



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2001

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COMING EVENTS

DECEMBER 01

SATURDAY 1 DECEMBER 2001

Ninth point score race for Cavalier 28 Division, fifth Cavalier 28 short series race, tenth point score race for Classic Division and Division 2. Fifth Division 1 and Division 2 short series race. OK Dinghies race 10.

SATURDAY 8 DECEMBER 2001

Tenth point score race for Cavalier 28 Division. Eleventh point score race for Classic Division and Division 2. OK Dinghies race 11.

SUNDAY 9 DECEMBER 2001

Ranger World Championships, now **postponed** to 3 March 2002

SATURDAY 15 DECEMBER 2001

Trophy Race Day. Eleventh point score race for Cavalier 28 Division and sixth Cavalier 28 short series race. Twelfth point score race for Classic Division and Division 2. Third race in the Logan Cup series. Sixth race for Division 1 and Division 2 short series. OK Dinghies race 12.

SUNDAY 16 DECEMBER 2001

Fourth point score race for Gaffers Division and non-spinnaker Division.

FRIDAY 18 JANUARY 2002

OK Dinghies World Championship (New Zealand)

SATURDAY 19 JANUARY 2002

Non-point score race for Cavalier 28 Division. Thirteenth point score race for Classic Division and Division 2. OK Dinghies race 13.

SATURDAY 26 JANUARY 2002

Australia Day Regatta

SATURDAY 2 FEBRUARY 2002

Twelfth point score race for Cavalier 28 Division, and seventh race in cavalier 28 short series. Fourteenth point score race for Classic Division and Division 2. Fourth Race in the Logan Cup series. Seventh race for Division 1 and Division 2 short series. OK Dinghies race fourteen.

SUNDAY 3 FEBRUARY 2002

Fifth point score race for Gaffers Division and non-spinnaker Division.

**NEED TO
GET
ASHORE?**

**DON'T WANT
TO SWIM?**

**Call Robbie
on
0418 678 690**

Friday 1700-2100
(during Twilights)
Sat: 0900-1800
Sun: 0900-1700



The new pontoon has finally been ordered. There was some hesitation as we waited for Waterways approval but we have pressed ahead and hopefully we will be able to position the new structure by April 2002.

The SCEGGS Sailing School has commenced operation at the Mosman Boatshed and is proving to be a great success. The next step will be to get *Patrick Wittington* (the ex-Mosman Amateur launch) into commission for the use of the instructors.

Bob Lawler has resurfaced after a somewhat arduous maintenance period and once again we are seeing him back at the Club regularly.

I was looking through my library the other day and came across a book called *Ships on the Australian and New Zealand & Islands Registers*. It reminded me of how much busier the Harbour seemed in previous years. I vividly remember in the late 1960s a vessel named *Oriental Queen* swinging at the Point Piper ship's buoy well in the way of our racing. She was of course the ex-McIlwraith McEacharn Ltd motor passenger ship *Kanimbla*. She was built in Belfast in 1936 and did not last long in her new guise. She and countless others have voyaged to the scrap yards whilst we continue employing yachts that in shipping terms are quite old.

Who remembers the lovely Fenwick & Co. Pty Ltd tugs *Hero*, *Heros*, *Heroine*, *Heroic*, *Himma* and *Lindfield*? As long as they were down wind and not given away by the rich odours of oil and steam or the thick black smoke they exhaled, these vessels could creep up on you as they were all but silent. Usually the bow wave was the first thing heard if you were not looking out! And the colours! Immediate recognition of ships was easy as hull and funnel colours gave instant identity to quite humble vessels. If anyone has some thoughts along these lines why not write an article for this publication. Throw in a photo or two and I am sure that there will be interest.

Two of our members are setting records for longevity with regard to Club racing. Bill Merrington has been sailing with the Club for 72 years and Bill Gale for 64 years. Bill Merrington started crewing in his father's yacht *Wanderer* in 1929, and Bill Gale in his father's yacht *Ranger* in 1937. Both men bear testimony to the wonderful spirit of the SASC, being constant contributors behind the scenes.

Over the past few months the Club has managed the Idle Hour Day, the Endeavour Championships, the Lion Island Race, a Gaffers Picnic Day and numerous Saturday and Sunday Events and protests. Thank you to all the volunteers who assisted in ensuring everything went relatively smoothly. Particular thanks to Guy Irwin our new Race Chairman. He rang me up one day immersed in problems and said accusingly 'you didn't tell me it would be like this'. Perhaps not Guy, but as you respond to the various issues and learn the ropes it will get easier and the Club will benefit greatly, with all appreciating your efforts mightily.

Charles Maclurcan

ILL MET BY MOONLIGHT

DECEMBER 01

A brief account of the 2001 race to Lord Howe Island in Bright Morning Star followed by a rather unfortunate collision.

Bright Morning Star is a superb Peterson 51 cutter and for the race had a crew of 12 headed by co-owner Randal Wilson and including Bob Mills, Richard Falk, Steve Grellis, John Sturrock, David Salter, Alan Fenwick, Ian Thomas, Joe O'Leary, Muriel Strahm, Brett Powell and your correspondent.

by
André van Stom

THE RACE

The 2001 Gosford to Lord Howe Island race turned out to be an absolute doddle. According to those who have done the race over many years, conditions were the best they had ever experienced. Downwind spinnaker start on starboard tack, after a couple of hours the breeze shifted north-west giving us a jibe onto port tack which we held all the way to the finish off Lord Howe Island jetty. Except for a few hours drifting on the first night apparent wind stayed between 14 and 26 knots reaching the whole way — the only time we came on the wind was to round the finishing strobe stake.

And after having been told that you never get it that easy both ways our return passage was almost a carbon copy which was reflected in our passage times of approximately 58 hours each way. The state-of-the-art Henri Lloyd gear I'd bought from Sturrocks hardly got wet.



The happy crew — Bob Mills and John Sturrock (back row), André van Stom, Dal Wilson, Steve Grellis, Richard Falk (middle row), Joe O'Leary, Ian Thomas, Muriel Strahm, Alan Fenwick and David Salter (front row).

THE PRIZEGIVING

Lord Howe Island lived up to its advance publicity — idyllic, beautiful, peaceful, great food and drink and marvellous company. All were present in abundance at the prize giving at Milky Way Lodge, to which the entire *Bright Morning Star* crew repaired by bicycle.

It was a great night mc'd by David Senogles of the Gosford Yacht Club whose colourful and unique oratory would have put the great tautologist Rex Mossop to shame.

The Amateurs was well represented with Ben Adamson's *Sorine* putting in a terrific effort to win the PHS division. *Bright Morning Star* and *Fidelis* won the team's prize. A private contest between *Mark Twain* and *Bright Morning Star* resulted in the former winning by 15 minutes on handicap, costing the latter two bottles of Bundy.

THE COLLISION

When the celebrations began to wind down Bob Mills decided to head for the bowling club, followed a few minutes later by your reporter. As the lights of Milky Way receded behind me I suddenly realised that cycling at night on Lord Howe Island is not for the faint sighted. It was pitch black, and with only the dimmest indication of the road edges, I headed blindly into the void...

Suddenly — **SMACK** — out of the blackness I received a tremendous blow directly on my face followed by the sounds of bikes and bodies falling onto the road.

'Who the bloody hell was that?' I exclaimed.

A disembodied voice replied 'André?'

'Bob? — what are you doing here?'

'I was going back to get my sweater; it was pretty exciting riding through the dark until you got in my way!'

When we got to our feet we were astonished to find that nothing was broken and except for a few cuts and bruises we were able to get back on our bikes and proceed to the bowling club where serious 'rum therapy' was prescribed for 'those two silly old room-mates who had the head on collision.'

Later in the night, unfortunately for Bob, the crew from *Midnight Rambler* decided to form a scrum and crash tackle the dance floor which resulted in about 20 dancers falling directly onto our fearless night rider — much more rum therapy had to be applied to enable Bob to get over his now multiple injuries.

Two days later found us back on *Bright Morning Star* broad-reaching in a 20 knot nor'wester on a glorious sunny Friday morning bound for Sydney. We had been joined for this passage by Dal's wife Karen. Except for a couple of brief, benign fronts from the south the north winds continued and got us back to Sydney on Sunday night at around 10 pm.

It was a magnificent eight days and amazing that so much great sailing and island fun could be fitted into so brief a time.



Dal and Karen Wilson at Lord Howe (above)

Homeward bound for Sydney (below)



Dear Editor John,

I am most impressed by the inclusion of an acute accent on the ‘e’ of *Passepartout*, converting it, I suppose, to ‘passay par toot’ (phonetically).

As named it is just ‘passpartoot’ or as Penta Comstat used to say ‘pass-a-part-out’, which was often apposite.

Passepartout was Phineas Fogg’s Spanish-speaking companion when he went around the world in 80 days, hence the name. *Passé* may, I suppose be an oblique reference to the vessel’s owner but I prefer to cling to a rough French translation of ‘goes through anything’ rather than the literal ‘skeleton key’.

The news gets better all the time.

Kevin Rice

[See page 5 of the October SASC News. I will have to check Guy Irwin’s contributions more carefully in future — *Ed.*]

The following letter arrived in the office recently, and is reproduced with the author’s permission.

Dear Faye,

Thank you for your very thoughtful letter of 21 September, reminding me of 35 years of continuous membership of the SASC. So many good friends with a common interest in sailing.

Thirty-five years ago, Val and I were keenly sailing *Mystic III* around the SASC buoys. We also dreamed. So that in 1975 we launched *Mystic Seven*, especially constructed for longer passage making. By 1998 she had completed 45,000 miles of ocean sailing under the SASC pennant, including eleven Sydney Hobarts, eight Lord Howe Island races and two Sydney Noumea races. She cruised the Loyalty Islands, circumnavigated Tasmania and participated in the 1988 Tall Ships Race. Many of our crews were young people who joined us directly from the SASC. A very happy vessel.

But Val and I were getting on. We loved passage making and ocean racing, but Father Time was calling. So in 1999 we commissioned *Moocooboola*, namely ‘the place where two rivers join’, with all the comforts of home and placed her on the SASC register.

Now, occasionally, when nobody is about, we pick up the Club buoy off the SASC, in the super modern *Moocooboola* and briefly reminisce. I think of sailing in the bow of the six-footer *Iona* over seventy years ago. A half decked work of marine artistry — long curved forward bumkin, gaff rigged with an overall length of twenty feet from bumkin tip to boom end. The carvel hull was built of deep red cedar on spotted gum frames with silver ash trim. The spars were of long grained spruce. The sails were spotless Egyptian cotton lovingly laced to the beautiful spars with white cotton lanyard. She was maintained by the Clarke

family from Longueville and sailed by the eldest son, Phil. I was in love and captured by the sport for life.

DECEMBER 01

We talk about the unrestricted twelves and the clouds of sixteen-footers racing pre-war where the two rivers join. We think of the Nossiter circumnavigation and the Merrington Regatta off their home at Huntley's Point in the 1930s. We think of the clashes of the great Royals off the coast prior to the first Hobart adventure in 1946 — 'put the owner to the pumps, lads — he's got the most to lose'.

It's a rich tradition, jointly inherited by the SASC in its guardian position at the entry to Mosman Bay. Boats will continue to develop and to improve. And so they should. But our sport is built upon the successes and failures of people with the same love of sailing as ourselves.

Thank you again for your reminder,

Neville Chidgey

COMMUNICATIONS CHANGES

Major changes in the provision of MF/HF radio safety communications will occur when the new GMDSS service becomes operational on 1 July 2002.

The existing services provided through the Telstra Maritime stations (Sydney Radio, Townsville Radio etc) will be terminated and the new service will be provided by TVNZ (Australia) through two new stations at Charleville in Queensland and Wiluna in WA, both remotely controlled from Canberra.

The services which will be provided by TVNZ will comply with the Commonwealth obligations to provide distress and safety services for SOLAS vessels (generally vessels over 300 grt). Non-SOLAS vessels (most small craft) are the responsibility of State authorities but they will still be able to use the new GMDSS services if they fit appropriate equipment — a HF GMDSS transceiver with digital selective calling (DSC).

Most small craft will not have updated their radios by the time the change takes effect and Australian Transport Council (ATC) Ministers have tasked the Australian Maritime Group (AMG), an inter-governmental body representing Commonwealth, State and Territory officials, to develop proposals for a replacement service that maintains existing levels of service.

The objective of the replacement service is to provide non-SOLAS vessels with nationally consistent marine radio communications including 24-hour monitoring of distress, safety and urgency calls and regular broadcasts of weather information. It is intended that the replacement service will consist of a coastal VHF Channel 16/67 network and an MF/HF radio service to provide coverage in offshore and remote sea areas.

Details of the changes in small craft safety communications may be obtained from the Australia New Zealand Safe Boating Education Group website www.anzsbeg.org.au.

Penta Comstat *Maritime News* September 2001

ENDEAVOUR REGATTA

by
*Guy Irwin,
David Walton,
Robin Mitchell
and Bev White*

Sydney gave the September 2001 NRMA Boat Insurance Endeavour Yacht Regatta fleet of 18 boats two glorious days of fresh nor'easters and superb clear skies. The result was an action-packed weekend of close and exciting racing. Indeed the racing was so close that half the entire fleet finished within a few minutes of one another in each race.

This resulted in a three-way tie in the Endeavour 26s, and a two-way tie in each of the Endeavour 24 and 27+ classes based on the two Sunday races alone. For this reason the Committee decided to make the Saturday race (initially a non-point score race) an additional heat making it a three-heat regatta in all. As a result an outcome in all three divisions was clearly evident.

Saturday's race started 30 minutes before the Amateurs' Idle Hour fleet. The Endeavours raced a different course but finished at Store Beach to join the SASC crews on shore. As usual the Amateurs' organisation was superb, the food plentiful and the beer very cold. We are sure all Endeavour crews would join us in wishing to say a particular Thank You to this year's volunteers and organisers since, as it turned out, fully half the 'customers' were hungry, thirsty Endeavour sailors.

Fleet action in the Endeavour Regatta.

Over night the Endeavour yachts rafted up at the Amateurs' pontoon. On the Saturday night, various crews set forth to assault the Mosman Rowers. Reports over the weekend were to the effect that the Rowers



continues its reputation as a delightful eating and drinking venue.

The high-speed boat *Jack Millard* was out on the harbour on Sunday afternoon to take the official photographs of the Endeavours. There was some consternation when it proceeded to break down in the path of a rapidly approaching Manly ferry nor-east of Bradley's Head. Fortunately for its crew, our intrepid Past Commodore and the photographer Jeff Burgess, Robbie arrived in the nick of time, thus avoiding unnecessary publicity and proceeded to tow them back to the clubhouse.

Later, the unflappable Tony Clarkson welcomed the competitors to the dinner and prize-giving and went so far as to say that we had behaved ourselves sufficiently well to be invited back next year — should the Organising Committee wish to tackle another Endeavour Regatta!

Award of prizes was almost held up as Vic Dibben (we thought he had retired?) insisted on getting a complete list of results in all divisions and all races ready for dispatch to the SMH. Monday's newspaper showed it all there, every detail, and all correct!

Large numbers of wishful hopefuls parted with their hard-earned money in a vain attempt to win the highly sought after 1st prize in the Super Raffle — a holiday at Port Stephens donated by Fred and Beverly Bevis. Fast finishing on the inside however, was an Endeavour 28 from Botany Bay; the boat's new owner calmly took out this prize, third place and the Racing Virgins' award. Our Committee Chairman — David Walton — was somewhat stunned at the end of the Race Briefing on the Saturday morning to have this skipper politely ask him for a quick run through

Robbie to the rescue!



the Sailing Rules! They hadn't raced before. Must be beginners' luck!

Our two Lake Macquarie boats one an Endeavour 27, and the other a 28 set out early on Monday morning for their 50+ nautical mile bash to windward against yet another strong nor'easter. They got home safely but tired and after dark.

Endeavour Sailors from all our visiting clubs including — Drummoyne Sailing Club, Botany Bay Yacht Club, North Harbour Sailing Club, Lake Macquarie Yacht Club and RMYC Toronto, are all still raving about the Amateurs' tender, *Nancy K*. They thought it an absolutely 'awesome' vessel.

Finally the Endeavour Yacht Association wishes to express their sincere appreciation to the Board and the members of the Amateurs for the warm welcome, the hospitality and the use of the clubhouse and facilities. It goes without saying that all Endeavour Crews were very impressed at how fortunate the SASC are to sail out of Mosman Bay.

Towing duties for *Nancy K*



PENTA COMSTAT CHANGES

Proposed changes by the Australian Communications Authority (ACA) to introduce Limited Coast System Assigned licensing will require organisations including Penta Comstat to authorise the operation of vessels to communicate with them on their assigned frequencies. As a result Penta Comstat has found it necessary to terminate the Club Membership they have operated for many of yacht clubs over many years (including the SASC). Vessels wishing to communicate with Penta Comstat on their working frequencies will have to be individual members.

Penta Comstat will continue to provide yacht race communications for clubs on request but the race communications will no longer cover vessels returning to home ports after the event. Non-members will need to make their own arrangements for communication.

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS
AND DIRECTORS EXTEND THEIR BEST
WISHES TO ALL MEMBERS FOR A HAPPY
CHRISTMAS SEASON, AND GOOD
SAILING FOR 2002

BEST WISHES TO ALL OUR STAFF ON BE-
HALF OF ALL MEMBERS WITH THANKS
FOR THEIR SUPPORT AND EFFORTS
OVER THE LAST YEAR

SEASONS GREETINGS
FROM FAYE, MAGGIE AND
DENISE (ADMIN AND
RACING), ROD AND BRETT
(BOATSHED), PATRICK
(CLUBHOUSE), NINA (FRI-
DAY TWILIGHTS), ROBBIE
(TENDER DRIVER) AND
THE STARTING TEAMS



SOUTH IN *JAMES CRAIG*

I recently participated in the Square Rig certificate course conducted by OTEN. The course involved three days of theoretical instruction at Strathfield TAFE and nine days on board the barque James Craig. This is my story of the voyage.

by
Tim Wilson

Wednesday the 10 October dawns. It is a cloudless, hot and still morning. I arrive at *James Craig* at 0800 where it is berthed at Wharf 7 at Pyrmont. We are busy around the ship preparing it for sea. This is its first major trip and there is a certain amount of trepidation felt by those on board. The tug is booked for 1100 and we leave shortly after. We motor out of the heads and set sail. The square sails are set with the exception of the royals and topgallants. The jibs and spanker are also set. The north-easter gives us a fast run down the coast and Botany Bay is abeam about 1330. We start heading away from the coast to gain sea room — our course due south, destination Eden. It has been decided that we (the OTEN students) should stand watch as part of the crew. I am in the 12–4 mizzen watch.

During the first night the wind increases from the NE and at about 0400 Thursday backs to the NW. I retire to my hammock. Up about 0900 to find that the wind has gradually been building and the seas have risen. The ship has started rolling quite alarmingly. The main course has been taken in as have two of the jibs. By the afternoon we are in a moderate gale. Many of the crew are seasick and water is leaking through the

Running down the coast in perfect conditions on the first day.





deck on to the hammocks below decks. Later on Thursday afternoon the fore course is furled so we only have four square sails and the jib set. I am sent forward to the bow as lookout. The bow is plunging twenty odd feet down into the troughs then hurtles skyward as it hits a sea. We are secured by safety harness attached to the forestay.

Rough conditions on the second day.

Suddenly the jib parts company with the jib boom and starts flogging. The large wooden block where the sheets go through (as big as a coconut) swings around looking for a head to connect with. The watch leader comes forward with a work party and they try to lasso the monster and haul the jib down, which they eventually manage to do.

We get the order to wear ship (like gybing a conventional yacht) and head towards Eden. It is raining, very rough and windy. We are about 35 miles off the coast. At this point I hit my hammock which, although uncomfortable, swings with the ship so you don't notice the rolling quite so much.

Back on watch at 12 midnight with ETA Eden 0700 Friday 12 October. About this time there is an 'all hands on deck' call (at least those who are able bodied) to take in the remaining square sails. We set a jib and main staysail to control the rolling. It is pitch black on deck when we are hit by a massive wave side on — green water over the side and a roll which sent everything flying downstairs — people got hurt flying across the deck. Once again I am sent forward as lookout. The wind suddenly ceases and I believe we are in the centre of the low. Not long after the



wind comes howling in from the opposite direction. The engines are engaged and *James Craig* motor sails into Eden, arriving about 0700.

During Friday the OTEN students get to practice their splicing and rope work. We are given the materials to make a bosun's ditty bag — made out of canvas of course! I wonder when I will find time to complete my bag. The ship's arrival generates a tremendous interest in the locals who stroll along the wharf for a look.

Saturday the 13 October is glorious — unfortunately us OTEN students have to spend it indoors at the Fisherman's club learning about stability. It is reassuring to know that *James Craig* can recover from a 110° knockdown. The lecture is interrupted by the parade down Eden's main street. It is the annual whale festival and *James Craig* is an attraction.

On Sunday the weather turns nasty. It is cloudy, a strong wind warning is current and there are intermittent rain squalls. I spend the day looking at the Killer Whale Museum and other attractions at the festival. For comfort I buy a homespun beanie at the arts and crafts exhibition. The forecast is good for the following day when we are due to depart for the return trip.

We leave Eden around 1300 on Monday and motor due east to clear Twofold Bay. Dolphins are at the bow, the wind is a light easterly and it feels good to be heading north again. The wind dies and we motor through the night and next day with the next stop-over planned for Jervis

Secured at the wharf in Eden.



Bay. Captain Ken likes to keep a bit of sea room so we don't see much of the coastline. Eventually some land appears which I recognise as Bowen Island and Point Perpendicular at the entrance to Jervis Bay. The navy is very active firing rounds and there are four warships in close proximity with helicopters buzzing overhead. We are told that we have to be in Jervis Bay before 1700 as the artillery range is live. *James Craig* anchors off Huskisson before dusk.

We leave Jervis Bay about 1300 on Wednesday 17 October, sailing off the anchor. This was the first time *James Craig* had attempted the manoeuvre. It all went without a hitch and we set a number of sails as we skipped out past Point Perpendicular. On Wednesday evening and early Thursday morning we have a lovely run up the coast with a 15 kn SW wind blowing us along. Later the wind dies and we spend the day becalmed about 40 miles east of Port Kembla. The crew box the main and fore yards (like heaving to) and we spend the day going nowhere. The zodiac is lowered to take some photos and a video of *James Craig*. In the late afternoon Captain Ken gives a lecture on the main deck about the wreck of the square rigger *Maria Assumpta* on the south coast of England in 1997. Our Captain was intimately involved in the case having been invited to be a member of the court of inquiry. Three of the crew members drowned and the court found the owner/master to have been grossly negligent in his handling of the vessel. He was given a gaol term when found guilty by the jury.

Towards the end of the lecture the wind starts coming in from the SW again. We get under way hauling the yards around so the mainmast sails can be set. By nightfall we are heading NE towards Lord Howe Island and we maintain this course until around midnight when we wear ship for our final approach to Port Jackson. I hit my hammock about 0100 on Friday. When I wake later in the morning and go on deck I see a pod of about four whales on our port beam. I alert the third mate who announces the whales' presence over the microphone. On deck the sails are all furled and *James Craig* is motoring towards Sydney Heads which we enter at midday. A quick trip up the harbour to our berth at Wharf 7 and my adventure is all over. I am tired but appreciate that I have just been involved in a unique experience — one that I shall remember for the rest of my days.





A close finish between *Ranger* (Bill Gale – left) and *Vanity* (John Crawford – right) during the first Sunday Gaffers Division race on 14 October. *Ranger* managed to beat *Vanity* over the line (just above)

The start of the Captain Slocum Trophy Race on Sunday 4 November. The Trophy was won by *Ranger* (Mark Bethwaite) (below)



On 21 October the Classic Yacht Association held its first regatta in NSW, hosted by the RSYS. The weather was perfect — sunny with a light easterly breeze. The starting line was between the clubhouse and Kurraba Point. Some thirty-five yachts took part, ranging from large timber ocean races through metre boats to the Rangers, which I think were the shortest.

There were no incidents on the water, the courses were around the harbour perimeter, ending up at the starting line again. A barbeque lunch was available on the verandah area at the RSYS where the crews socialised and had a marvellous afternoon. Commodore Jim Dunstan gave a welcoming address and presented prizes to the place-getters.

This event was intended to be the first of many. As I sailed away from the starting line, looking back to Kirribilli, it was a grand sight. The Association intends to sail out of several clubs for these events. They will most certainly promote goodwill in the yachting fraternity and will benefit the SASC as I think they will surely lead to an increase in our Saturday Classic fleet.

Southerly



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PEUGEOT



SCEGGS Redlands school sailing activities have started from the SASC Mosman Boatshed under the direction of teachers and SASC members Martin Pryor and Michael Chapman (above)

Students preparing for a tow out of the bay for an afternoon sailing (below)



The Balmain Sailing Club, in conjunction with the Wooden Boat Association of NSW conducted the Balmain Regatta on Sunday 28 October. This event was first held in 1847 and lapsed in the first half of the 20th Century. Balmain resident Mike Ozanne kicked it alive some years ago but it lapsed again when the sponsor withdrew.

The revitalised regatta has now been held every October for a number of years and continues to grow. Events range from rowing to putt-putt trials and numerous sailing races. Competitors ranged from the crack ocean racer *97* down to *Balmain Bug*, an accurate re-creation of a 6-foot racing dinghy from 100 years ago. Her rig is massive.

The starting vessel was the vintage tugboat *Polaris*, with the starting line just off the clubhouse. The local Rotary Club cooked all day on a wharf beside the Club and the little park was packed. About 250 people attended the prize giving at the conclusion of a magic day.

There was a very large representation from the SASC, both yachts and people and one of our senior members gave a public commentary from the end of the wharf. The Balmain members treated our old guy like royalty. The new Commodore of the Balmain Sailing Club is a lady, Erica Kirby, and I believe she is the first female Commodore of a Sydney yacht club. Full marks for the Balmain Sailing Club.

Southerly

RUN ACROSS AUSTRALIA

With the experience behind him of being a crew member in support of the Trans-Australia Footrace in January 2001, Don Maclurcan (son of SASC Commodore Charles Maclurcan) intends to do the distance himself next January.



Don's plan is to run from Perth to Sydney, a distance of 3,928 km, in 45 days. He will be accompanied by Chris Arnold who will drive the support vehicle.

The run is intended to raise money for the Fred Hollows Foundation. Don will visit Ceduna, Port Augusta, Mildura and Wagga Wagga on the way and will attempt to break the Trans-Australia running record — and in summer!

More information can be found on the web at www.seeaustraliarun.com.

Don Maclurcan at work in *Polaris* of *Belmont* at the SASC before the start of the 2000 Sydney to Hobart yacht race.



HMAS *Brisbane* rounding Bradley's Head under her own power for the last time on 10 October, streaming a long paying-off pennant and a trail of green and yellow smoke

The last steam-powered ship in the Royal Australian Navy, the guided missile destroyer HMAS *Brisbane*, paid off on 19 October 2001. The last of three Charles F. Adams Class DDGs to serve in the RAN, *Brisbane* was built by the Defoe Shipbuilding Company in the USA, and commissioned on 16 December 1967.

The 4 720 t destroyer is the second Australian ship to bear the name, the first being a First World War light cruiser, which was built by Cockatoo Dockyard in Sydney and served the RAN from 1916 until its disposal in 1935.

During her 34 year service, *Brisbane* visited its namesake city no fewer than 23 times, steamed over one million nautical miles and undertook numerous tours of duty in the South East Asian and Pacific regions. Highlights included two tours of Vietnam in 1969 and 1971, where she served with distinction. She took part in the Cyclone Tracey clean-up operations, attended the Queen's Silver Jubilee in Great Britain in 1977, and completed two deployments to the north-west Indian Ocean in 1981 and 1984 in support of USN Operations during the Tanker War in the Persian Gulf. She also served in the Persian Gulf during the Gulf War in 1990-91. HMAS *Brisbane* was the last RAN ship to have fired its guns in anger in Vietnam, and was the last in commission to have served in two wars.

Brisbane has been given to the Queensland Government and, after stripping, will be sunk off the Queensland coast as a dive wreck. All three of the DDGs will lie at rest in Australian waters.

The Historic Skiff Association and the Sydney Flying Squadron will be holding a re-enactment of the first World Championship for 18 footers in January. This event was conducted by the League Club in 1938. On that occasion three V and one M class 18s came over from Auckland. They were clinker planked, bermudan rigged and magnificent boats. The series was won by Bert Swinbourne in the local boat *Taree*.

For the re-enactment six M class boats will be shipped over to compete against our six boats. The NSW group comprises gaff-rigged timber skiffs, recreations of famous skiffs built in the first half of the 20th Century.

Some legendary sailors will be crewing our boats, such as three generations of Beashells, Steamer Stanley, Ian Murray, John Winning and 86 year old Brian Gale. Brian sailed forward for Jimmy Alderton in *Dee Why* in the 1938 Championship. Jimmy's grandson Orion will be crewing in the coming series.

The race dates are 2,3 and 4 January 2002. It will certainly add to this fabulous occasion if a fleet of yachts attends under power — being very careful, of course, not to prejudice the competitors.

Southerly

Historic skiff
Alruth with
Monsoon at the
start of the
Captain Slocum
Trophy race.





Despite uncertain and windy weather the first SASC Putt Putt Picnic on 18 November was a great success. Sunshine greeted the arrivals of *Ollie*, shown securing alongside *P2* (above) and the visitors from Balmain, including *Eliza* and *Whisper* (below)





A rejuvenated Bob Lawler demonstrates a new technique for fending off boats (above)

After a welcome at the Club, the visiting boats all joined in a cruise around Mosman Bay before lunch (below)



by
Peter Campbell

It is hoped that as many SASC members as possible with their families and friends will spend the day on the harbour on January 26 commemorating our national heritage by competing in the 166th Australia Day Regatta.

The Australia Day Regatta caters for everyone, whether your boat is old or new, large or small; whether you want to race full-on or just compete in a more laid-back fashion in the non-spinnaker division.

The important thing is to get afloat early and enjoy the pre-Regatta spectacle on the water...the Ferrython, the Australia Day Harbour Parade, the RAAF flypast and aerobatic display, and the ocean racing fleet setting sail in their Australia Day Race to Botany Bay and return.

Competing in the 166th Australia Day Regatta is taking part in history; this is the world's oldest continuous sailing regatta. Racing gets under way with the warning signal at 1.15 pm with races for keelboats, historical skiffs, state-of-the-art modern 18-footers, gaff-rigged and classic yachts. There will be spinnaker and non-spinnaker divisions for the keelboats.

The keelboats will race around familiar fixed marks on the Harbour; the traditional skiffs, including several magnificent replicas of famous 18-foot skiffs of yesteryear, will sail in the area between Fort Denison and Athol Bight.

The Regatta is also the catalyst for ongoing Australia Defence Forces displays on and over the Harbour, with RAAF fighter aircraft in a spectacular flyover to launch the racing, followed by the Roulettes in a remarkable display of aerobatics. Later in the afternoon, members of the Army's Red Beret parachute regiment will leap from an RAAF Hercules, their parachutes billowing before a controlled landing in the harbour.

Only the Royal Australian Navy will be missing, for the first time in many years. Because of national and international commitments, the RAN is unable to provide a Flagship for the 166th Australia Day Regatta.

Under the chairmanship of active yachtsman Geoff Lee AM OAM, the Australia Day Regatta management committee has continually lifted the status of the historic Regatta to attract participants from all Sydney Harbour yacht clubs, but has also sponsored Australia Day regattas at yacht and sailing clubs on many other waterways in New South Wales. SASC Commodore Charles Maclurcan is deputy chairman of the Regatta management committee, SASC treasurer Fred Bevis is Regatta treasurer and John Jeremy is also a member of the committee.



The Regatta management committee has appointed a top-line race management team to conduct the 166th Australia Day Regatta on Saturday, 26 January 2002. Starts will be at the specific times set out in the sailing instructions, with five-minute intervals between divisions.

To ensure there is no confusions at the start, there will be no general recalls and no individual recalls, but boats breaking the start will receive a time or place penalty in the results.

The 166th Australia Day Regatta is expected to attract a big fleet, notably in Division 1 and 2, in the Yngling one-design class, and in the Gaff-Rigged and Classic Yacht Divisions. The Sydney Amateur Sailing Club's Centenary of Federation gold medal will be awarded in 2002 to the winner of the Classic Yacht Division.

If you have not already entered for the Regatta, the Notice of Race and Entry Form is enclosed with this edition of the SASC News.

The Red Beret display is a highlight of the Australia Day celebrations on the harbour



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*.

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We welcome the following new members:

Bill Collins
Dominic Crosby
Brett Gibson
Anthony Walsh

LOST AND (HOPEFULLY) FOUND

Lost in or around the SASC Clubhouse on Saturday 3 November — a silver neck band.

If anyone has found it and is looking for the owner, please contact Faye Buckley at the Club on 9953 1433.

NEWSLETTER DEADLINE

The next SASC News will be the February 2002 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 16 January 2002. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

The Hum (Tim Murray) sailing in the non-spinnaker division Sunday race on 14 October.



HOLIDAY PERIOD AT THE SASC

New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible.

The kitchen and barbeque facilities will be available, but the bar will not be open.

TENDER SERVICE

No service on Christmas day or New Year's Day.

Saturday 22 December	0900 – 1700
Sunday 23 December	0900 – 1700
Wednesday 26 December	0900 – 1700
Saturday 29 December	0900 – 1700
Sunday 30 December	0900 – 1700
Monday 31 December	1300 – Sunset

The office will be closed from COB 21 December to the morning of 7 January 2002.

FRIDAY TWILIGHTS

Friday twilight races have got off to a good start with sailors enjoying pleasant sailing with a meal at the Club afterwards. As usual, it is has been very difficult to predict how much food should be provided each night, as some people do not book, and others who book do not turn up or stay for dinner.

If you plan to come sailing on Friday nights, please ring Faye or Maggie as soon as possible, and preferably before Thursday when Faye polishes the Club's crystal ball and orders the food. No 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.



Austral lying on the bottom of Sydney Harbour

In 1881, the Orient Line commissioned a new 5 524 grt passenger ship for their Australian service. *Austral* was the first steel ship in the company's fleet.

Her second voyage was beset with problems. She had engine trouble on the way from England to Cape Town, and was detained there for a week due to an outbreak of smallpox ashore. Engine problems continued for the rest of the voyage with the sails being used whilst repairs were made on the way.

Austral's difficulties continued after arrival in Sydney. On 11 November 1882 she developed a list when coaling and (due to open sidelights) sank in Neutral Bay with the loss of five lives. She was a considerable hazard where she lay in 15 m of water. A cofferdam was built around the upper works of the ship to enable the water to be pumped out and after 122 days on the bottom of the harbour she was raised on 12 March 1883.

Austral was cleaned up and given a minor refit at Cockatoo Island before sailing for England for complete repairs. She returned to service in November 1884 and was finally sold for breaking up in 1902.

Raising *Austral* — as depicted on the front page of *The Illustrated Sydney News* of 17 March 1883





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