



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2004

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| | |
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Cover:

A deceptively peaceful Mosman Bay on the afternoon of Sunday 5 September, shortly before Sydney was turned white by an impressive hail storm.

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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

OCTOBER 04

SATURDAY 30 OCTOBER 2004

Sixth race for Super 30s, Division 2, OK Dinghies and Classic Division. Fifth race for Cavalier 28 Division

FRIDAY 5 NOVEMBER 2004

First Twilight race

SATURDAY 6 NOVEMBER 2004

Seventh race for Super 30s, Division 2, OK Dinghies and Classic Division. Sixth race for Cavalier 28 Division. Third race for Division 1 and Cavalier 28 and Division 2 short series.

SUNDAY 7 NOVEMBER 2004

Second race for Gaffers Division and Division 6.

SATURDAY 13 NOVEMBER 2004

Eighth race for Super 30s, Division 2 and Classic Division. OK Dinghy Regatta Port Stephens.

SATURDAY 20 NOVEMBER 2004

Ninth race for Super 30s, Division 2 and Classic Division. Eighth race for OK dinghies. Fourth race for Division 1 and Division 2 short series.

SUNDAY 21 NOVEMBER 2004

Cavalier 28 State Championships (RPEYC)

SATURDAY 27 NOVEMBER 2004

Tenth race for Super 30s, Division 2 and Classic Division. Ninth race for OK Dinghies.

SUNDAY 28 NOVEMBER 2004

Third race for Gaffers Division and Division 6. Cavalier 28 State Championships (RPEYC)

SATURDAY 4 DECEMBER 2004

Eleventh race for Super 30s, Division 2 and Classic Division. OK Dinghy State Championships.

SATURDAY 11 DECEMBER 2004

Trophy Race day. Twelfth race for Super 30s, Division 2 and Classic Division. Seventh race for Cavalier 28 Division. Tenth race for OK Dinghies. Fourth race in Cavalier 28 short series and fifth race for Division 1 and Division 2 short series.

SUNDAY 12 DECEMBER 2004

Fourth race for Gaffers Division and Division 6.

**NEED
THE TEN-
DER?**

**Call Mike on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700



September, with the days getting longer and the first of the Nor'easters on the way, brings the start of the sailing season. For the next six months we can forget politics, sport and business and open the paper at the weather forecast and think about sailing.

We have had our most successful opening regatta for some years with big fleets on the Harbour and offshore, our annual dinner (with not a seat left in the house) and our first two point score races with excellent fleets for Divisions 1, 2, Classic and Cavaliers. Our racing members can look forward to a summer of Friday night, Saturday, Sunday and Tuesday racing.

For those of us who love our summer of racing it is very easy to forget the people who make it all possible, Maggie in the office, Guy Irwin and the divisional representatives and our crew of volunteers in *Captain Amora*. Without this dedicated band of workers we don't go sailing and this year it would be nice if we could make their jobs as easy as possible.

With entries it would be good if they could all be lodged on time. It certainly means the yacht will get a better handicap than it will get if the entry turns up late. If you are racing don't forget you must report to the starter before the race and if you retire notify the committee vessel. All too often the starting crew are in late because they were waiting for a boat to finish that had already retired.

And when you come back to the Club remember the staff and volunteers who do the work, the tender drivers and your committee member doing duty behind the bar. The tender service is always pushed when all the yachts come in together; to make it work more efficiently it helps if you can drop some of your crew before heading to your mooring. Remember *Nancy K* is only licensed for 16 passengers which is eight yachts with two to pick up or only two yachts with eight.

So have a great season and spare a thought for those who make it possible.

Rob Evans



Commodore Robert Evans and Kathryn Evans at the Flag Officers' Dinner at the Club
on 24 September

John Jeremy photo

Gout, Hives, Reflux and Other Tips for Old Men of the Sea

Gout — hyperuricemia — Uric acid crystals in the joint spaces, commonly in the first metatarsal phalangeal joint of the big toe or in the ankle.

One of the great mysteries of this year's Sydney to Southport Yacht Race is what happened to Macca's gout tablets. They're still missing somewhere in *EZ Street*, Bruce Dover's elegant timber Warwick 44 masthead sloop which along with *Bright Morning Star* was one of two SASC yachts to successfully, if slowly, venture north to the city of high-rise, faux marble and white shoes.

Talk of gout and other afflictions that target the more mature sailor, set the tone as the 75-strong fleet agonised across the Harbour starting line with no breeze to speak of, a gridlock of grim determination and limp headsails.

This was one of those frustrating Southport races when the wind just took leave for a couple of days. When it did arrive, it delivered infuriatingly short squirts from the north and north-west just enough to keep each watch working between asymmetric, wind-seeker, big genoa and back again.

But back to those gout pills. Macca's throbbing big toe was an engorged sentinel of guilt on behalf of all of us on board for years of accumulated uric acid borne of rich food, red meat, wine and single malt. At what point does one tell Macca that on board there are eight

by
Robin Harris

Grizzled veterans and *EZ Streeters* Trevor Cosh and John Sheridan ponder the whereabouts of missing gout medicine



frozen curries, red meat stews and lasagna? Maybe after he's found those pills.

Just after the first curry the wind arrived. Well, it would wouldn't it? A warm stream from the north west bringing a short sharp sea and the inescapable Southport dilemma. Do you hug the coast and avoid the current, or do you go to sea and trust that there's enough grunt from Huey to work you through the chop? Either way, one tack will always be a 'loser'.

Down below the accursed head has clogged. Fur balls? Bugger me. Who's had a cat on board? No-one owns up to smuggling animals on this voyage, but a gummed up throne with nine blokes on curries and frankly, Macca and his big toe are the least of your worries.

Stand clear as John "Shero" Sheridan plunges head first into the recalcitrant vitreous beast to clear the obstruction. The rest of us pretended to be looking for Macca's gout pills.

We're a couple of men under par by this stage, one with migraine and one with a touch of *mal de mer*. Seven others are watching Shero's every move. Much depends on his dexterity and resolve. There are five curries left.

An early sked after the first breeze and morale is boosted by the news that the skiff-like *The Cone of Silence* has retired. Wishing no ill to these young, tough, committed competitors, we ponder the queer handicappers' logic that has *EZ Street*, *Bright Morning Star* and *The Cone of*

EZ Streeters,
(from left, Trevor
Cosh, skipper
Bruce Dover, Ian
"Throbbing Toe"
Macintosh and
Jim Lawler)
discussing the
merits of a clear
head at the
Southport Yacht
Club



Silence in the same PHS draw. Something's not quite right when a Super 30 races against such 'elegance'.

In *EZ Street* we did a quick inventory of on-board diseases and conditions. It revealed asthma, arthritis, reflux, tinnitus, hives and, of course, Macca's throbbing first metatarsal phalangeal joint. No heart by-passes that we are aware of. At least not yet. Surely that must count for something in the handicappers' minds? Plainly not. Perhaps for the next race we could rename *EZ Street* '*Sailors with Ageing Sensibilities*'. Might score a sponsor or two. Doesn't Shero know someone at Pfizer?

Speaking of limp headsails, the wind drops again but we're all smiling now because a triumphant Shero has unblocked the head. We call it the *irritable bowl syndrome*. It's now a polite battle of wills between those who have been so patient until now, but don't have time to discuss the meaning of 'urgent'.

A relieved and refreshed crew resumes its northward odyssey. Long, beautiful, moonlit nights offer plenty of time to make your way through the medical almanac and Gray's Anatomy. These are the experiences that bind a crew, the travails that keep you coming back for more. *EZ Streeters* curse and bluster, but mostly laugh from start to finish.

I sensed the same camaraderie on board *Bright Morning Star*. Certainly, the cheers with which we were greeted in Southport upon our pre-breakfast arrival on Day 4 reminded me why we do these races. Rock stars we're not. We're just a bunch blokes who love to sail and race, to race and sail. And we stick together. A bit like a fur ball, I suppose.

We so look forward to the civilised banter dockside in Southport, where lies are told and legends born and plans are made to sail to Patagonia that afternoon, 'and if you don't come you're a big toga-wearing Nancy'.

The gout pills still haven't revealed themselves, but then Macca's toe has been remarkably well-behaved ever since. All it really needed was the combined distraction of everyone else's ailments to realise that life isn't so bad.

For the record:

Bright Morning Star

Elapsed time: 03:16:42:44 — 57th overall — 5th on PHS

EZ Street

Elapsed time: 03:17:36:24 — 60th overall — 7th on PHS



The crew from *EZ Street* and *Bright Morning Star* sharing their relief that they are not responsible for the on-board fur balls

FLAG OFFICERS' DINNER



John Jeremy photo

Philip Kinsella, Penny Evans, John Crawford and Mary Kinsella enjoying a pre-dinner drink (above)
Commodore Rex Harrison (RSYS — centre) with Commodore Tony Denham (RPEYC) and his wife Sandra (below)

John Jeremy photo





John Jeremy photo

Commodore Steve Merrington (Royal Prince Alfred Yacht Club) with Bill Gale at the dinner (above)

Guests gathered at the tables for an excellent dinner (below)

John Jeremy photo





Val deBurca photo

There were many smiling faces at the Flag Officers' Dinner, including Mike deBurca, John Jeremy, Dawn Saunders (above) and the happy group (below)

Val deBurca photo



With the death of Stephen Lloyd on Saturday 28 August 2004 an association of 71 years with the SASC by the Lloyd family came to an end.

Past Commodore H. S. Lloyd (known as Harry), father of Stephen, joined the Club in 1933 and went on to win Gold medals on five occasions. Stephen was part of that successful crew.

Harry was described as a person with a dignified bearing, a quality he passed on to his son Stephen, whose wonderful smile lit up his face and whose firm and ready handshake endeared him to everyone he met. When Commodore he was described as the very model of a 'Gentleman Commodore'.

Stephen joined the Club in 1938, saw war service, then drifted away from active sailing as he raised a family and took up poultry farming at Castle Hill. He returned to sailing, racing the family yacht *Waitere* (called by some *The Bus Stop*, after pronouncing the name Wait 'Ere).

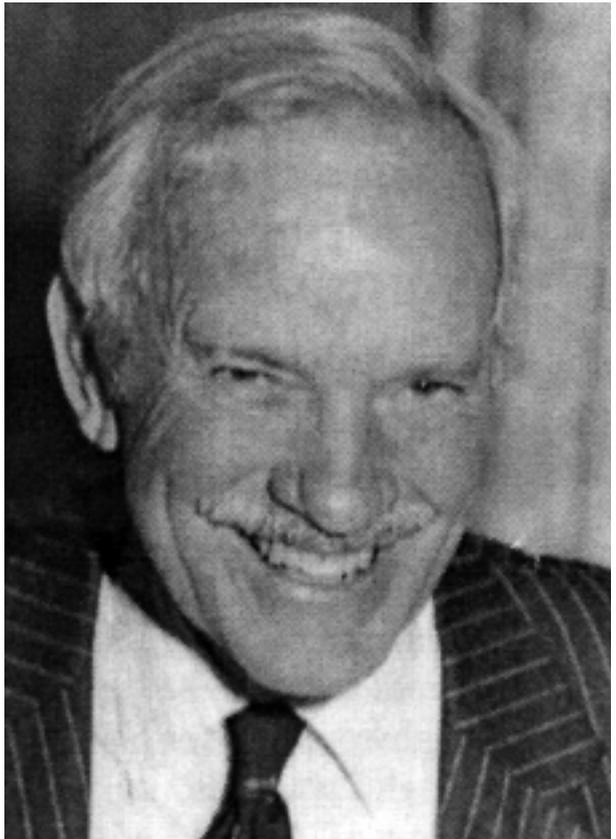
Stephen was described by one of his racing crew as being a gentle skipper. He never raised his voice and thanked people as they did things. Most of all they enjoyed the great conversation and drinks as they sailed back to Lane Cove after the race

He was very much involved in Club activities. He was elected Rear Commodore in 1968, Vice Commodore in 1969 and Commodore in 1972, holding that position during the SASC Centenary Year, a role which he fulfilled with great dignity.

Stephen moved to Church Point some years ago, and continued with his love of sailing in the Pittwater area. *Waitere* was sold to another SASC member, and so the Lloyd connection continues, though with a new owner.

John Jackson

Past Commodore
Stephen Lloyd



by
John Crawford

As the new season gets into gear, it also signals that another season has slipped beneath our keels and as they pass by things change — sometimes imperceptibly and sometimes obviously. I, like many members of the Amateurs, resist change tooth and nail. It's fair to say that mostly we like the Club the way it is. A beautiful place, slightly eccentric, a bit ragged around the edges, difficult to find a parking spot, and blessed with a hill and flights of steps that requires a certain level of commitment after a fresh day of sun, salt, wind and the obligatory QLD. I love it.

One of the things that has changed and continues to change apace, are the number of constraints and restrictions that impact on our daily lives. There is almost nothing any of us can do these days without needing someone else's permission and while we dislike these controls, many of which are nonsense, some are inevitable but if we ignore them, we potentially put at risk many things we take for granted at the SASC.

This brings me to the essence of my message, which is the need for 'sign off' by any Club member who is working on or having work done on the SASC slipways. The boatshed staff have been instructed by your Board of directors to refuse to slip any vessel whose owner has not signed the disclaimer form, and while I have an active dislike of forms, this one is for all of us and any member who pooh-poohs it as bureaucratic clap trap is in effect thumbing their nose at their fellow members and putting at risk our slipway operations.

In addition we are also going to padlock and self-close the gates that permit external access to the slipway. Member's Club keys will operate these locks so you are free to pass through, however it will require a conscious action to open (and close) the gates and we will have fulfilled part of our obligations under our insurance policy for 'authorised entry'.

This is all about preserving what we already have and about making sure we keep it for years to come. There is much talk about preserving our natural environment. At the Amateurs I venture to suggest that we need to preserve both our natural and our social environment if we want to keep the Club the way it is and the way we like it.



Heavy-weather Racing and How to do it!

Members and their guests are invited to attend the SASC Heavy-weather Racing Seminar presented by Ian MacDiarmid. Ian began sailing competitively in 1964 and was winner of World Championships in both the Soling and J24 classes. Ian has sailed in many world class offshore races including the Sydney to Hobart and Fastnet race. He has earned his place in both Australian and European championships in classes as diverse as 30 square metres, Dragons and Ynglings. Ian's company MacDiarmid Sails has lofts in NSW and Yokohama Japan, and they have been producing world class sails for the last 34 years.

Ian will cover the different facets of Heavy-weather Racing and the seminar is a must for off-shore and harbour racing enthusiasts. This interactive seminar will include some practical demonstration and opportunity for questions and answers. Some of the topics to be covered include:

- Vessel preparation
- Heavy weather headsail changes
- Mainsail reefing
- Spinnakers – sets and drops

A light meal and the usual refreshments will be available on the evening.

AT THE CLUBHOUSE, GREEN STREET CREMORNE

Tuesday 9 November 2004

6.30 pm for 7.00 pm

Cost: \$25.00 per head (incl. GST)

*Bookings are essential — call Patrick on 9953 1433,
fax 9953 0898 or email office@sasc.com.au*

WARANA STAYS AT THE AMATEURS

by
Jenni
Bonnitcha

After 75 years of continual racing on Sydney Harbour, the last forty with the Amateurs in *Warana*, John Merrington has called an end to his sailing career. John has lived beside the water all his life and sailed since childhood in 9-footers, 12-footers, 16-footers and his much-loved yacht *Warana*.

Warana was launched in 1932 along with her sister ship *Monsoon*. They were designed by Fred Hayes and built side-by-side by the then renowned Sydney yacht builders, the Hayes Bros. Built of New Zealand kauri on spotted gum ribs *Warana* is still as beautiful and solid as the day she was launched.

The good news is that *Warana* has been sold to long time Amateur's member and past Treasurer Fred Bevis. Fred has taken on *Warana* to continue racing at the Amateurs and as a future retirement project. He aims to have her restored back to her glory days and his wife Beverley is assured there is plenty of work to keep him from under her feet.

John was only the second owner of *Warana*. The original owner Dick Moore's widow rang him to offer him the opportunity to purchase *Warana* in 1961. Her husband had directed "that it had to go to a Merrington". John was then the only one of the three Merrington brothers not to own a yacht. Ernest owned the 40 foot steel yacht *Thurloo* and Bill the family yacht *Eventide*, which is still racing at the Amateurs.

So John bought *Warana* — gaff rigged with oars and rollocks to complement her Stuart Turner petrol motor, anchors and lines which could moor *Queen Mary* and japara sails that weighed nearly as much as the boat, all on board as she sailed from her Pittwater home to her new home outside John's residence in Woolwich.

John then built a slipway in what his children had previously thought was the family tidal swimming pool. John, who was tall at 6' 2", employed shipwright David Frazer to put a new teak cabin on the yacht and to provide him with headroom below. The result was a very spacious family cruising and racing yacht.

His wife and three children hold many fond memories of wonderful shared summers in Cowan Creek and Broken Bay aboard *Warana*. His crew, two of whom, Peter Knight and Bob Mostyn, raced with him for 45 years, hold memories of competitive racing every Saturday and beer, cheese and Jatz on the twilight sail back to Woolwich.

Warana was originally gaff rigged. The constant threat of the Sunday picnickers dropping the gaff onto some unsuspecting head resulted in John replacing the rig. This was at the same time as the cabin was replaced, so the mast was stepped on the deck. I can remember helping



plane three timbers masts on the front lawn — a too-long solid oregon one, its chopped-down version and a timber box mast. Finally John bought a very-solid straight aluminium section, which still looks extremely strong today.

John's family inherited his love of sailing. He now delights in watching his eldest grandson Jonathan training off their home for his Olympic dream of representing Australia on the Mistral at Beijing. Jonathan has successfully juggled his sailing campaign with his University studies and was recently awarded the highest accolade Sydney University bestows on a graduate, the Convocation Medal, which followed his University Medal early this year. Jonathan's brother Paul has also managed well his Science/Law degree at Sydney University and his sailing. His love of the sport has led to him winning a number of Sabot, Flying 11 and 29er titles. Their younger sister Jacqui (also an undergraduate at Sydney University) recently returned from representing the CYCA and to be place 3rd in the Governor's Cup Match Racing. Previously a Sabot and Flying 11 State Champion she, at the age of 15, represented Australia for the first time in the ISAF Youth Worlds and one year later won the World 29er Championship in the Women's division.

Sailing is in the Merrington blood and with me, John's daughter Jenni, working for Youth Sailing at the CYCA and enjoying masters Laser racing with my husband Don, it is not about to go away. Don and I also continue to share a common passion to provide greater opportunities for more young people to enter and enjoy the sport.

John is delighted *Warana* will now be sailed by Fred and continue to race at the Sydney Amateurs every Saturday afternoon. He is proud of the great impact *Warana* has had over his family and their ongoing love of the sport.



John Jeremy photo

Warana sailing in Athol Bay in 1979

Proposed changes in the 2005-2008 Safety Regulations to take effect from 1 July 2005 make it compulsory for crew on boats without lifelines to wear PFDs for Category 5 and 6 races. PFDs are recommended for Category 7 races but are not compulsory.

This change has caused considerable controversy amongst sailors in recent months and Yachting Australia recently responded in an Open Letter dated 21 September 2004.

2005-08 Safety Regulations Section 5 — Personal Flotation Devices

The issue on the 2005-08 Safety Regulations Section 5 — Personal Flotation Devices was debated extensively by Yachting Australia's Safety Committee during the review process of the Special Regulations for publication in the 2005 Racing Rules of Sailing. The process commenced in late 2002 by email and concluded in July. A formal meeting of the committee was held in March 2004.

The committee is comprised of a representative from each Yachting Australia (YAI) Member Yachting Association (MYA). There were a total of seven drafts considered by the committee during the review process and much correspondence was generated.

I advise that there was some support among the MYA representatives for mandating the wearing of PFDs in all categories regardless of boats being fitted with lifelines or not.

After much discussion it was agreed that the regulation would say: "On a boat without lifelines complying with 3.12, a PFD1 or PFD2 shall be worn by each member of the crew while on deck." This will be required for Category 5 and 6 races and recommended for Category 7 where it is anticipated that owners will make their own duty-of-care assessment.

Please note that the Y-flag provision exists in the Racing Rules of Sailing. It is known that race officers are reluctant to use this facility as it places the onus on them as individuals rather than where it correctly lies — on the crew of the competing boats.

It is also known that there are several Marine Authorities that are actively considering introducing regulations in relation to the wearing of PFDs following several incidents (including drownings and near drownings) around the country.

Yachting Australia is satisfied that it has undertaken adequate consultation with its Member Yachting Associations through the representatives of the YAI Safety Committee over the two years of the review process and that the resulting Special Regulations reflect Yachting Australia's duty of care to its members.

It is also hoped that in doing so we can continue to regulate our sport, rather than have outside regulators and regulations impose upon us.

Susan Thompson

Manager, Sport Development & Performance
Yachting Australia



FRIDAY TWILIGHTS

Friday twilights will start again on 5 November 2004

If you plan to come sailing on Friday nights, please ring Patrick or Maggie as soon as possible, and PLEASE before Thursday when Patrick polishes the Club's crystal ball and orders the food.

No table bookings can be accepted after 1200 on the Friday.

A booking sheet is also available on the notice board, and members are encouraged to use this facility when they are passing.

Volunteers are also needed to help clean up and ensure a great evening for all. Add your crew to the list on the notice board now!

SASC CLOTHING

The SASC shop — otherwise known as the office, has a range of clothing and other useful items for sale. All prices include GST.

| | | |
|---|--------|---------|
| Polo shirts, two styles in navy and one in white: | | \$36.00 |
| Rugby shirt, navy with white collar: | | \$65.00 |
| Club tie: | | \$20.90 |
| Club belt: | | \$18.70 |
| Club burgees: | Large: | \$25.00 |
| | Small: | \$21.00 |
| Racing flag: | | \$10.00 |



John Jeremy photo

A major clean-up and rearrangement of the Mosman Boatshed was carried out recently by a working bee of Club members and SCEGGS parents. The work included the erection of a new partition (above) and repairs to the Boatshed structure. In the photo below Peter Blunt, whilst repairing the wharf, is also demonstrating how to use a hammer with appropriate ear protection.

John Jeremy photo



OCTOBER 04



John Jeremy photo

Spotted recently at Noakes yard — *Reverie* (A143) having a major paint job in order to dazzle her competitors during the coming season



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- Racing Toolbox Courses
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10% off Safety & Survival at Sea for SASC members

Telephone Chris or Clare Matthews on (02) 0069 6997
or

visit their website at www.simplysailing.com.au



John Jeremy photo

Also stimulating the economy at Noakes during August — *Tingari* having her mast removed for overhaul

The Australian Heritage Fleet, operators of the barque *James Craig*, has announced plans to take the ship to Hobart, Tasmania in February of next year to be the star attraction of that state's bi-annual Australian Wooden Boat Festival which attracted over 27,000 visitors in 2003 and next year is slated to be bigger than ever.

"The fanfare of the Festival is a befitting return to Hobart for this grand old sailing ship. The sandy bottom of Tasmania's Recherche Bay was to be the last resting place for *James Craig* until this splendid sailing barque was granted a new life by its proud owners, the Australian Heritage Fleet," said Fleet general manager Hugh Lander.

James Craig has recently undergone rigorous inspections by the officers of the Australian Maritime Safety Authority and, given compliance with their requirements, she will be allowed to carry up to 12 fare-paying passengers on both the forward and return legs of the voyage. Mr. Lander said "This presents a magnificent and unique opportunity for square-rig buffs from around the world to enjoy a once-in-a-lifetime experience on the worlds only restored 19th Century barque still capable of making such a voyage. Fifty highly-experienced crew and officers will ensure this is a most unique and memorable event for the privileged twelve individuals."

James Craig in the western channel

John Jeremy photo

The twelve positions each way for this exciting, high-sea, historical adventure will be awarded to the highest bidder through a silent auction process via the website, facsimile or mail. For more information please go to www.austfleet.com, register your interest by emailing events@austfleet.com or phone Sybil on (02) 9298 3888 All money received will be used to further enhance the work of the Australian Heritage Fleet.

The voyage is planned to leave Sydney on 1 February 2005 with the ship arriving in Hobart on 11 February. As the centrepiece for the Australian Wooden Boat Festival, from 12 to 14 February, *James Craig* will be open for public inspection. The following week she will take fare-paying passengers for day-sail adventures in Hobart waters.

The return voyage from Hobart is scheduled to depart early on the morning of Tuesday 22 February, arriving in Sydney in time to host the Harbour Week Launch and Awards on 4 March and to take part in the week of festivities.



THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

STURROCK'S MARINE PRODUCTS PTY LIMITED

Providing *The Amateurs* with marine paints and equipment.

Telephone: (02) 9363 1939

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Providing *The Amateurs* with ongoing sail maintenance.

Telephone: (02) 9817 4155

Fax: (02) 9817 5829

www.macdiarmidsails.com.au



FOR SALE

The fine Bermudan sloop *Waitere* was designed by A.C. Barber, and built in the 1930s by Billy Fisher at La Perouse. Purchased by Harry Lloyd in 1947 from John Benn, *Waitere* remained in the Lloyd family until 1987 when Les, Peter and Jim Hamilton bought her from Harry's son, Stephen Lloyd.

The Lloyds had wonderful success in winning the SASC First Division pointscore in 1953, 1955, 1957 & 1962. The Hamiltons raced *Waitere* in twilight and Saturday afternoon Harbour races, winning the Traditional Division pointscore in 1994, the Division 2 short pointscore in 2003, and the RSYS Varuna Trophy in 2000.

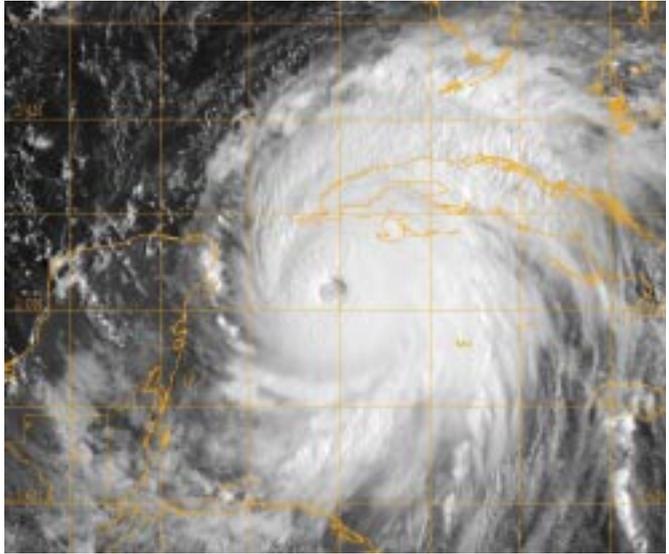
Waitere's 31' 8" long hull is of 1" huon pine, copper nailed and roved to 2" x ¾" spotted gum frames at 7" centres. The original deck of 7" tongue-and-grooved Oregon was overlaid in 1989 by shipwright Peter Christie with marine ply, dynel sheathing and teak. The coach house is generally in polished Queensland Maple.



- full set of sails includes two mains, four headsails a gennaker and two spinnakers
- 20hp Bukh diesel with a folding prop
- standing rigging completely replaced in 2003 by Noakes
- many extras for comfortable cruising included

Contact Jim Hamilton on 0418 453 531 to discuss how *Waitere* could give you years of sailing pleasure.

A satellite image taken from the GOES-12 satellite of hurricane Ivan in the Caribbean on 13 September. Ivan was an extremely dangerous category five hurricane on the Saffir-Simpson hurricane scale, with maximum sustained winds near 160 knots with higher gusts. The well-defined eye of hurricane Ivan was located about 110 miles south-southeast of the western tip of Cuba when this image was recorded.



US Navy image



What could we possibly say about this encounter? Try to avoid being at sea in conditions like this!



US Navy photo

A Seahawk helicopter operating from the aircraft carrier USS *John C Stennis* keeps an eye on a nearby vessel while a waterspout takes form off the coast of Malaysia

AROUND THE PORT

Australia's research ship *Southern Surveyor* visited Sydney between 18 to 29 August and was open to visitors at the Australian National Maritime Museum at Darling Harbour during her stay.

Southern Surveyor is owned by CSIRO and her operations are funded by the Australian Government to enable research institutions to undertake oceanographic, geo-scientific, fishery and ecosystem studies.

The ship is 66.1 m long and has a beam of 12.3 m. She is powered by 2,460 kW diesel engine driving a controllable pitch propeller in a Kort nozzle for a maximum speed of 14 knots. Two bow and two stern thrusters and a retractable azimuth unit enable precise position keeping. The ship has an endurance of 26 days at 11 knots.

Southern Surveyor is fitted with main fishing winches (up to 30 t each), a net drum winch, coring winch, hydrographic, towed body and scientific winches. She is equipped to fish demersal and pelagic commercial trawls to 2,000 m and to make hydrographic observations to 6,000 m.

More than 70% of Australia's sovereign territory is water, the largest of any nation, and about 10% of our GDP comes from our marine resources. In these circumstances, it is surprising that *Southern Surveyor* is the only Government-owned vessel available for use by research institutions.

Southern Surveyor in Darling Harbour

John Jeremy photo



SASC member Sean Langman is hoping to smash the old Gosford-Lord Howe Island race record and complete the 416 n mile journey in an incredible 26 hours. His optimized Open 60 *AAPT* is a late entry in the 2004 race and has added enormous interest to the line honours battle.

The two veteran Volvo 60 racers in the fleet, *Seriously Ten* and *Andrew Short Marine*, will now have to reel in Langman's water-ballasted 'skiff on steroids' if either is to capture the Pinetrees Trophy for fastest time. *AAPT* is back in the work-shed for some pre-race 'tweaking' of its keel/bulb configuration. Langman is racing his 66-footer to Lord Howe Island with a crew of just 6, including himself, and expects to reach speeds of 30 knots in the right conditions. It's possible he could slice 6 hours off *Merit's* course record, set in 2002. Race Director David Slingsby was delighted to accept Langman's late entry. "It will be a spectacular contest," he said. "If we get some decent breeze on the beam then *AAPT* should rocket away. On the other hand, if it's a tough windward race then I'd expect the Volvo 60s to be right up there. They don't mind it hard on the nose."

Another late entry is two-time Sydney-Hobart winner *Love and War*, skippered by Sydney offshore octogenarian Peter Kurts. The elegant Sparkman & Stephens sloop has graced the Lord Howe Island lagoon many times and Kurts is always competitive in this dash across the Tasman.

Six yachts will race to the Island on a turnaround basis. They are *Seaquest the Weapon* (Allsail), *Austmark* (Gunter Schmidt-Lindner), *Obsession* (Getaway Sailing) *Cadenza* (G & U Tuisk), *Team Lexus* (Rupert Henry) and *AAPT*.

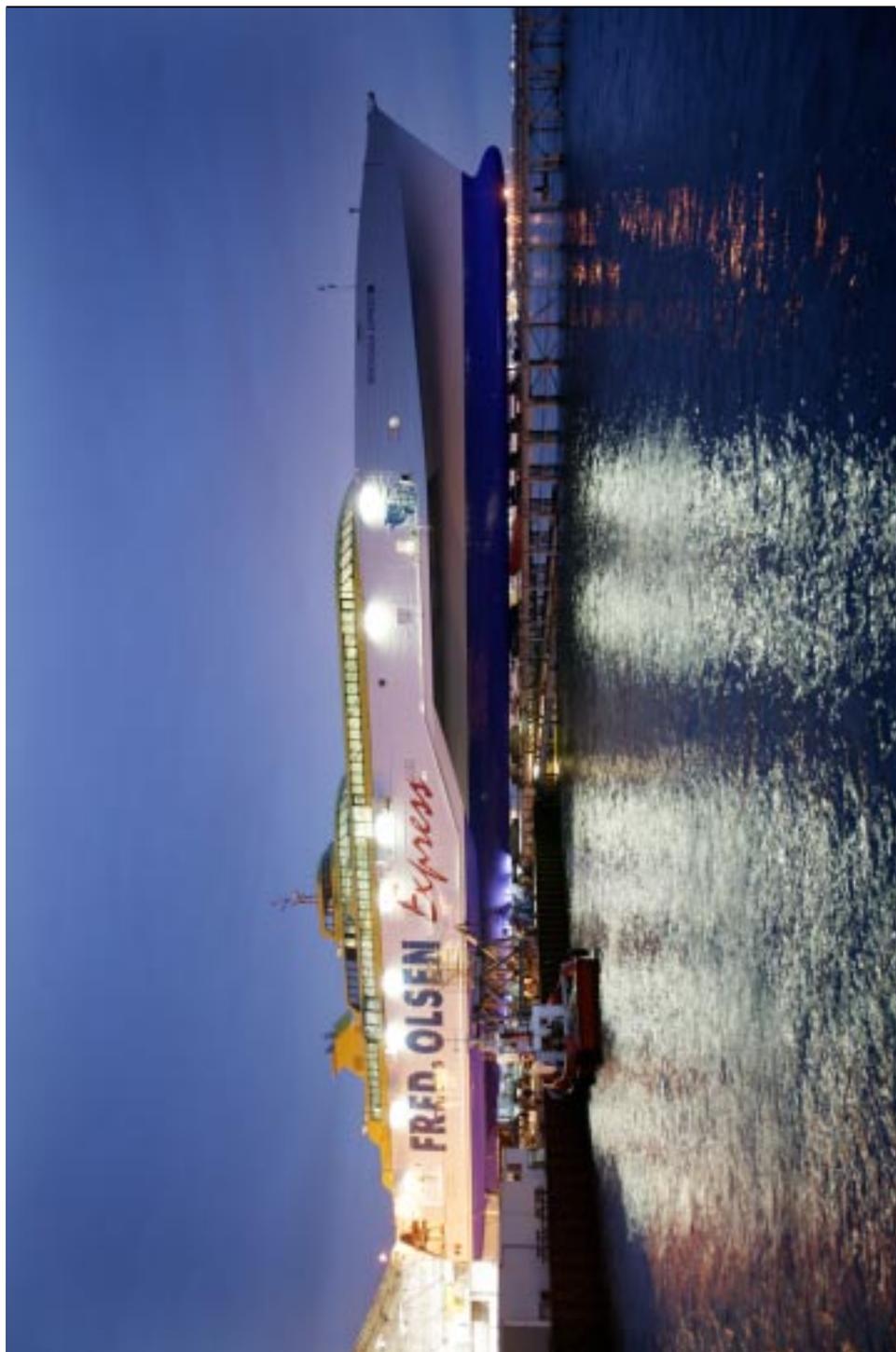
Gosford Sailing Club Fleet Co-ordinator, Alan Fenwick, has praised these skippers for their commitment to the event. "It's such a shame that we still can't accommodate more than five deep-draft yachts on moorings in the lagoon.

"These boats are really showing the true spirit of the race. They'll just have time for a quick pit-stop ashore then have to sail back to the mainland. I hope they can get a long-stay spot next time."

A total of 23 yachts — the largest fleet in many years — will be racing to Lord Howe in two handicap divisions, IMS and PHS. There is also always plenty of interest in the team's event, a traditional 'race within a race' grudge match between NSW clubs.

The team's trophies will be contested by three-boat teams from RANSA, the Gosford Sailing Club, CYCA, Middle Harbour and the Sydney Amateur Sailing Club.





On 25 September Austal Ships launched the 127 m trimaran ferry *Benchijigua Express*. She is said to be the largest aluminium ship yet built.

She is certainly the most significant ship to arrive on the world high-speed vessel scene, not just in terms of size but due to her ability to give a substantially smoother ride to passengers in rough sea conditions thanks to the trimaran design.

Construction of the ferry commenced at the Austal shipyard in Western Australia in September 2003. At the height of construction approximately 430 of the company's 1,200 staff were working on the project.

Setting new industry standards for vessel performance *Benchijigua Express* is the outcome of collaboration between Fred. Olsen, S.A. and Austal which involved more than three years of research and development to produce the new design.

With power provided by four 8,200 kW diesel engines driving three waterjets the trimaran will be able to maintain Fred. Olsen, S.A.'s projected service speed in excess of 40 knots and carry 1,350 passengers, over 340 cars and a substantial number of trucks.

Seeing the vessel afloat for the first time Austal's Chairman Mr John Rothwell spoke of his deep sense of pride.

"The sight of this gigantic ship, the largest aluminium vessel to ever be built in the world, illustrates just how far Austal has come since it delivered its first vessel back in 1988," Mr. Rothwell said.

"At 127 metres this huge vessel is 4¼ times longer than the first Austal-built live-aboard dive catamaran of just 30 metres which was built in approximately six months with just 30 people. Now we employ 1200 people," he said.

Benchijigua Express is now undergoing final fitting out prior to undergoing sea trials during November. The vessel will then depart for the Canary Islands on a delivery voyage of about 9,500 nautical miles.

Austal Ships photos



The large trimaran ferry *Benchijigua Express* ready for launching in Western Australia (left and opposite)

We welcome the following new members:

Timothy Gilkes
John Goddard
Robert Hurrell
Ronald Phillips

JOTTINGS FROM THE VICE COMMODORE

For the edification of SASC members I offer the following extract from my original January 1917 edition of *Brown's Signalling* (net price 2/6d — published by James Brown & Son, Glasgow).

I quote:

“Owners Meal Flag (white rectangular) is flown from the main star-board spreader and denotes that the owner is at meals. Boarding a yacht when this flag is flying is considered bad form. Meal pennants should not be flown under way.”

and,

“Crew Meal Flag (red triangular) is flown from the fore port spreader on schooners and the main port spreader on single masted yachts. This denotes the crew is at meals.”

I'm sure members agree that we must maintain the highest standards at all times!

NEWSLETTER DEADLINE

The next SASC News will be the December 2004 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 24 November 2004. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

DO YOU PLAY BRIDGE?

A dedicated group of people gather each month to enjoy the SASC atmosphere with a game or two of bridge.

They are always looking for others to join them — if you would like to join the group contact Patrick on 9953 1433



John Jeremy photo

This photograph is not very old, but for some reason the editor likes it. *Waitangi* approaching the Taylor Bay mark in the rain on Gaffers Day 1995



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