini-tornado. The boat sustained damage to the steering, causing it to drift towards land at 10 knots. The crew quickly took the sails down and repaired the damage before continuing to Sydney.

The record of 17 days, 12 hours, 57 minutes and 5 seconds, averaging 15.44 knots has been ratified by the World Sailing Speed Record Council (WSSRC).

On 11 July, Oliver was presented with the sydneyaustralia.com trophy at the National Maritime Museum's Wharf 7 where the boat has been located for its stay in Sydney.

The hardest part of the trip appears to have been navigation. To get constant breeze they had to sail at least 50 miles offshore but the sea state changes quickly as does the weather conditions unlike on an ocean passage. And they got nearly everything.

Despite this Olivier and his crew enjoyed the challenge of sailing in the quickly changing conditions from the heat of the tropics to the cold of the southern ocean.

In a press conference Olivier at first said that he wanted someone to try to beat his record soon so that he could come back to do it again. Later he inferred that if someone did attempt to break his record he would sail against them.

Olivier de Kersauson is considered a living legend in France and is well known for giving orders, not taking them.

Dara Johnston, Paul Montague and Christopher Stirling all from Sydney joined the regular racing crew for the circumnavigation. Olivier admitted being worried about them as they had little experience on large multihulls and did not speak French but after completing the circumnavigation he said he was 'proud and happy to have them on board'.

Below decks are basic on *Geronimo* and much smaller than one imagines. Ten crew sleep in cramped quarters on pipe cots up forward and two navigation stations and the sleeping quarters for Olivier, his navigator and a watch captain are located aft. The stairs in the middle of the boat are between two galleys. This allows the skipper, navigator and watch captain to eat when they can and not disturb the sleep of the crew.

On a round the world race the crew are permitted 25 kg of gear on board. Five of the crew are on deck at all times.

Geronimo took corporate guests cruising on Sydney Harbour in the following weeks before sailing to Los Angeles (the same distance as sailing around Australia). The next record attempt will be from Los Angeles to Honolulu.

Geronimo is sponsored by Capgemini and Schneider Electric. The boat promotes high technology to the shipping industry as well as French multihull racing.

Geronimo, a 34 m (112ft) trimaran was launched in 2001 and named after the famous

Apache Indian chief. She is from the design office of Marc Van Peteghem and Vincent Lauriot-Prevost and built by the Multiplast Boatyard in Vannes, France. *Geronimo* is the only maxi-trimaran in the world, built in high-modular carbon fibre.

Geronimo started the Oryx Quest, an around the world race for 4 giant multihulls from Doha, Qatar on February 5. On February 18, following a violent impact with an Unidentified Floating Object (probably the result of the Asian Tsunami), the crew discovered serious damage to the starboard section of the trimaran's forward crossbeam. The skipper decided to go to Fremantle for repairs and some tricky sailing followed to minimize any further damage. *Geronimo* arrived in Fremantle during the night of February 22 and underwent a series of repairs, setting sail again early on the morning of February 25. On March 3, near Tasmania, new indications of delamination appeared in the same beam, but not in the same areas repaired in Fremantle.

Geromino sailed to Sydney and then to BoatSpeed Performance Sailcraft, located at Somersby on the NSW Central Coast. The boat underwent structural repairs before starting The Challenge for the sydneyaustralia.com trophy.

The only other WSSRC ratified around Australia record was set in July 2003 by the 52ft (16.4m) monohull yacht *Kaz* skippered by David Pescud and his crew of disabled sailors in a time of 37 days 1 hours 23 metres 57 seconds with an average speed 7.31 knots. This is still the record to beat for monohull yachts.

Around Australia course rules as stated by the World Sailing speed Record Council. A skipper may nominate any starting/finishing point on the Australian mainland that is acceptable to WSSRC. The vessel may sail either way around the continent as defined. The course shall enclose Sydney Heads, Cape York and the Thursday Islands group, Cobourg Peninsula, Melville and Bathurst Islands, North West Cape, Cape Leeuwin, South East Cape (Tasmania).

Sam Crichton

WORLD'S LARGEST SHIPYARD UNDER CONSTRUCTION IN CHINA

Construction has started on the Changxing Shipbuilding Base on Shanghai's Changxing Island, marking a major step forward in China's ambition to become the world's leading ship builder.

The Jiangnan Shipyard Corp is moving to Changxing island to make way for Shanghai Expo 2010 and will expand its shipbuilding capacity from the current 0.8 million deadweight tons a year to 4.5 million by 2020. It marked the 140th anniversary of the founding in the late Qing Dynasty of China's first manufacturing base for steel, naval ships and steel cannon.

The country's shipbuilding industry has achieved an annual average growth of 17% over the past few years and China now accounts for a quarter of the world's shipbuilding market, up from less than 5% five years ago.

ASTOR — A MASTERPIECE BY WILLIAM FIFE

Last May Ian MacDiarmid kindly invited me to go sailing in the schooner *Astor* as he was fitting a new fisherman's staysail for the owners, Richard and Lani Straman, a couple from the US.

The vessel is some seventy feet LOA and has been in the Straman's care for seventeen years. They maintain her in impeccable condition and are a delightful pair.

While travelling under engine the sails were hoisted and off Fort Denison power was shut down and we proceeded on port tack into a ten knot nor'easter. To my surprise and utter joy the powerful rig heeled the massive yacht to an ideal angle and she picked up her skirt and flew. This ship is not a houseboat but a very efficient sailing boat and does very well in long ocean races albeit her accommodation is superb.

She passed through the Bradley's lee in no time and the helmsman reached into Rose Bay; it was one of the great days of my life to experience the power and beauty of a classic Fife schooner.

Richard, himself a consummate seaman, does faultless varnishing and has made a lot of superb wooden blocks and other fittings. Accommodation is huge with original polished timber in place; the nav. station is, of course, state of the art.

Astor, originally *Ada*, was designed and built by William Fife in Scotland in 1923 to the order of Sir Alexander MacCormick, a famous Sydney surgeon. The standard of construction was unmatched anywhere in the world and it is my firm belief that no designer has ever drawn yachts as beautiful as William Fife. If she ever comes to Sydney again, please go and look at *Astor*.

Southerly

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 (limited sizes):		\$65.00
Club tie:		\$20.90
Club belt:		\$18.70
Club burgees:	Large:	\$25.00
	Small:	\$21.00
Racing flag:		\$10.00



US Navy photo

The oldest carrier in the US Navy, the conventionally-powered USS *Kitty Hawk* (CV 63) arrives in Sydney after taking part in the combined exercise Talisman Sabre with the RAN. This was the first time *Kitty Hawk* has visited Sydney since 2001.

Steam wafts from a catapult on *Kitty Hawk* during her Sydney visit (below)

John Jeremy photo



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 yacht, the Adams 10 *The Amateurs* during its years with the Sydney Amateur Sailing Club

STURROCK'S MARINE PRODUCTS PTY LIMITED

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John Jeremy photo

It was almost sea-wall to sea-wall boats at the marina in Cockle Bay during the recent Sydney Boat Show. Apparently sales were excellent — but where are the new owners going to put the boat?



Graham Taylor photo

There may perhaps be too many hot-water boats on this page already, but *White Rabbit* (left, during a recent visit to Sydney) is exceptional. This 60 m trimaran yacht was designed and built in Australia by North West Bay Ships in Hobart. She can carry some 12 passengers in luxury at speeds up to 20 knots

NEW MEMBERS

We welcome the following new members:

Linda Buhl
Graham Franklin
Josephine Franklin
Douglas Haywood
Walter Huehn
Robbie White

MEMORIES OF STAN SPAIN

The late Stan Spain sailed for many seasons with the SASC going back, I believe to the 19th century. Whilst racing Stan was dressed in dark pants and waistcoat, white shirt and bow tie with a pocket watch, yachting cap and a pipe.

Stan's *Mischief*, an open gaffer was lost some time in the early 1950s so Stan purchased a Bermudan Derwent-class yacht. The boat was based in Shell Cove and as he had the use of a mast lift his Derwent would be raced as a Gaffer for a Saturday or two and then switched to a Bermudan for a couple of weeks. Mr Spain was a very elderly gent by that time and raced without a crew, doing the regular rig switch by himself!

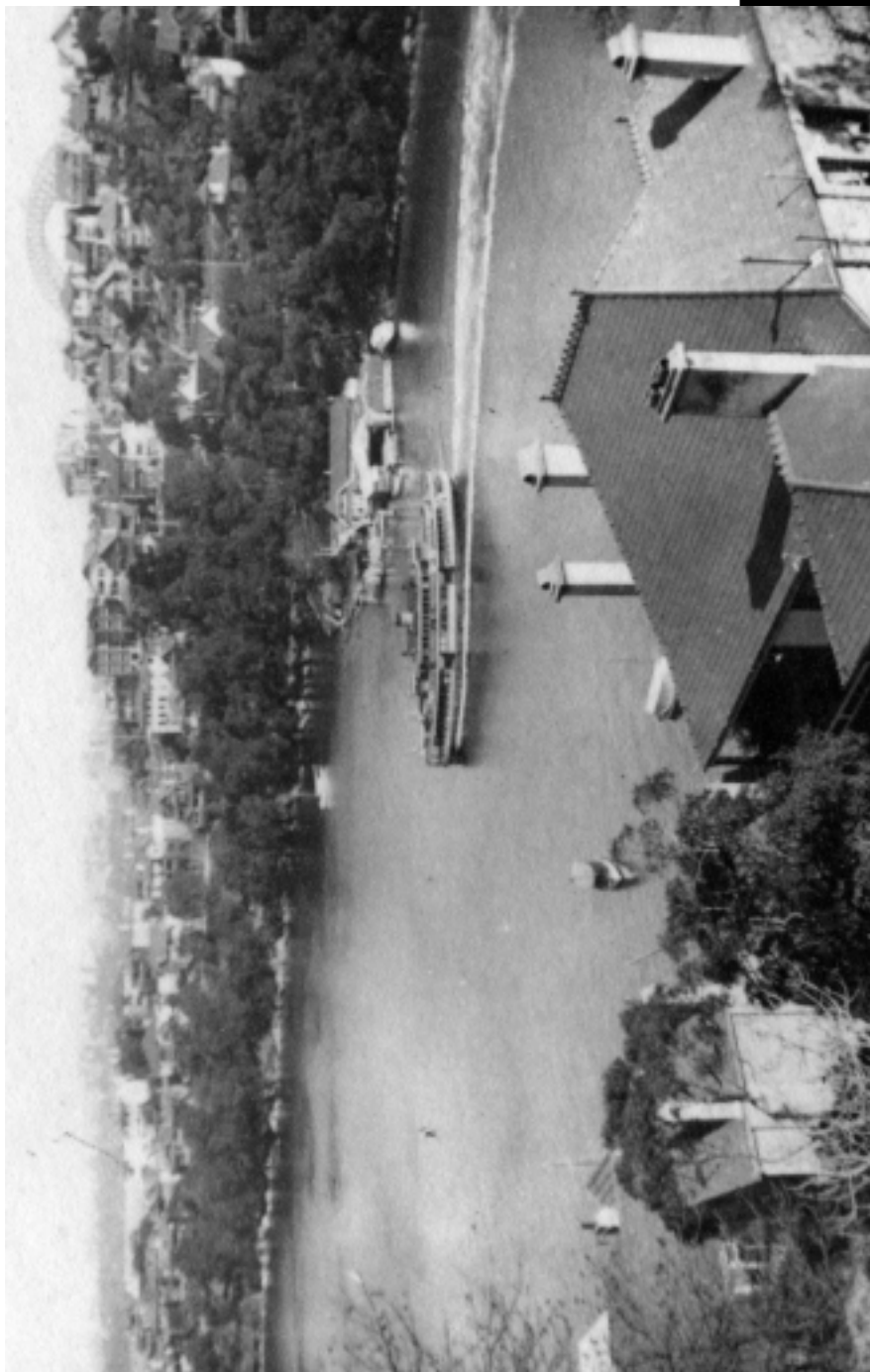
Stan would certainly have informed the race committee of this and I am sure there were no objections from the other competitors. Life was different fifty years ago!

Southerly

NEWSLETTER DEADLINE

The next SASC News will be the October 2005 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 September 2005. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

**WANTED****FOUR-PERSON LIFE RAFT****Contact: Bill Kiddell***Telephone 9212 5944 during business hours*



An interesting photograph of Mosman Bay with plenty of space for moorings. The ferry looks like a diesel-powered *Karrabee* (or possibly *Karringal*). *Karrabee* and *Karringal* were converted to diesel power in 1936 and 1937, which suggests that the photograph may have been taken shortly before World War II. (Photo courtesy Ian and Wendy Anstee)



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