



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2011

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Maggie Stewart

Cover:

Captain Amora
close to the action
at the start of Division 1 in the 2011
Lion Island race

Photo John Jeremy

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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 2011

FRIDAY 14 OCTOBER 2011

First Friday twilight race

SATURDAY 15 OCTOBER 2011

Point score race for Super 30 Division (long series), Division 2 (long series) and Classic Divisions

SATURDAY 22 OCTOBER 2011

Point score race for Super 30 Division (long and short series), Division 2 (long and short series), Cavalier 28 Division and Classic Divisions

SUNDAY 23 OCTOBER 2011

Gaffers Day

SATURDAY 29 OCTOBER 2011

Point score race for Super 30 Division (long series), Division 2 (long series) and Classic Divisions

THURSDAY 3 NOVEMBER 2011

Classic Twilight Race

SATURDAY 5 NOVEMBER 2011

Point score race for Super 30 Division (long and short series), Division 2 (long and short series), Cavalier 28 Division and Classic Divisions

SUNDAY 6 NOVEMBER 2011

Point score race for Division 6 (non spinnaker) and Gaffers Division. Captain Slocum Trophy race

SATURDAY 12 NOVEMBER

Point score race for Super 30 Division (long and short series), Division 2 (long and short series) and Classic Divisions. Spring Regatta day 1

SUNDAY 13 NOVEMBER 2011

Spring Regatta day 2

SATURDAY 19 NOVEMBER 2011

Point score race for Super 30 Division (long series), Division 2 (long series), Cavalier 28 Division and Classic Divisions

SUNDAY 20 NOVEMBER 2011

Point score race for Division 6 (non spinnaker) and Gaffers Division

**NEED
THE TENDER?**

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

Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

The sailing season has started again with a pleasant opening regatta. Thanks to past Commodore Vic Dibben who supplied prizes for the day. The regatta was also well lubricated thanks to the generosity of Ross Littlewood of *As You Do*.

The Flag Officers' Dinner was well attended. Guests for the evening included commodores from other clubs and representatives from all the major local and water based activities. Jillian Skinner, our local Member of Parliament and her husband were also able to attend together with a number of club members invited for their considerable involvement in the Green Shed working bee. By all accounts, a great time was had by all. See the photos later in the *News* and check out the stylish ankles of guess who?

The Idle Hour race on the holiday long weekend was in competition with the latest working bee. I selfishly chose the Idle Hour race but thanks to a large crowd of energetic sanders, scrapers and under-coaters a considerable dent was made in the job at hand on Saturday. This very good start was even more important because on Sunday morning torrential rainfall and winds at over 30 knots raged into Mosman Bay making walking on the pontoon an interesting and wet business. A hardy half dozen did what they could to fill and fair the parts of the building that were relatively sheltered from the weather. Monday was a much better day and the efforts of those who helped have resulted in a significant improvement in the overall appearance of the Clubhouse. Thanks to Herschel Smith who coordinated the work. Herschel's a professional painter and he certainly had his hands full trying to control an enthusiastic but perhaps less-skilful team than he usually works with. I, like a number of others, required the next few days to recover from the not-so-normal activities associated with painting, although I avoided the eye problems which some endured.

A reminder that Gaffers Day, our classic yacht regatta, is coming up on Sunday 23 October. It's a fabulous day and I urge you to attend. The day begins with egg and bacon rolls for breakfast on the pontoon. Then you can watch the regatta from the comfort of the classic ferry *Proclaim* where food and drink will be available. Back at the Club after the regatta there will be a rum tent and jazz from the Happy Wanderers. Call the Club if you'd like to book a place on the ferry.

I hope that you're all enjoying this season's sailing, I will be chasing the Super 30 fleet of thirty or so yachts around the new courses set for this year, and enjoying every minute of it.

Bill Hogan



LION ISLAND RACE 2011

October 2011

You just never know. Maybe I should have quit when one of the start team bailed out the day before the race due to illness.

Maybe I should have quit because the wind forecast was threatening.

Maybe I should have quit because our documentation was not entirely complete.

However, I didn't quit and having assessed the blustery conditions prevailing on the morning of 10 September I set off in *Captain Amora* at about 0830 with a small but trusted team for Watson's Bay to start the annual Lion Island Race.

I was equipped with a reliable VHF transceiver and monitored channel 73 as required by the Sailing Instructions. The vessel's phone number was widely publicised to competitors.

The calls on both mediums started early. Was the fleet to go to sea? Where was the start line? What day was it?

A large number of yachts gathered. I set a fairly tight line. With the watches in view and the hooter in hand the start sequence commenced exactly on time at 0955.

Division 1 started perfectly with a spectacular rush, skilfully avoiding

Photo John Jeremy

by
*Charles
Maclurcan*

Captain Amora on
station in Watsons
Bay



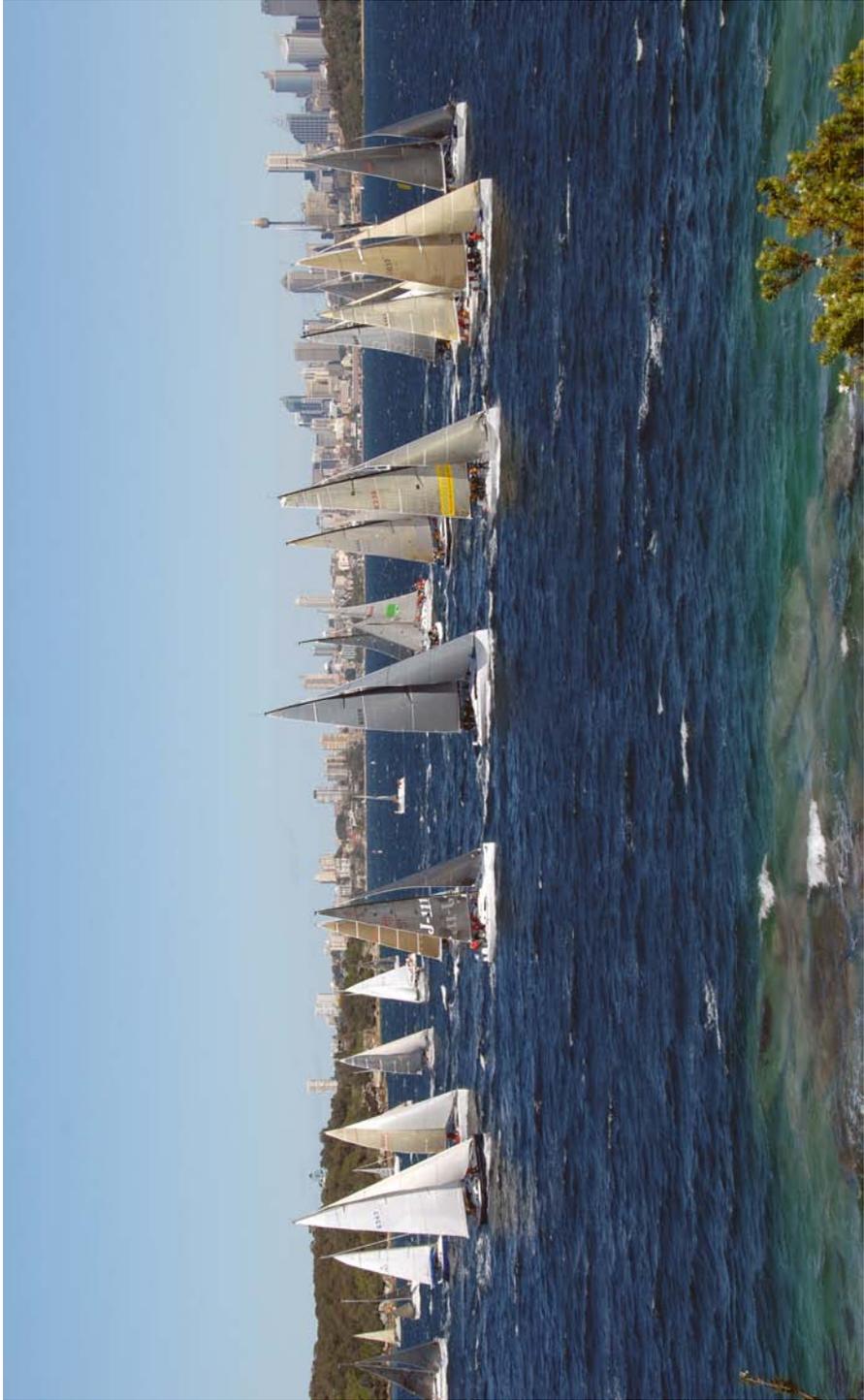


Photo John Jeremy

The start of Division 1 in the 2011 Lion Island Race



Photo John Jeremy

the committee boat, but only just!

Five minutes later the start sequence commenced for Division 2, in accordance with Rule 26. As we raised the warning signal flag all but four boats of the division, seemingly oblivious to the visual and sound signals, tore over the line.

Oh well, we completed the sequence anyway with four yachts starting correctly.

I did not raise the Individual Recall signal (the X flag) as those over the line five minutes early were rapidly disappearing in the distance and were already, in my estimation, too far away to return within four minutes. Visual signals in any case seemed to be meaningless to them and, besides, why confuse those who had just correctly started?

We were not entirely certain who comprised Division 3 but noted all craft which crossed the line obeyed the appropriate flags and sounds.

Once all competitors were accounted for we picked up our mark and anchored for the finish.

Quite soon a yacht reported the loss of a rudder just outside the heads. What were we to do about it? As they were not in immediate danger I suggested that they contact their own Club. Perhaps I should have suggested Sydney Marine Rescue. Either way a motor launch was seen subsequently to tow this boat to safety.

Division 1 boats on the way to Lion Island.

AFR Midnight Rambler (8338) was the winner of Division 1



Photo John Jeremy

Rear Commodore Bruce Dover's *EZ Street* came second in Division 1



Ticket of Leave underway conservatively rigged as *Captain Amora* demonstrates her powers of rolling (above)

Division 2 yachts crossing the start line — pity it was five minutes early (below)

Photos John Jeremy



SASC NEWS

Someone else reported leaks, but nothing further was heard from this vessel.

Traffic on Channel 73 was continuous and we laughed from time to time at the absurdity of some of the transmissions. Particularly mystifying were repeated calls from what we concluded was a foreign female broadcaster trying to attract the attention of some boat or other.

This transmission turned out to be one of our fleet trying to attract our attention. I remain disappointed that their repeated calls to the vessel described as *MV Aurora* were carried out in such a fashion as to be mostly unintelligible. As it turned out the boat was endeavouring to report that a lone kayak had been sighted offshore, the occupant apparently not in distress.

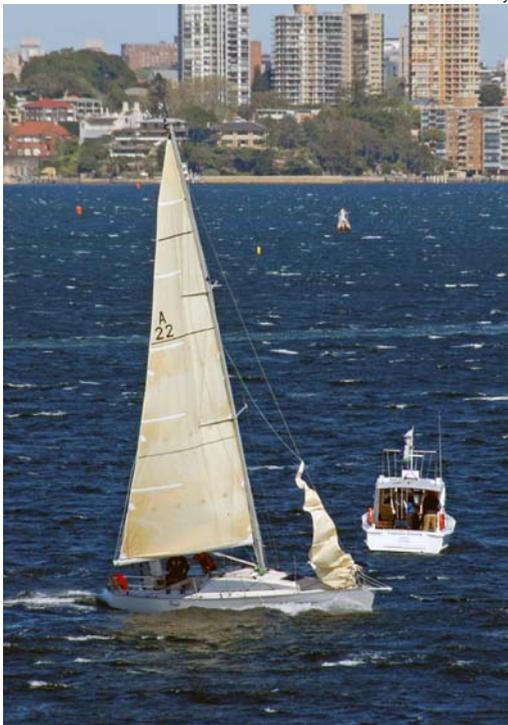
This call began a nightmare of well-motivated distress communications and Sydney Marine Rescue was soon involved.

Another yacht reported that they had passed other kayakers which were supposedly OK.

Then a competitor reported that he had withdrawn from the race having picked up an exhausted and very cold kayaker. He gave a phone number, which sadly never answered — calls blocked. His radio also failed about this time — it turned out later to be a blown speaker — so he could not hear us calling him.

Photo John Jeremy

One of the four starters in Division 2, *Torquill* finished third



Marine Rescue was now on the case. At some stage we found ourselves locked into the Cottage Point service which repeatedly tried to communicate with us but were unable to hear our replies, not surprisingly as we were anchored in Watsons Bay.

Marine Rescue was intent on discovering the name of the recovered man in order to eliminate other possibilities. We could not contact the yacht and advised them that we would provide the name of the man when the yacht arrived in the harbour.

In the meantime the fastest yachts were finishing. The phone was ringing, the radio was demanding attention and both the SASC and the CYC wanted the finishing times.

We were indeed busy and finished all the relevant yachts by about 1600. One delight — *AFR Midnight Rambler* in the nicest tradition thanked us for a terrific race.

Subsequently, upon learning of his OCS result, a Division 2 participant launched what could be termed an inappropriate tirade about SASC Race Management on the Internet. This was a regrettable finale to what seemed a straightforward decision.

The yacht protested the race committee seeking redress. The protest was heard by an international judge and we were found to have carried out the correct procedure as required by the Sailing Instructions. Redress was denied. However, it was pointed out that not raising the X flag after the start was considered an error on my part. It was found, however, not to have disadvantaged the competitors having no bearing on the premature start by the yachts concerned.

What have I learned? Many fleets are now controlled by radio transmissions. They are told what day it is, where the start shall be, what the course is etc. They are informed when they have crossed the line before the start signal. This is not a procedure to which I subscribe. I believe nothing surpasses the need to be fully aware of your situation. If that means that a crew person is specifically nominated to monitor the race signals, then so be it.

And nothing changes. Some race competitors still will not read and understand the Sailing Instructions. Maybe it is time I quit.

Indulgence setting out for Lion Island

Photo John Jeremy





Photo Robert Graham

The crew of *Indulgence* might not have looked so happy if they had realised they were OCS



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Photo John Jeremy

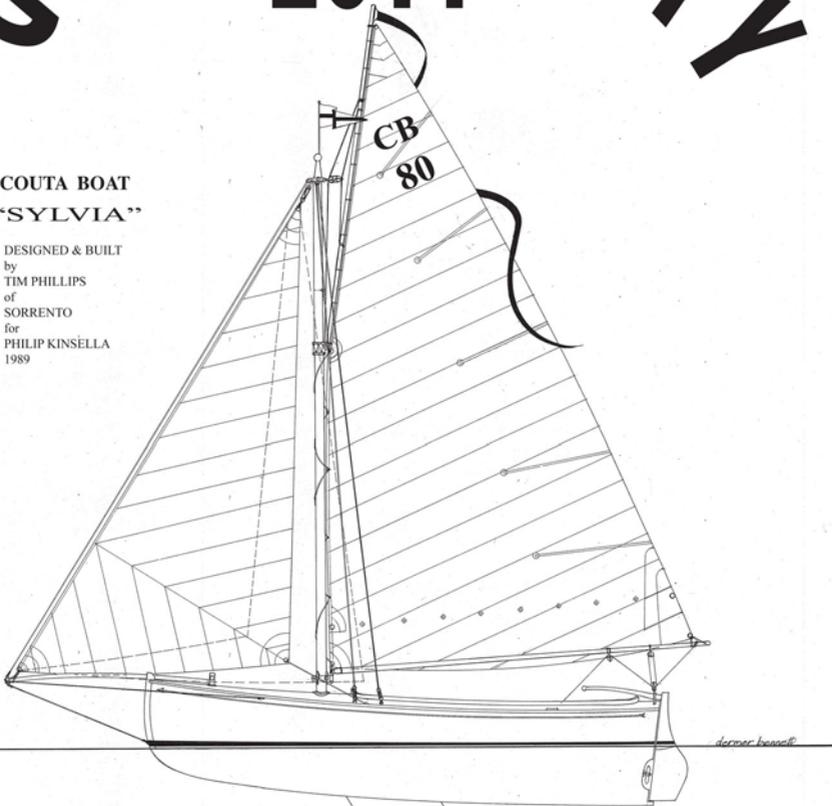
Ariel sailing for Lion Island at speed. *Ariel* finished 14th

SYDNEY AMATEUR SAILING CLUB □ FOUNDED 1872

GAFFERS 2011 DAY

COUTA BOAT
"SYLVIA"

DESIGNED & BUILT
by
TIM PHILLIPS
of
SORRENTO
for
PHILIP KINSSELLA
1989



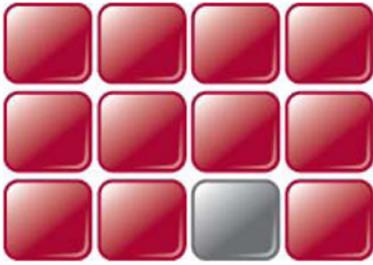
REGATTA

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TO BE HELD SUNDAY 23RD OCTOBER 2011 SYDNEY HARBOUR N.S.W. AUSTRALIA

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NORTH SAILS SUPPORTS SUPER 30 FLEET

The Sydney Amateur Sailing Club is pleased announce that North Sails Australia will be supporting the Super 30 fleet this season.

North Sails has recognised the Super30s as one of the premier fleets on Sydney Harbour, for both size of fleet and depth of competition.

North Sails is eager for the fleet to further develop and to support this aim they have offered a \$1000 prize for the boat deemed to have improved most through the 2011-12 Season. The \$1000 will be a voucher which can be used towards a new sail from North Sails or for service work.

North Sails will also be hosting one of their renowned U-sail trim seminars for the SASC fleet.

Each boat racing in both the Super 30 Cup and Super 30 Gold Cup will be asked to fly a North Sails' burgee during racing. An amendment to the Sailing Instructions, as well information on how to receive your burgee, will be advised shortly.

Thanks Norths! For more information contact Chris Sligar.



Photo John Sligar

Super 30s running before the wind on 17 September



Photo John Sliagar

Super 30 action during the first pointscore race of the season on 17 September

FLAG OFFICERS DINNER



The Flag Officers' Dinner held at the Club on Friday 16 September was attended by some 60 members and guests





PhotoS John Jeremy

The Clubhouse looked its best for the dinner which was enjoyed by all present
Commodore Bill Hogan welcoming the guests watched by the NSW Minister for Health and
Minister for Medical Research, The Hon. Jillian Skinner MP, member for North Sydney



RETURN OF THE COUTA BOATS

The participation of so many splendid Cousta Boats in this year's spectacular Gaffers Regatta recalls the halcyon years of the 1920s when the Amateurs' fleet included many of these beautiful open boats from Victoria. Bruce Stannard reflects on the colourful history of the Cousta Boats and the bright prospects for their future in Sydney.

Although Cousta Boats are uniquely associated with Victoria's historic fishing ports like Queenscliff, Port Fairy, Portland, San Remo and Lorne, few realise that the handsome gunter-rigged boats also have had a long and illustrious association with racing on Sydney Harbour — one that goes all the way back to the 1880s. It was the prominent Sydney businessman and enthusiastic sailor Mark Foy who brought the first Cousta Boat north to the Harbour. Foy's father had been the lighthouse keeper at Point Lonsdale and he had grown up watching the Cousta Boats braving the treacherous tidal waters of The Rip. Foy was in Melbourne attending the Centenary Regatta on Port Phillip Bay in November, 1888 and there he closely followed the outcome of the race for fishermen's boats exceeding 25 feet. He was deeply impressed by the astonishing speed shown by Charlie Miller's Queenscliff Cousta Boat *Mayflower* which had won the race easily. *Mayflower* was so obviously superior to every other boat in the event that on the third day of the regatta she was invited to take part in a special match-race against the crack Sydney boat *Aileen*. At stake was a purse of £50. In today's money that's the equivalent of \$5,000.

The Australian National Maritime Museum's Cousta boat *Thistle* was built in 1903

According to a report in *The Australasian* newspaper, "The *Aileen*, which was sailed on the Sydney principle of live ballast, carried 13 hands, whilst the *Mayflower* was steadied by dead ballast, which her crew was not permitted to shift. The *Aileen* took the lead at first, but Photo John Jeremy was soon passed by the *Mayflower*."



Speed under sail was of the utmost importance to the Cousta Boat fishermen because once their two-man crews had caught their quota of Bar-racouta (the staple of Melbourne's fish and chip trade) they were obliged to fly home to secure not only the best place at the jetty but also the best price for their fish. Their lines had therefore evolved to reflect both good sea-keeping qualities and extraordinary sail-carrying power.

Mark Foy was so impressed with the *Mayflower's* racing ability that he

bought the traditional Queenscliff boat on the spot and had her shipped back to Sydney where he renamed her *Kananook*. Foy soon learned there was a special knack to sailing the clinker-built Couta Boat with its standing lug rig and after several unsuccessful outings on the Harbour he swallowed his pride and called for the help of Harry Hoppen, a wily, weather-beaten couta fisherman from Queenscliff. Hoppen, a natural sailor who understood the boat instinctively, soon had her winning. *Kananook's* continuing success soon encouraged other yachtsmen to follow Mark Foy's example in buying the fastest Couta Boats and shipping them up to Sydney. In 1914, SASC member Oscar Backhouse bought the 28-foot Queenscliff Couta Boat *Dawn* and raced her with great success until 1938.

In the second decade of the 20th century the Amateurs had a large number of half-decked centreboard vessels on the register. SASC members Fred Lomar and Walter Dendy (who was then General Manager of the Port Jackson and Manly Steamship Company) had two of these boats built by Balmain boatbuilder James Hayes. In an article published in the *Sunday News*, Dendy (under the nom de plume Ben Bobstay) wrote that the boats were "renowned for their handiness, speed, seaworthiness and comfort for cruising." "What is not well-known," he wrote, "is that they were "built on the lines of the Queenscliff fishing vessels."

In 1919 interest in the Couta Boats was further aroused with the appearance of the Charlie Peel designed *Native*. In 1914 Peel had moved from Melbourne to Sydney where he took up the position of foreman at the Hayes yard at Balmain. The *Native* had enjoyed outstanding success in racing with the Hobson's Bay Yacht Club before she was bought by Walter Dendy for racing with the Amateurs. Peel continued to work with Hayes until his return to Melbourne in 1927. It was a period in which the Hayes yard turned out many of the Amateurs' popular 25ft centreboarders and Fred Lomar's 28ft centreboard coachhouse cruiser *Sea Belle*, later to become famous as *June Bird*.

Although the basic Couta Boat was very successful at racing, it seems that SASC members in the 1920s also expected their boats to be comfortable cruisers as well. Many of the Couta Boats were therefore given coachhouses while their centreboard cases were removed and replaced with lead keels. These modifi-

The modern
Couta boat
Tenacity sailing
on Gaffers Day
2008

Photo John Jeremy



SASC NEWS cations were made to the *Native* when she was converted to a cruiser in 1921. In the same year Walter Dendy took delivery of *Sea Bird*, a new Cousta Boat from the renowned Melbourne designer and builder J.B.Jones. She soon went through the usual Sydney modifications, the addition of a low-slung coachhouse and a hefty lead shoe on her keel. Within a year Dendy ordered another Jones-built Cousta Boat named *Salacia* and in 1922 yet another he named *Sea Rover*.

Dendy continued his almost obsessive practice of buying and selling Cousta Boats. In his 27 years with the Amateurs he owned no less than 33 boats. At the club's AGM in 1924 he presented a lantern-slide lecture in which he extolled the virtues of the Queenscliff Cousta Boats. When he eventually gave up sailing to concentrate on building the Manly ferries *Dee Why*, *Curl Curl* and *South Steyne* on the Clyde and steaming them out to Sydney, his driving impetus went with him and no new Cousta Boats were built for the Sydney market.

Although the existing Cousta Boats continued to race successfully on the Harbour for many years, the shape and style of the SASC fleet began to change with the introduction of Bermudan rig. Two of those early Cousta Boats, *Salacia* (later renamed *Nyria*) and *Sea Rover* are still with us although sorely in need of urgent restoration. Now, a new generation of Cousta Boats is making its presence felt, not on the Harbour, but on Pittwater where a fledgling fleet of five race in their own division at Royal Prince Alfred Yacht Club. These were the beautiful boats we saw at the Gaffers Regatta.

They were all designed and built at Sorrento by Tim Phillips' Wooden Boat Shop. Tim is the boat builder who is primarily responsible for the extraordinary revival of the Cousta Boats in Victoria. His passion for traditional fishing boats has sparked an almost evangelical fervour among Victorian sailors, so much so, that more than 180 of these beautiful boats have now been restored or newly built in and around Port Phillip Bay. It is an unforgettable sight to see fleets of up to 60 Cousta Boats racing neck and neck in the regattas that now go on throughout the year. In the fullness of time, it's hoped that similar fleets might be seen in New South Wales waters. Mick Morris, who races his boat *Cariad* with the Alfreds, believes that the Pittwater fleet will double in size by the year 2020.

Two of the Pittwater boats are owned by syndicates who share the cost of construction and maintenance and also enjoy the shared fun and camaraderie of racing together.

We don't know what Mark Foy paid for *Mayflower* back in 1888, but the "sail-away price" offered by Tim Phillips for a newly-built Cousta Boat is \$130,000. Not bad for a custom-built 26 footer with a 10-foot beam that comes complete with all spars and sails and a compact 15 hp Yanmar diesel discreetly tucked away beneath the cockpit sole.

"My Cousta Boats are built with exactly the same traditional techniques that were used in the 19th century," Tim said. "We believe it is vitally important that we retain their historic integrity. That's one of the great attractions in a Cousta Boat, the sense of being an integral part of a heritage that goes all the way back to our beginnings as a maritime nation."

For further details on Cousta Boats visit www.woodenboatshop.com.au.

What do we know about it?

It was erected sometime in 1907 for The Cremorne Club.

A Sydney Morning Herald article dated 17 July 1907 reported that “The new premises erected by The Cremorne Club were formally opened Saturday afternoon by the Mayor of North Sydney (Alderman J Carter) in the presence of a large gathering, including a number of ladies.”

The article describes the “tasteful” design and says the site was originally occupied by Sydney Harbour Ferries Ltd as the Cremorne Wharf.

The cost of the building was £700 “and the whole forms a pleasing addition to the many attractive residences that adorn the foreshore.”

In addition “a billiard table is installed and other conveniences have been provided.” If you look at the floor by the bar, you can still see the inserts where the billiard table was.

There were many dignitaries present at the opening and “the ladies were regaled with afternoon tea and a band of musicians played numerous selections during the afternoon.”

Also “A race in skiffs for boys was contested by several local youngsters and created much interest.” This would have been the first sailing race from our Club premises.

Further nautical events occurred. The *History of Australian Rowing*, dated about 1912, records that the activities of the Cremorne Club included rowing.

Sailing races were conducted from the premises and in 1915 a restricted sail-area 12-foot skiff was introduced by the Cremorne Club. This only lasted for three years and the 12-foot skiff sailing was then transferred/taken over by Lane Cove Sailing Club (which was formed in 1896).

On 9 January 1909 the Cremorne Club had a powerboat rally and there was a “gypsy tea, moving picture entertainment with musical items. Members requested to adorn their boats with lanterns.” Maybe someone can enlighten us, what is a “gypsy tea”?

So there we have some of the nautical background to our present clubhouse before we took it over which incorporated sailing skiffs, rowing and power boating.

We first looked at acquiring the Cremorne Club premises in 1954. The project dragged on for a number of years and other sites were explored on the northern shores of the harbour. Early in 1957 a letter was received from the CYC suggesting amalgamation but it was deferred for further reference — we could have ended up on the south side.

Eventually we obtained the premises of the Cremorne Club and the adjoining site, Cremorne Yacht Services (it used to be called Max’s Boatshed) and the inaugural meeting in our current premises was held on 8 August 1962. This was a far cry from the venue of our first meeting on 1 October 1872 — Tom Keary’s Hotel in Sydney.

Tony Saunders

CLUB HOUSE PAINT WORKING BEE

Thanks to all the generous members who came to help with the repainting of the club house and boat shed over the long weekend on 1, 2 and 3 October. We had lots of busy people with sand paper, scrapers, and then paint brushes in hand to help tart up the old lady so she will be looking at her best in time for the Gaffers Day.

The weather forecast was not favourable but Saturday was kind enough for most of the preparation and sanding to be done and the first undercoat applied. Sunday came with squally rain showers in the morning which kept most people away, but when the weather improved, the work was soon under way with a handful of people running around doing their jobs in between the rain showers and braving chilly Antarctic-like winds. Monday brought drier weather and another team of people turned up to get the rest of the paint and top coats applied so the clubhouse was looking a lot fresher! Some running repairs were also skilfully completed by our handymen.

A big Thank You, in no particular order, goes to:

Our Fearless Leader Bill, Always-there Bruce, Catherine, Mick and Riley, Matt, Hans, Jeff, Geoff, Tony, Tim, John, Rick, Peter, Dave, Rod, Sally, Tom, John, John G, Lachlan, Garth and Natasha, Rob × 2, Vin, Neil, Phil K, Billy, Mike, Michal and Dick.

I think that's all, my apologies to those I missed.

It is always surprising the number of club members who turn up to lend a helping hand with these sorts of working bees who are not necessarily regular racers and faces at the club so it was nice to meet a few 'new' people who are so kindly generous with their skills and time.

Thank you for making the Club what it is.

Herschel Smith

[Unfortunately we don't have photos of the team in action in time for publication — the Editor took his trusty camera away with him for a weekend in the bush — Ed.]

LETTER TO THE EDITOR

Dear Editor,

In an explosive expose in the August *SASC News*, David Salter states that Southerly's conclusion that *Cherub* was now faster than *Ranger* because she had altered her rig from Bermudan to Gaff was a flawed argument.



Mr Salter then launched into a philosophical discussion using long words about the lack of logic behind Southerly's conclusions suggesting they were based on a syllogism that connected inter-related facts which conveniently concluded that Gaff was more efficient than Bermudan.

The discussion went on (a bit), finally suggesting that Southerly's conclusion was a fallacy and that perhaps (perish the thought) the reason *Cherub* beats *Ranger* more often is that *Ranger* is sailing slower!

Let me add something to the mix. *Vanity* has been sailing around the harbour in front of both *Ranger* and *Cherub* during this period and it is an absolute solid rolled gold fact that *Cherub* is sailing faster than she was and I have race records to prove it over varied conditions and courses, before and after the rig change. *Ranger* may be sailing slower, but that doesn't alter the fact that *Cherub* is faster.

Vanity, not *Ranger*, is the benchmark and the race results published weekly on the web clearly show *Cherub's* improvement.

For small fat fruit-boxes Gaff rig is more appropriate, more powerful and faster than Bermudan.

Fact.

John Crawford



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WORK AT THE MOSMAN BOATSHED



Photo John Jeremy

A peaceful scene at the Mosman Boatshed with *Warana*, *Lahara* and *Wairangi* alongside for work

NEW SEASON SAILING



Photo John Sligar

Christina III and *U2* during the first pointscore race of the season on Saturday 17 September



Photo John Sligar

Anonyma II beating to windward on 17 September

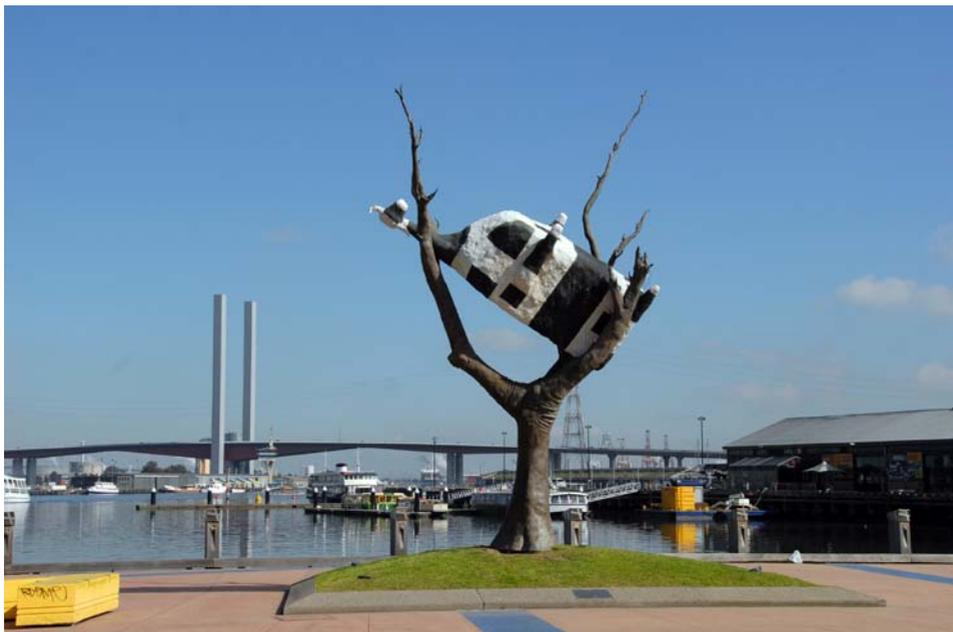
WHERE ARE THEY NOW?



Visitors to Melbourne will recognise two well known Sydney ferries giving further service for new owners. *Lady Cutler* operates as the Melbourne Showboat and *Lady McKell* (below), now named *Victoria Star*, is a cruise vessel

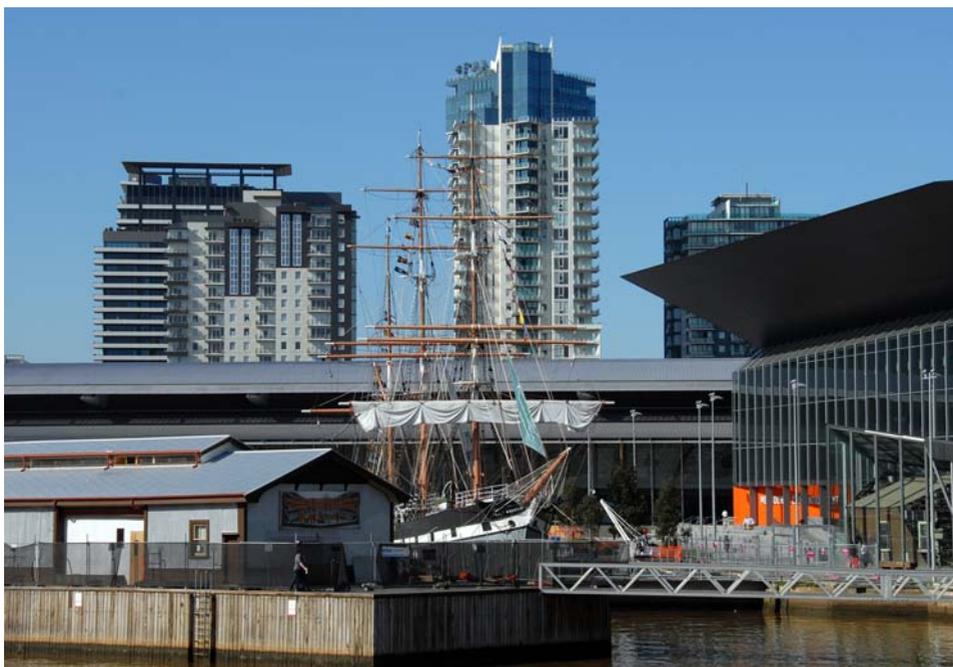
All photos John Jeremy





Both *Lady Cutler* and *Victoria Star* operate from Central Pier in Melbourne's Docklands — a bit like a southern version of Darling Harbour. The cow in the tree? Well....

Sadly now confined forever to her dock beside the Melbourne Convention and Exhibition Centre, *Polly Woodside* is well worth a visit when in Melbourne



AROUND THE PORT

Members will have noticed unusual red ships relieving the grey at Garden Island and Fleet Base East recently.

The problems which have resulted in the paying off of HMAS *Manoora* and shortly HMAS *Kanimbla* have left the RAN short of capacity to respond to humanitarian and natural disasters during the coming cyclone season. The extended refit work required in HMAS *Tobruk* has kept her confined to Garden Island for the time being and the landing ship dock HMAS *Choules* (ex-*Largs Bay*) will not arrive in Australia until December.

To provide capability to meet contingencies during the intervening period until *Tobruk* and *Choules* are fully operational, the P&O Antarctic supply ship and icebreaker *Aurora Australis* was chartered from May to 12 August. She was replaced by the Australian Customs vessel *Ocean Protector* from 12 August to 14 October.

In September the Government announced that the 80 m Hallin offshore supply and support ship *Windemere* had been leased through P&O Maritime Services for the period 14 October 2011 to 31 January 2012 at a cost of \$9.4 million. She is capable of supporting around 100 passengers and can carry 1000 tonnes of cargo.

Ocean Protector, chartered for the RAN from 12 August to 14 October

Photo Australian Border Protection





Photo courtesy Department of Defence

Windemere, chartered for the RAN for the period 14 October to 31 January

Largs Bay, currently refitting at Falmouth, will be commissioned in Western Australia as HMAS *Choules* in December and is expected to arrive in Sydney before Christmas

Photo courtesy Department of Defence





Photo John Jeremy

HMA Ships *Manoora* and *Kanimbla* lying at the Oil Wharf at Garden Island awaiting their fate

The first Air Warfare Destroyer (AWD) block to be shipped by sea from interstate arrived at the Government of South Australia's Common User Facility wharf on 15 August from Williamstown in Victoria. The shrink-wrapped AWD block 109 was successfully rolled off the barge and into ASC's AWD shipyard where it will be stored until the consolidation of the first AWD begins in 2012

Photo courtesy AWD Alliance





Photo courtesy BAE Systems

Lower Block 03 for the Royal Navy's new aircraft carrier HMS *Queen Elizabeth* leaving the Clyde recently for Rosyth where the ship will be assembled. The carrier and her sister ship HMS *Prince of Wales* will be the largest warships ever built for the Royal Navy

USNS *Spearhead*, the first of ten Joint High Speed Vessels to be built for the US Navy by the Australian shipbuilder Austal was launched at Austal's Alabama shipyard recently. The 338-foot aluminium catamarans, which will have a top speed of 35 knots, were designed in Australia
US Navy photograph



NEW MEMBERS

We welcome the following new members:

Ben Gemmell
Lachlan Irwin
Jerry Lees
Robert Thornton

A TOUCH OF PARIS AT THE SASC



This stylish leg and foot wear was spotted at the Flag Officers' Dinner. The wearer? None other than our own Maggie Stewart. Well done Maggie!

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	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2009–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next SASC News will be the December 2011 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 November 2011. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

On 22 October 1995 Gaffers Day was overcast and wet with light winds. Nevertheless it was the usual spectacle with *Waitangi* adding special elegance to the occasion



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