



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2003

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Cover:

Gaffers' Day at
the Sydney
Amateur Sailing
Club

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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

DECEMBER 03

SATURDAY 13 DECEMBER 2003

Trophy Race Day. Tenth race for OK Dinghies. Twelfth race for Classic Division and Division 2 and fifth race in Division 2 short series.

SUNDAY 14 DECEMBER 2003

Fourth race for Division 6 (non-spinnaker) Gaffers Division and Metre Division.

FRIDAY 19 DECEMBER 2003

Last twilight race before Christmas.

FRIDAY 23 JANUARY 2004

First twilight race for the new year.

SATURDAY 24 JANUARY 2004

Tenth race for Cavalier 28 Division. Eleventh race for OK Dinghies. Thirteenth race for Classic Division and Division 2.

MONDAY 26 JANUARY 2004

Australia Day Regatta

SATURDAY 31 JANUARY 2004

Eleventh race for Cavalier 28 Division and fifth race in Cavalier 28 short series. Twelfth race for OK Dinghies. Fourteenth race for Classic Division and Division 2. Sixth race in Division 2 short series.

SUNDAY 1 FEBRUARY 2004

Fifth race for Division 6 (non-spinnaker), gaffers Division and Metre Division. OK Dinghies Sydney Harbour Championships race 3 & 4 (SASC).

TUESDAY 3 FEBRUARY 2004

First race in the five race Paul Slocombe Trophy series.

SATURDAY 7 FEBRUARY 2004

Twelfth race for Cavalier 28 Division. Thirteenth race for OK Dinghies. Fifteenth race for Classic Division and Division 2.

SATURDAY 14 FEBRUARY 2004

Fourteenth race for OK Dinghies. Sixteenth race for Classic Division and Division 2. Seventh race in Division 2 short series.

SUNDAY 15 FEBRUARY 2004

Sixth race for Division 6 (non-spinnaker), Gaffers Division and Metre Division.

***NEED TO
GET
ASHORE?***

***Call Robbie
on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700



I had hoped to be writing this after a few glorious days on Lord Howe Island, but this was not to be as the engine in *Bright Morning Star* blew a Welch plug and could no longer remain cool. Needless to say participation in the race was abandoned much to the regret of all. In the meantime what a wonderful Gaffers Day, beautiful weather and a great effort by all involved. My thanks to the volunteers and the participants.

We have had a blustery start to the season this year serving as a reminder that care is needed on the harbour on Saturdays especially with the new breed of large high speed yachts charging around.

Substituting a long lunch for an ocean voyage, I was reminiscing with old sailing mates about the essence of the enjoyment that we have had courtesy of sailing. It began as plans for the future were bandied about. The soon-to-be-retired seemed to be keen to sail away to faraway places. Then the discussion of the perfect boat arose. Suddenly the visions became far more complex. You would need all sorts of creature comforts for an extended cruise. Maybe a pretty expensive boat — certainly some reliable and fit crew — without doubt a very serious and well executed plan of operation.

Would all this automatically result in enjoyable moments? I wasn't sure. Indeed, I kept thinking about some of the most enjoyable moments sailing has generated for me. Like the time we celebrated my bucks' party on *Qui Vive* and made so much noise the water police arrived and joined in, the sense of relief felt crossing the finish line in Hobart for the first time on *Thunderbolt*, the time Bob Lawler scaled the downpipe at the rear of the St. Ives hotel in Hobart to greet us at the Quiet Little Drink, the wonderful crowd of yachties relaxing at the Shipwright Arms Hotel in Hobart, the magic morning we entered the lagoon at Lord Howe Island after a rough passage and more recently involvement with race management during the Olympics.

What stands out though is the fact that boat ownership is not essential to any of the best experiences. Indeed not having the responsibility of a vessel often contributed to the feeling of well being. Yet as Peter Garrow's *Sunchaser* passed by the Clubhouse the other day another member commented to me about on the terrific memories it rekindled of times up at Pittwater. So boats do have something to do with it. But surely it is people that really generate the best memories. My conclusion then is why not fly to a destination and hire? Bring the company with you that you trust, enjoy the experience and have a great time. Leave the long uncomfortable and risky passages to the heroes and let others deal with the problems of ownership. In the meantime memorable and enjoyable moments can be had just sitting around a cosy clubhouse after a tough race having a beer with the crew on a Saturday afternoon.

Charles Maclurcan



GAFFERS' DAY 2003

DECEMBER 03

Several famous yachts that competed in early Sydney Hobart Yacht Races figured as winners and placegetters in the Gaffers Day regatta 19 October.

by
Peter Campbell

Sailing in a classic Sydney nor'easter of 20-25 knots, more than 60 gaff rigged and classic timber yachts, some built between 80 and 100 years ago, provided a nostalgic sight on the Harbour.

Adding colour to the day were historic 18-foot skiffs and other small open boats, while flagship was the Sydney Heritage Fleet's beautiful schooner *Boomerang*, this year celebrating her centenary.

Sir James Hardy's famous gaff-rigged cutter *Nerida* won the Gaff Rigged Division 1 in convincing style from *Monsoon*, skippered by Peter Hemery, and *Reverie* (Nigel Berlyn).

Unfortunately, Sir James, the former Olympic, America's Cup and Admiral's Cup yachtsman was not aboard as he is recovering from a recent operation, but his crew did him proud in sailing the 1950 Hobart Race handicap winner to another victory.

The Bermudan Rigged Fast Division saw a fine win for *Archina*, the classic ketch which competed in the inaugural Sydney Hobart and again

Yachts gathered
at the SASC for
Gaffers Day 2003



in the 50th race in 1994. She was skippered by Tim Casey in winning from *Scarlett O'Hara* (Robert Skol) and *Fidelis*, Nigel Stokes' 66-footer which took line honours in the 1966 Hobart.

Another veteran of the first Hobart Race in 1945, the Australian National Maritime Museum's restored *Kathleen Gillett* revelled in the fresh breeze to dead-heat for second with *Sana* (David Mathlin) in the Gaff Rigger Division 2, won by *Jamiel* (Andrew Minter). Nick Cassim's *Lolita*, another early Sydney to Hobart competitor, won the Berdmudan Rigger Slow Division from *Setanta* (Mark Riley) and *Kyuma* (James Nash).

In the Gaff Rigger Division 3 victory went to *Sunbeam* (Drew Anderson) from *STD 5* (Bill Wallace) and *Nutmeg* (Frank Talbert) while the Historic 18-foot Skiff Division went to *Tangalooma* (Peter Legrove) from *Britannia* (Ian Smith) and *Alruth* (Bob Killick).

Are you being served? Tony Saunders and John Morris demonstrating multiple skills on Gaffers Day



The View from *Nerida*

by
David Salter

Sir James Hardy could not be on board to skipper his beloved 45ft Milne jackyard tops'1 gaff cutter on the exact 71st anniversary of her launching because he was still recovering from an operation. That didn't stop him phoning his sailing master (myself) on the Saturday evening with long and detailed instructions, (despite the fact that I've been crewing on *Nerida* with Jim for the past 23 years). He watched the whole race through binoculars from the balcony of his Potts Point apart-

ment and received half-hourly deck-level updates from the cockpit via mobile phone from Lady Joan Hardy.

Nerida is always a handful in a stiff breeze and the 25 knots we faced on Gaffer's Day pushed the old girl to her limit. Restored to her 1930s glory, the yacht has no winches whatsoever. Everything — sheets, runners, halyards, outhauls and gaff tackles — is done by direct hauling and then made fast to simple cleats. (In many ways she's the opposite of *Mark Twain*, which has 13 winches and just one cleat.) Bringing in the mainsheet of *Nerida*'s 30-foot boom hand-over-hand for each gybe is a three-man job. Just hoisting the gaff takes four at the mast.

The afterguard was heavy in both years and experience. *Nerida* was helmed on the day by Norm Hyett, the legendary Sydney shipwright who crewed on many America's Cup campaigns and in countless international offshore series. The navigator/tactics role was filled by Colin Betts, another 12-metre and Admiral's Cup veteran who began racing to Hobart in the 1950s. Col was navigator on *Police Car* in the early 1980s when I was a modest trimmer. Also in the crew for Gaffers Day was Max Whitnall, who was for'd hand for Jim Hardy when they won the world 505 dinghy championship together back in 1966. We all had an absolutely splendid day — even the wives enjoyed themselves. Roll on 2005!

Nerida revelling in the fresh nor' easter



Reflections on Gaffers Day

Sunday 19 October — what a perfect day. Fortunately the SASC is somewhat sheltered from a north-easter and we had arguably the best ever function at the Clubhouse. Our facilities in the water had a great line up of vintage type yachts both gaff and bermudan rigged. The standard of maintenance was very high and the boats made superb viewing. On the wharf north of the shed was Graham Ferguson's 10-footer *Commonwealth*, a recreation of the champion 10 from about 1900. Cotton sails were bent on the spars and she created a great deal of interest.

John Crawford's committee did a great job. I was a member but all I did was talk, as usual. The breakfast, rum tent, sausage sizzle was all great stuff, it could never have happened without the efforts of wives and partners who assisted the men (actually, it was more likely the other way about). All passengers in *Radar* were impressed with the box lunch, they were a very happy group and were delighted with the rally and the sight of the boats under sail.

East of Bradleys Head was a brave north-easter just as Crawford ordered, it was wonderful to see the vessels crossing the line on starting and then hauling a wind to work to Taylor Bay. *Radar* hove to at Shark Island totem pole to view the gybe rounding — some sixteen gaffers reaching from Taylor Bay was a grand sight.

Among the bermudans it was difficult to pick out individual boats for special mention as they all looked so good, however *Mathana* (all sev-

Demonstrating the spirit of Gaffers Day this small entry unfortunately found the brisk conditions a bit much and had to retire



enteen tons of her) was taking part in a club event after a lapse of some years, and *Maris*, a boat close to the Club's heart was great to see. Commodore Charles Maclurcan signed up Ian Kiernan as a member on the day — welcome aboard Ian!

The fresh dense breeze meant that heavy boats did well in all divisions. In past events the winds have not generally favoured the heavies and it was rewarding to see them right up there. It was also a pleasure to see several SASC yachts flying the Club ensign. It would be great to see more boats flying our private ensign in SASC events.

The premises have never looked so good, the staff as always delivered an immaculate performance. We must congratulate the starter's crew — an impossible job but they did it. On the next Gaffers Day I shall be eighty so if I am invited to do a commentary on *Radar* again I shall need a lot of Inner Circle to make the grade!

Ranger and
Vagrant ap-
proaching the
start line

Southerly







Fidelis charging towards the start (left). Her crew appear intent on the task at hand, except for the two right aft who are deep in conversation about something important.

Gaffers approaching Clark Island in ideal conditions (above) and two historic skiffs set out (below)



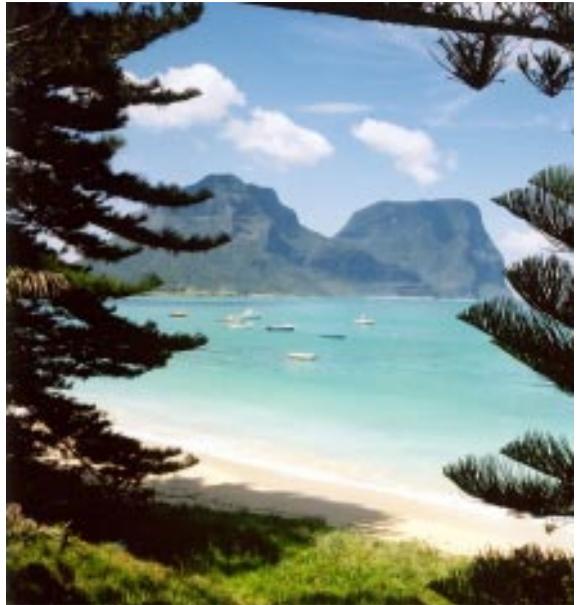
COME and ENJOY SASC FRIDAY TWILIGHT RACING 2003/2004

A FUN WAY TO WIND DOWN ON FRIDAY NIGHTS AND
A CHANCE TO BECOME ELIGIBLE TO

Win a trip for
2 to

**LORD
HOWE
ISLAND**

(valued at over \$2,000)



David Salter Photo

HOW? Simply sail in the SASC Friday Twilight Series and when you make a season entry and complete 5 races your boat becomes eligible to enter the draw for a trip for 2 to Lord Howe Island. The more races you compete in increases your chances of winning. Potentially you can be entered in the draw 12 times. The trip for two will be drawn at the completion of the last race in the series. Contact the club and enter now!

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by
David Salter

Tony Mooney, a member of the Rules Committee of the International Sailing Federation for more than 20 years, gave us the benefit of his racing rules wisdom during a special function at the SASC on September 30.

His presentation was warmly received by members after a light pasta dinner washed down with red wine. Tony's intricate knowledge of the rules stretches back to protests heard in 1876. He has been a sailing judge at three Olympic Games regattas, for the Admirals Cup, Whitbread and countless world championships.

Some samples of the Gospel According to Saint Mooney:

"Every week we all get aggro about this stuff, but we're not a contact sport. You have to do everything reasonably possible to avoid collisions. Sportsmanship and fair play are the guiding principles. If in doubt, don't.

"You hear a lot about the philosophy of the rules — the Ten Commandments and so forth. Actually, you only need four:

<i>Rule 10</i>	Port and starboard
<i>Rule 11</i>	Windward boat keeps clear
<i>Rule 12</i>	Clear astern keeps clear of boat ahead
<i>Rule 13</i>	Tacking boat keeps clear

"If you just sail by that, and that alone, you'll go safely around the race track."

Tony used a sophisticated PowerPoint program to illustrate common tactical situations but when the Question & Answer session got down to details he preferred the traditional protest-room medium of moving coloured boat cut-outs on a magnetic board.

Tony Mooney in
action



In an entertaining and always precise presentation, Mooney warned against relying on legalistic interpretations of terms such as "room".

"There are times when a book stops being a book and we've got to use common sense."

A strikingly simple blue, white and red poster appeared.

All it said was...

“Anyone interested in Classic Yachts, should make their own way to Ned’s Beach (159° 04’ E, 31° 31’ S) for the Classic Australian Barbeque, from 4.30pm Monday 3 November 2003”

by
John Crawford

It was an invitation of delightful understatement and almost ignored the fact that to attend you had to sail 400 miles across the Tasman Sea and by implication you needed a Classic Yacht, or at the least an invitation to sail on one.

This inaugural event was put together in some haste after a number of Classic Yachts were denied entry to this year’s Lord Howe Island race.

Lord Howe, wonderful place that it is, is not an ideal yachting destination, being totally weather dependant for access into a beautiful lagoon that has difficulty accommodating anything with a keel deeper than 6 feet (Classic Yacht owners do not understand metric). The number of entries have always been restricted and the event is often oversubscribed so...’first in best dressed’.

This year was no different except that this time *Fidelis* owned by SASC member Nigel Stoke and crewed by a bunch of ‘baby boomers’, (including your scribe), got the big...’A’.

‘Plastic fantastics’ got the available spots, without much more than a nod to those more classic yachts who may not be as fast, but certainly bring a bit of panash and style to the event. Mind you the keels on ‘plastic fantastics’ are getting bigger than their owner’s egos and a number of them just cross the finish line, off-load the macho Mars Bar-eating, rail-riding super heroes, take on a delivery crew and head for the next race on the event manager’s calendar.

So, all dressed up and nowhere to go, a group of Classic Yacht owners, led by Nigel Stoke got together over a schooner (really ?) at the Orient



Hotel and decided to go anyway, have a sail, enjoy their Classic Yachts, have fun, have a barbeque and may be raise some funds for the Lord Howe P & C Association.

Short notice of the event finally led to four yachts heading 060° — *Fidelis*, *Suraya*, and *Caprice of Huon* from Sydney and *Morning Tide* from Lake Macquarie. The yachts left at times to suit their own pace, but each aimed to be at the barbeque on Monday afternoon.

Fidelis departed the fairway buoy at the Heads at 0830 hours with a 10 -15 knot NNE breeze, which rapidly got legs during the day and ended up at a maximum reading of 60 knots, but averaged 30 – 40 knots for most of the first 24 hours. Seas went hand in hand with the wind, became particularly confused, very unpleasant and insisted in crashing on board at frequent intervals, filling the cockpit more than once.

You couldn't stop *Fidelis*. Three reefs and a No. 3 and she was still doing 12 knots with spray everywhere. She won't plane, but down a wave with 40 knots on her quarter she comes bloody close. The bow wave moves aft to the mast and the arisings proceed to smother the helmsman with stinging spray. She may be 60 feet on the deck, but its not enough. She did 212 nautical miles in the first 24 hours, sat on 10 – 12 knots most of the time, with a spirited look at 16 knots down a particularly opportune wave. Half the crew felt life had been better and we all wondered why the hell we were out there.

Nigel still insists *Fidelis* is a dry boat.....?#*!?. Myopic owner, all I remember is water rushing down the decks from the bow as she scooped up large lumps of the Tasman Sea and sent them toward the hapless crew cowering in the cockpit and this was before the dodger was demolished!



We arrived at Lord Howe some 50 hours after leaving the Heads. The wind was still up so we anchored off the BBQ site (Ned's Beach) the first night and moved to the southern lagoon the next day. *Suraya* arrived at the same time having left a day earlier and reported that at one stage they were very happily making 6 knots under bare poles! *Morning Tide* and *Caprice* both had the dusting we all got, but arrived with everyone intact and no damage.

The BBQ was a great success. The P & C prepared and served the food, which included some gloriously sinful tarts and cakes. Even with the modest collection of Classic Crews from only four yachts, nearly \$1,000 was raised for the school and everyone knows that next time it will be twice as good and twice as much fun.

Modern ocean yacht racing is not our bag. Its out of our league, it has become an extreme sport, no longer the province of the amateur. To win today requires deep, deep pockets, professional yacht jockeys and hired hands sailing lightweight skiffs in the ocean at maximum hull speed day and night.

The Classic Australian Barbeque is all about quality of life. Come with us next time and enjoy sailing your Classic Yacht under testing conditions, with people who enjoy the same things and similar philosophies. It's not a race.

Those who sail Classic Yachts don't need to win, they won when they bought their Classic Yacht and they win every time they climb on board.



Dear Sir,

I read with interest the letter from John Pennefather regarding *The Amateurs*.

I do not have all the answers to John's questions but would like to respond to some of John's points so that this issue may be considered on an informed basis.

Firstly, to clarify some issues about the cost of the vessel to the Club and its members. The Board decided to record income and expenditure as a department so that its net cost would be open to consideration by all members in each audited Annual Report. The reported cost for the mooring is the direct cost of the licence fee and actual maintenance. That method was considered a "fair" charge given that Waterways granted an extra mooring to the Club, specifically for a sail training boat, and its occupation of the mooring is not forgone income.

The annual net cash cost, excluding depreciation, has averaged \$1,917 over the past three years. This net cost has been reduced by the generous contributions of sponsors, Sturrocks Marine Products and MacDiarmid Sails and contributions from individual A10 Committee members. The A10 Committee and those who sail regularly also contribute many hours of their time in maintaining the boat to a high racing standard.

As members are aware, the A10 Committee has been active over the last two years with a different form of fundraising. Working with the Club's racing secretary Guy Irwin, the members have been provided with some very memorable evenings and access to speakers of an international standard.

The use of the boat in the past year has been Saturday division, Friday Twilights, Tuesday Twilights, Daydream Shield, CYC Winter series and National Titles.

All members are encouraged to either crew or to skipper the boat on Twilights or other events. Whenever possible the opportunity is taken to train crew with the objective of providing suitable crew to members. Whether the Club should continue to have a sail training program, and whether *The Amateurs* is the right vessel to equip such a training programme, are fundamental questions for the Board and members to decide.

I concur with the Commodore that the vessel has a logical place in the SCEGGS sail training program. I have personally approached SCEGGS on previous occasions to further this, and strongly believe that this connection will bear fruit in good time. Of course, any training format can be adjusted to suit the requirements depending on the level of experi-



ence and liability issues would be duly addressed. The approved A10 skippers are all experienced sailors and some have formal qualifications.

Each season the vessel's sailing programme is prepared and presented to the Board of Directors and to Members at the general meetings. The vessel has been actively and successfully campaigned by core crew of members. The vessel actively maintains a relationship with both the CYCA and MHYC through participation in winter in winter series racing and Super 10 fleet racing. I have always been impressed by the good reception the vessel has experienced when participating with other clubs.

Most clubs have active funded programs to promote junior sailing and intermediate sailing programs. The support provided to SCEGGS and *The Amateurs* cost is the Club's contribution to promoting junior and intermediate sailing.

At the time the Club was given the boat the constitution was changed to provide a graduation in the membership fees from junior member through intermediate to senior membership. These changes were made to gain and retain younger members and have had some success. A number of active members have close association with *The Amateurs* program.

A point made to me by the Treasurer, is the Club better off for having this vessel? The answer I believe is yes. The vessel is not a significant cost burden to the members. Rather it can be an investment in the future of the Club.

As always, the decision made by the board of directors will determine what direction the club takes in the future and how the Club's assets are dealt with.

Bob Langley

Chairman Adams 10 Committee



DINGHY STORAGE BOATSHED LOCKERS

Members wishing to store their dinghy at the Clubhouse Boatshed or the Mosman Boatshed, or are wanting to apply for locker space, should contact Peter McCorquodale on 0414 344 914 to register their interest.

Whilst some space is available now, we are looking at other options for unused space. Despite our note in the last edition, Peter has been somewhat underwhelmed with applications — so register your interest now!

SUN SHINES ON IDLE HOUR

by
David Salter

“Gas bottles? Tables? Water? Saucepans? Matches? Ice? Beer? Softies?” The annual ritual of checking off the Bill of Lading for Idle Hour was well under way at the SASC pontoon. Early grey skies had cleared and it now looked like we’d have a perfect Spring day for the picnic at Store Beach. *Nancy K* lay alongside, sitting a little below her marks from the small mountain of equipment and stores already loaded.

“What about the BBQ?” Good question. The club’s best 3-burner stood bathed in sunshine on the deck outside the dinghy shed, an iconic symbol of Australia’s leisure lifestyle. Only difficulty was, we hadn’t left enough floor space in the tender for this most essential apparatus.

“It’s nae problem”, responded Robbie with characteristic Scots resourcefulness. “We can lash her to this wee foredeck here.” And so it came to pass that the *Nancy K* was fitted with the BBQ as a combined bowsprit-cum-figurehead. We prompted puzzlement and then cheers from passing Manly ferries. It didn’t move an inch as Robbie — no doubt reliving his Cape Horn heroics — safely navigated the tender through the swells between the Heads.

A small team of volunteers carried everything ashore (carefully avoiding the invisible hordes of penguins now so assiduously protected by exclusion zone markers and an unintelligible sign on the beach). Finishing crews were duly ferried in to consume hot-dogs, salad and liquid refreshments on the welcoming sands of Store Beach. Support for the Idle Hour race and picnic seemed a little down on previous levels, perhaps because the event this year was scheduled for the October long weekend when many skippers have family duties or take their boats cruising.

Robbie fits the iconic new *Nancy K* figurehead



In the race itself *Mezzaluna* was clear winner on scratch, followed by *Manhattan Transfer*. Richard Lamrock on *Ça Va* hooked into the windshift of his dreams to gobble up most of the fleet and waltz off with handi-cap honours.



The foredeck ornament safely crosses the Heads

A crystal day for the traditional Store Beach gathering



by
Rob Evans

Now that we are into the busy part of our year there are just a few things I would like to ask your help with, to make life a bit easier for the staff and volunteers who look after the boatshed and tender service.

Firstly, Robbie is on sick leave at the moment recovering from some minor surgery with Brendan from the slipway and the odd volunteer taking his place, so if it takes a bit longer to get a tender pick up please be patient.

Secondly, the problem of having adequate insurance is one of the most vexatious issues your committee has to deal with, and although it costs the Club over one quarter of our subscription revenue there are areas where we are not covered, specifically where a member has work done on his boat by non-Club labour. So please make sure that if you are arranging to have work done on your boat at the Club that your contractor is insured and that they can provide a certificate of currency to Rod.

Thirdly, our efforts at keeping Mosman Bay clean. With our pollution control boom, drip trays, pump and settlement drums we are now managing to keep most of the pollution generated on the slipway out of the bay. We do, however, need your help as one complaint over a weekend could undo all our efforts to date. Please be careful if you are working on the slips and if in doubt as to whether you have all the anti-pollution catchment items in place ask for help.

Finally, have a great Christmas and a happy New Year.

AHOY THERE!

HELP NEEDED

The office crystal ball has crashed!

Despite exhortations to all members to book early for Friday Twilight dinners (the food is ordered on Thursday morning) many still leave it to the last minute.

For a recent Friday bookings at 1000 Thursday were 34. Food was ordered based on this number. By 5 pm that day the numbers were 55, and by 1.30 pm on Friday they were up to 99!

No wonder the crystal ball gave up!

Please help the logistics for this popular event by booking your table by Thursday to ensure there is enough food to go around

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON, AND GOOD SAILING FOR 2004

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

SEASONS GREETINGS FROM FAYE, PATRICK, MAGGIE AND DENISE (ADMIN AND RACING), ROD, BRETT AND BRENDAN (BOATSHED), MATTHEW (FRIDAY TWILIGHTS), ROBBIE (TENDER SERVICE) AND THE STARTING TEAMS



TAIWAN CORONA KING OF WIND '03

by
Bill Tyler

SASC member Bill Tyler and his wife Jan recently visited Taiwan where they attended the Taiwan Corona King of Wind Regatta. This regatta was the final leg of the 2003 Skiff TV series for the 49er class and the OKs were invited to participate in the event by staging the inaugural Asia-Pacific OK Championships. Bill, who is President of the International OK Association of Australia, said that it was important to support the event after being given the opportunity of introducing the OK Dinghy to this new location.

A small fleet of 11 OKs was assembled for the Championships with international competitors travelling from Great Britain, Belgium, Spain, New Zealand, and Australia to contest the event with one lone entrant from Taiwan.

The racing was held in the idyllic location of the Penghu Islands, formerly known as the Pescadores, an island group of Taiwan situated at the entrance of the South China Sea midway between Taipei and Hong Kong. Penghu is comprised of 64 islands with the three main islands Makung, Hsiyu and Paisha linked by bridges to form an "inland sea" location for the sailing area.

Thanks to generous sponsorship arrangements from Corona and the organisation of the crew from Destination Marketing International (DMI) from France, \$US15,000 prize money was on offer at the event. Of this amount \$US5,000 was allocated to the OKs for the Championships. The other major sponsor, Land Rover, provided a number of vehicles for the use of the organisers and competitors. This allowed those who wished to do so to tour around the three main islands in the Penghu group.

The locals from the Taiwan Tourist Bureau, the Ministry of Transportation and Communications and the Penghu County Government all co-operated in providing their support and worked tirelessly to ensure that all visitors were made to feel welcome at the event. Other sponsors, China Airlines and Uni Air, provided discount travel arrangements whilst HBO and MTV provided media and entertainment support.

Competitors and others associated with the Regatta were offered a complete package covering all airfares, accommodation, transfers and food for the eight days of the event for €800 per person. Most of the OKs were transported to Taiwan by China Airlines with many of the 49ers being shipped by container direct from the World Championships in Spain. An all up charge of \$US600 covered all of my boat transport costs to and from Taiwan for the event.

Accommodation was provided at a youth hostel style hotel known as the Penghu Youth Activity Centre. The hotel is located on the fore-shore overlooking the sailing course and only about 5 minutes walk from the sailing club. Rooms are eastern style, ie no beds, only mattresses and bedding on the floor but with excellent en-suite western style bathroom facilities. Each day a western breakfast was served at the hotel, while a locally supplied packed lunch and evening meal, mainly eastern style BBQs, were provided at the sailing club.

The “Sailboat Hall” as the club is called on the local tourist map, is a massive concrete structure, as are most of the newer buildings in the area. It is a four level building used mainly for housing club service boats, rubber duckies etc. and lots of sailboards. All of the organisers’ computers were set up in an administration area on the first floor and the media centre was located in an adjacent room on the same level. Later in the week when it became necessary, the official Corona marquee was also erected on the first floor as well. This is a very functional building, not all that good looking but it is not going to fall down!

The Opening Ceremony held from 1900 onwards on Tuesday, 30 September, was a major event. It was held in the open forecourt area near the club where a huge MTV stage was set up with full disco light-&-sound equipment equal to anything you would see at a rock concert. Before and after all of the formal activities, the disco music blasted away with the professional DJ controlling the proceedings. All very impressive and very, very loud! This was followed by an organised BBQ where competitors were able to get to know each other and consume some of the major sponsor’s free Corona beer.

Unfortunately, the north east monsoon arrived a week or so earlier than expected and blew away the event after only the first few days. This was bad luck as the major sponsors, Corona and Land Rover had their gala days scheduled for later in the week. The Taiwan Land Rover group arrived in a fleet of corporate vehicles and set themselves up in their official marquee on Friday while the Corona people all turned up on Sunday in nine white Suzuki four-wheel drive vehicles decked out in their blue and gold corporate logos. All of the on-shore activities went ahead as planned but there were no sailing events for the people to watch other than a few keen wind-surfers. Needless to say, the organisers had to work hard to keep their sponsors happy, so the non-sailing sailors were left to sort things out for themselves over the last few days.

As for the sailing, this was very much a casual affair. The event was mainly a promotional exercise but with substantial prize money available the competition was still strong. Julian Bethwaite was the Race Director and his main charter was to ensure the best media coverage for the event and the race-courses were set accordingly. There were camera crews at the starts and at the windward mark. There was even a camera-man in the water right at the windward mark to take bow on action shots as the boats rounded the mark. The 49ers sailed windward and return courses whilst the OKs sailed trapezoid courses. The first day was very hot with a light to moderate breeze and the second day was a little fresher around 15 knots. On both of these days the OKs sailed two races and the 49ers sailed four races. On the third day the breeze was very fresh, around 25 knots plus so Jan and I went sight seeing. The 49ers also gave it a miss but some of the other OK guys went sailing and finished another two races. Thereafter the monsoon really kicked in at up to 40 knots day and night and it is probably still blowing.

In the OKs, Bart Bomans, the current European Champion from Belgium won the event and was much too good for the rest of the fleet. He is very fit and very strong and is probably the bench-mark for the World OK fleet at this time. Russell Page-Wood, from New Zealand, was second and the OKDIA Secretary, Robert Deaves, from Great Britain was third. I finished 7th having to count one of my DNS scores from day 3.

The Closing Ceremony proceeded as planned on Sunday evening, 5 October, in the open forecourt area adjacent to the club. The MTV was again blasting away but the wind was still howling so it was not quite as pleasant as the opening ceremony. A brass band played on to open the proceedings, followed by the formal speeches and the prize giving. After this Saya, Taiwan's answer to Kylie Minogue and her rock band had all of the local kids doing what kids do at pop concerts, gathering around the stage and jumping up and down during the performance. The competitors then joined the sponsors and the VIPs at the Corona official farewell dinner that was held in the relatively protected courtyard at the hotel. The free Corona beer started to flow again and we all enjoyed a BBQ meal. The Corona girls and some dancing girls put on a bit of a show before the VIPs departed and the event came to its conclusion.

Overall, this was a pretty hectic but mostly enjoyable event. Definitely a different experience — some negatives but many more positives and well worth the effort. It was a great opportunity for the OKs to be seen at a new venue with extensive media coverage. Hopefully we will be invited back again.

The forecourt area and sailing club, Penghu Islands, Taiwan, before the wind kicked in



David Salter, who captains the Yachties XI, reports on the annual Lord Howe Island cricket fixture against the locals

Mark Twain's retirement from Cat One competition coupled with the last-minute donk disaster in *Bright Morning Star* meant that for the first time in many years there would not be an SASC boat participating in the Lord Howe Island Race. I was kindly offered rides on other yachts for both the race itself and the return trip, but chose instead to fly over to the Island in company with my wife. One must make these sacrifices every now and then.

In truth, the main reason for splashing out on a return airfare was to ensure that the congenitally casual Islanders v. Yachties cricket match would actually go ahead. We sailors had lost the last two Tests by embarrassing margins. Would 2003 finally be our year? Er, no.

By noon on the appointed day the outfield had been mown, the pitch prepared and a large marquee erected to shade the batting side and spectators from a fierce mid-Tasman sun. The official scorebook failed to materialize, but a lined notepad and clipboard were soon pressed into substitute service. It's important to have the full scorecard at hand just in case the people from Wisden enquire.

Yachtie numbers were down this year, many boats having already begun their return delivery to the mainland. No problem. Quite unprompted, the locals lent us a few of their best players, including Craig Wilson, the

Officer of the Watch...the local policeman kept a close eye on the proceedings



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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flawless pilot who'd led every finishing yacht through the treacherous reef to a safe mooring or anchorage inside the lagoon.

For the third year in succession we were umpired by John Gerits, the dry-witted LHI policeman. He would secure an immortal niche in the cricket archives by raising his finger to the first successful LBW appeal in Lord Howe Island history. At stumps the grateful Yachties rewarded John for this fine decision with a bottle of Inner Circle.

As usual, a formal toss was eschewed so the visitors could bat first before the steady stream of Victor Bravo rehydration schooners being relayed out from Bowling Club diminished their cat-like reflexes and astonishing hand-eye coordination. Cricket trivia buffs should also note that the opening pair for the Yachties XI were physically off the Island and well out to sea even before our innings closed. (They batted until just before the top of the tide, then rushed off to their boat for the trip back to Sydney. Is this a record?)

Early in the Yachties innings the veteran LHI Harbourmaster, Clive Wilson, passed the ground in his van and paused to watch a few overs. "Hey, Clive! We could do with a hand! Wanna come over here and have a bat?"

He didn't need asking twice. But before padding up Clive hopped on the handheld VHF for someone to go fetch his favourite cricket cap from home. It's that kind of match.

Even though our 128 runs off 25 overs (for the loss of just seven wickets) set a new record for the Yachties it was never going to be enough. The locals passed that total with overs to spare, ending on 158 for 3 off their allotted span. Well played, Lord Howe! Now, who's getting the first round?

This traditional cricket fixture on Lord Howe has now developed a uniquely enjoyable flavour. While the general standard of play may be distinctly mediocre-to-ordinary, the spirit of fun and mutual goodwill is exceptional. Racing sailors and their island hosts come together for a special afternoon of good-natured sporting competition and sociability. Let's hope there's some SASC crew in the visiting side for 2004.

SORINE SCORES AGAIN IN LORD HOWE RACE

SASC offshore racing member Ben Adamson has won the PHS division of the Gosford to Lord Howe Island Race for the second time with his Carter 30, *Sorine*.

by
Peter Campbell

Now Ben is heading south, a late entry in the 59th Rolex Sydney Hobart Yacht Race in which he previously competed in 2001, placing 5th in the PHS Division.

A fleet of 65 boats from all Australian States, Britain, Sweden, New Zealand and the USA has nominated for the 627 nautical mile blue water classic starting on Boxing Day, 26 December.

AROUND THE PORT

The largest cruise liner to visit Australia, the US-based Princess Cruises *Star Princess* visited Sydney on Wednesday 26 November for the first time. With a gross tonnage of 109,000 tonnes, she is 290 metres long with an overall beam of 49 metres and a draft of 8 metres. Her diesel electric propulsion gives her a speed of 24 knots. The 2,700 passengers are accommodated in 1,300 cabins — 700 with their own balconies. The crew numbers 1,100. *Star Princess* will also visit Melbourne, Darwin, Cairns, Hobart and Adelaide and will return to Sydney on 20 December 2003, 17 January and 14 February 2004. Her larger sister ship *Sapphire Princess* (113,000 gt, still under construction) will visit Sydney on 23 December 2004.

Many misleading comparisons have been made in the Sydney press about the size of the ship. For example, the displacement of *Star Princess* (about 52,000 tonnes) was substantially exceeded by the tanker *Magnitude* (107,000 tonnes) which arrived in the port during the Sunday races on 30 November. The largest merchant ship to visit Sydney so far was the BHP bulk carrier *Iron Pacific* (118,491 gt, 351 m long) in 1986. Her full load displacement would be well over 300,000 tonnes. The largest warship to visit Sydney was the aircraft carrier USS *Enterprise* (CVN 65) which has a displacement of 93,970 tonnes and is 331.6 metres long, in 1964.

Star Princess at the Circular Quay passenger terminal during her first visit to Sydney



Cunard Line's flagship *Queen Mary 2* completed her sea trials on 29 September with flying colours. The largest, longest, tallest, widest, and at — \$780-million — the most expensive passenger liner ever built underwent four days of rigorous testing of her power, manoeuvrability and vibration levels off the Brittany coast. The successful trials put *QM2* right on schedule for her 12 January maiden voyage from Southampton, England, to Fort Lauderdale, Florida. At 150,000 gross tonnes *QM2* is almost 50% larger than *Star Princess*.

A special highlight of the *QM2*'s inaugural schedule will be its maiden eastbound crossing from New York on 25 April as both *Queen Mary 2* and *Queen Elizabeth 2* will sail in tandem. This day will be the first time two Cunard Queens have been berthed in the port together since March 1940.

Meanwhile Carnival, owners of Cunard, which announced in June that it is studying the feasibility of building a mega-cruise ship that would be the world's largest, is now considering building two such vessels.

P&O Princess had been considering construction of a 170,000 – 180,000 gross tonne cruise ship capable of accommodating 3,600 – 4,000 passengers prior to its acquisition by Carnival in April. Carnival decided to continue work on the project, which it dubbed the Ultimate Carnival Princess.

Queen Mary 2 at sea during trials



On Sunday 26 October the annual Balmain Regatta was held on the Parramatta River under the auspices of the Balmain Sailing Club and the Wooden Boat Association of NSW. The Balmain Sailing Club was newly painted inside and out and looked a picture, with crowds of competitors and spectators adding to the exciting atmosphere. It was noticeable that there were a great many young people present — I believe it is largely because they live in the area. I wish we could get more young people at our club — I am doing my best.

Events were held for watermen's skiffs, putt putts, historic skiffs, timber yachts, GRP yachts and modern dinghy classes. First off at 1200 was a parade of yachts led by *Boomerang*, skippered by Mick York. Most vessels were dressed overall, it was a great sight. *Antara* entered by SASC member Ian Kortlang won the timber yacht Division 1. *Antara* is the only 7 metre in Australia and commands great admiration.

Of great note to ancient mariners like me were the historic 10- and 18-footers, the cousta boat *Thistle* with standing-lug main and *James Craig*'s glorious gig with oar power and a dipping-lug flax main. Yours truly manned the public address system — I hope I was able to give a reasonable idea of proceedings. There was considerable congestion in the narrow gut to Cockatoo Island.

Prizes were awarded by President Dave, Commodore Erica and Mary-Louise Williams from the Australian National Maritime Museum. I was very impressed this year that the huge crowd on Club premises and the adjacent lawn were silent during the prize announcements. The starter's boat was a beaut green tugboat, the tender service never stopped and beer tents were flat out. Food was available on an adjacent wharf provided by Balmain Rotary. All services were voluntary as at the SASC and it was a great day.

I am of the opinion that the members of the BSC are our kind of people and I would feel it would be mutually beneficial if we were to strengthen the bonds between us.

Southerly

FOUND AFLOAT AND LOOKING FOR AN OWNER

An item of jewellery, a ladies necklace, was found in *Nancy K* on Gaffers Day.

Robbie thinks it may belong to someone transported to *Boomerang* early in the day.

Please ring Faye or Patrick if you think you know the owner, they will be delighted to return it on suitable identification.

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 20 December 0900 – 1700

Sunday 21 December 0900 – 1700

Friday 26 December 0900 – 1700

Saturday 27 December 0900 – 1700

Sunday 28 December 0900 – 1700

Wednesday 31 December 1300 – Sunset

The office and boatshed will be closed from COB 19 December to the morning of 12 January 2004.



CHRISTMAS HAMPER

The SASC is sponsoring a hamper to be presented to the Rev. Bill Crews, Uniting Church at Ashfield.

Can you help with the purchase of a few extra items with your Christmas grocery order? We would be pleased if donations of tinned and/or dry goods could be left at the Club by mid-December.

Please help us make a difference, however small, at this special time of the year.

Thank you for supporting this effort in the Christmas spirit of giving

NEW MEMBERS

We welcome the following new members:

Paul Franks
Malcolm Reed
Bruce Stannard
Peter Young

AUSTRALIAN YACHTING FEDERATION BECOMES YACHTING AUSTRALIA INC.

Recently the Federal Assembly, being the eight State and Territory Member Yachting Associations (MYAs), of the Australian Yachting Federation unanimously voted to adopt both a change of name for the organisation and to implement a whole-of-sport brand strategy to take the organisation into the next generation.

Yachting Australia, in conjunction with the MYAs have developed a single yachting brand that all sailors and the yachting fraternity can embrace as their brand. The brand will be supported by a clear message that yachting is a challenging, unique and enjoyable sport for all.

The new brand will exist to create a bond between all levels of the sport and a common visual link for all aspects of yachting. The majority of our MYAs have adopted a consistent approach in both their brand image and organisation name.

FROM THE OFFICE

There are a few members with outstanding SASC subscriptions — now well overdue.

For your convenience payment may be made by credit card — Bankcard, Mastercard or Visa, by telephone.

Don't risk having your SASC membership lapse — ring the SASC office now!



NEWSLETTER DEADLINE

The next SASC News will be the February 2004 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 28 January 2004. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

The 168th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Monday 26 January 2004. This popular event is a great way to celebrate Australia Day, and SASC members are invited to join the Sydney Harbour fleet. A Notice of Race and entry form will have been sent to members by Maggie Stewart by the time you read this. It will also be available at www.sasc.com.au and copies of the Australia Day Regatta programme will be available at the clubhouse.

Earlier this year well known Australia yachtsman Sir James Hardy OBE took over as President of the Australia Day Regatta from Rear Admiral Peter Sinclair AC RN (Rtd) who retired after five years in the position. The Australia Day Regatta Race Management Committee is chaired by Geoff Lee AM OAM and several SASC members are members of committee — Commodore Charles Maclurcan (Deputy Chairman), Fred Bevis (Treasurer) and John Jeremy. Charles Maclurcan and John Jeremy will be starting the main harbour races again this year. The start and finish will be close to Clark Island, near the regatta flagship HMAS *Canberra*.

Other attractions on the water on the day will include a parade of tall ships and other craft in which all are invited to participate before the Regatta, an aerial display by the RAAF Roulettes and a parachute drop from a C130 into Sydney Cove by Army Red Berets.

Activities on the harbour are a major part of the Australia Day celebrations and the Regatta is always well supported by SASC members — so fill out the entry form and come sailing.



FROM THE ARCHIVES

The number of contributions for this edition of *SASC News* has been exceptional. For this I am extremely grateful — please keep it up. With the pressure on space, I have decided to give *From the Archives* a rest in this edition. It will return in the February 2004 edition.

Happy holiday sailing!

John Jeremy



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