



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2004

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|-------------------------------|--------------------|
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Cover:

Rob Roy charging
to the finish
during a Sunday
Gaffers race
(John Jeremy photo)

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COMING EVENTS

DECEMBER 04

SATURDAY 11 DECEMBER 2004

Trophy Race Day. Twelfth race Division 2 and Classic Division. Seventh race for Cavalier 28 Division. Tenth race for OK Dinghies. Fourth race in Cavalier 28 short series and fifth race for Division 1 and Division 2 short series.

SUNDAY 12 DECEMBER 2004

Fourth race for Gaffers Division and Division 6.

FRIDAY 17 DECEMBER 2004

Last twilight race before Christmas.

FRIDAY 14 JANUARY 2005

First twilight race for 2005.

SATURDAY 15 JANUARY 2005

Thirteenth race for Division 2 and Classic Division. Eighth race for Cavalier 28 Division. Eleventh race for OK Dinghies. Sixth race for Division 1 and Division 2 short series.

SATURDAY 22 JANUARY 2005

Fourteenth race for Division 2 and Classic Division. Twelfth race for OK Dinghies

SUNDAY 23 JANUARY 2005

Fifth race for Gaffers Division and Division 6

WEDNESDAY 26 JANUARY 2005

Australia Day Regatta

SATURDAY 29 JANUARY 2005

Fifteenth race for Division 2 and Classic Division. Ninth race for Cavalier 28 Division and fifth race in Cavalier 28 short series. Thirteenth race for OK Dinghies. Seventh race for Division 1 and Division 2 short series.

SUNDAY 30 JANUARY 2005

OK Dinghy Sydney Harbour Championships, race 3 and 4, conducted by SASC.

TUESDAY 1 FEBRUARY 2005

First race in the Paul Slocombe Trophy Series.

SATURDAY 5 FEBRUARY 2005

Tenth race for Cavalier 28 Division and sixth race in Cavalier 28 short series. Sixteenth race for Division 2 and Classic Division. Fourteenth race for OK Dinghies.

**NEED TO
GET
ASHORE?**

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

Sat: 0900-1800
Sun: 0900-1700



It's nearly Christmas again and it's hard to believe we are half way through the season. It is also the season for goodwill both on land and water. Goodwill or rather good manners is something that is all too easily forgotten when it comes to racing on Sydney Harbour. We all know the rules — or rather I hope we do. We know about port and starboard and an overlap at the mark we also know about being the only starboard tackler at the start of a Friday twilight and putting about the entire fleet. If you are a competitive sailor this is great fun and some would say what the sport is all about. But on a Friday night?

In the history of sailing the Friday Twilight is a recent phenomena. We finish the working week, we relax, we go sailing and we socialise. In many ways it has replaced the Sabot and the VJ as the way most people get their first introduction to sailing. It is somewhere knowledge of the rules and a little courtesy will ensure that we all enjoy the experience.

Christmas is also the time for holidays and for us, the members, to thank the staff at Sydney Amateurs as they have their well deserved break. Patrick, in the office, Maggie on sailing, Rod and Brett, in the boatshed, John who has kept the Club in such great order and Warwick and Michael who have ferried us round the Bay. They and the others who have helped them have made it a very successful and enjoyable year.

*Reverie and Spirit
of Tasmania III
sharing a perfect
Sydney Harbour*

So from the Flag Officers and Board we wish you a merry Christmas and a happy New Year for 2005.

Rob Evans

John Jeremy photo



Over the past month or so, members may have noticed a number of small sailing dinghies passing the Club, heading out to, or home, from the harbour. Activity in the old MASC shed has increased as the result of an agreement between SASC and SCECGS Redlands and a highly successful refurbishment and cleanout of the shed on Fathers Day.

A squad of 45 students train weekly in twelve International Cadets, six Puffin Pacers and three Ynglings. With colourful spinnakers flying they make a delightful sight as they navigate the intricacies (and ferries) of Mosman Bay. All told, the Redlands school programme caters for 145 students from years 3 to 12, with the Mosman Bay squad being the elite race group to which most aspire. A squad of 40 juniors train with the Northside Sailing School on Wednesdays and another 50 seniors do likewise on Thursdays. Many of these students, particularly the younger ones are now graduating to crewing positions in the race teams. The plan with the Ynglings is to train up crews of students and parents to participate regularly in SASC Friday Twilight racing.

As well as their Tuesday and/or Thursday training sessions, the Cadet and Pacer squads undertake Saturday morning racing in Athol Bay, with up to five short races being held. It is a formal pointscore series with the winning class crews at the end of the season to be declared school champions. In Term 1 2005 the school teams will travel to contest a number of inter-school regattas as well as two SCECGS hosted events.

Martin Pryor photo



by
Martin Pryor

The SCEGGS
sailors returning
home up the bay

Importantly, having adopted the International Cadet as a training boat, the Redlands Club has formed a NSW Cadet Squadron and eight boats are in hard training for both the National titles in Adelaide at Christmas and the 2004 World Championships immediately afterwards. Already an all-day clinic has been held with two notable inter-state coaches and Rob Brown Yachting will be conducting further clinics as the regattas draw closer. In 2005 the NSW Squadron is to host the first ever International Cadet Nationals in Sydney, out of WSC in Rose Bay.

What we hope will be of benefit to SASC members is the large number of parents who assist each Saturday and who are developing a considerable enthusiasm of their own in taking up sailing. Redlands will do all it can to encourage parents into crewing positions so if any member has an interest in developing new crew, please feel free to contact the sailing master at the school.

Redlands sailing is not just about racing or boats; it is also about history, heritage and assisting youngsters to grow into fine adults. As such, the school is delighted to be able to enjoy so much contact, and subsequent wisdom from members such as the OK dinghy sailors. We would really welcome the presence of, and extend an open invitation to, any SASC member to visit us either on a Thursday afternoon or Saturday morning, to share with us the pursuit and sheer fun of “just messing about in boats”.

John Jeremy photo

The young crew in *Wind Shadow* concentrating on the finish in a recent Division 6 Sunday race



HAHN HAMILTON ISLAND RACE WEEK 2004

DECEMBER 04

Fresh from a series win in the Sydney Amateur's Winter Series the crew of *She's Apples Two* ventured north in August to contest the Hamilton Island Race Week. This consists of six different "around the islands" races in the Whitsundays.

This year, instead of taking *She's Apples Two* north, a delivery distance of 1,000 nautical miles, we chartered a Bavaria 47 called *CCCC*, named after four owners, Carroll, Cody, C.... & C..... This noble Teutonic vessel of 16 t boasted 4 double bunks and 3 heads, let alone a huge saloon and galley. However, the crew believed she needed a name change for the series, hence a change for the series to *CCCC's Apples* (and more affectionately due to her ample girth, grace and Bavarian heritage, the nickname of "Hilda the Hamburg Whore").

The crew, hand picked for their social activities let alone their sailing prowess, consisted of David and Pam Murton (proud owners of that sterling East Coast 31 *Panache*), Matthew Prentice, Jarrod Magill, Greg Beard, Steve White, Rowan Smith, Morgan Melish, Peter Haliday, Valerie Prentice and the writer. A crew well seasoned in ocean racing coupled with ample late night bar and nightclub skills!

by
Max Prentice

Plenty of action
with a spinnaker
start and 91 in the
fleet in Dent
Passage



A huge armada of 91 yachts entered the Cruising Division this year. The fleet included such notable yachts as the Oyster 68 *In the Mood* from Sydney and Deerfoot 62 *Moonshadow* from California, down to the Spider 28 *Moondance*, the Morgan 780 *Marina* and the Sonata 8 *Nessie*. Great company for our Teutonic beauty from Bavaria CCCC's *Apples* (aka Hilda).

We had the good taste to take our No. 1 headsail and spinnaker from *She's Apples Two's* sail wardrobe. The No. 1 proved to be invaluable and converted a Clydesdale work horse into a thoroughbred race horse!

The first race consisted of a course from Dent Passage around South Molle Island and back. A spinnaker start with 91 boats hitting the line. A great race with whales and dolphins being sighted a plenty. CCCC's *Apples* came up with a 5th, not a bad start! Next was a longish passage race around Long Island, a distance of 26 miles. Again, a spinnaker start with dolphins and whales, let alone a rare sighting of a Dugong grazing on the sea grasses in the passage between Long Island and the Mainland. This time — a 12th in the division.

After two races the organisers scheduled a lay day to recuperate from the stresses of ocean racing! Rather than lying on the beach the whole crew indulged in a sensible 4-hour lunch followed by the Bavaria Yacht owners' cocktail party. What a big day!

A table of twelve sat down at the Moët & Chandon Champagne Lunch consisting of five different champagnes from this notable French pro-

The Victorious
Crew of CCCC's
Apples and the
Lucky Magnum of
Moët & Chandon



ducer and a degustation menu provided by the Executive Chef of Hamilton Island, Byron Moore. At 3.30 pm the crew of *CCCC's Apples* were called upon to compete in a competition by singing either Advance Australia Fair or Waltzing Matilda. It was mandatory to use the words however the tune and presentation could be customised for the occasion. Rowan Smith, a notable rap dancer and nightclub frequenter, assisted by the Southern Crooner from New Orleans, Steve White, decided we should sing Waltzing Matilda to a rap presentation with the crew singing the accompaniment Duff! Duff! Matilda! This resulted in our first win of the series with a prize of a Magnum of Moët & Chandon. A good omen for things to come!

We donned our Bavaria shirts and caps at 5.00 pm and attended the Bavaria owners and crew cocktail party with ample supplies of Becks, Lowenbrau and other genuine Bavarian beverages kindly provided by Bob Mulkearns of North South Yachting Australia Pty Limited, the Australian Bavaria importers and distributors. A big day!

On Tuesday it was back to sailing with another island race, Race 3. Bingo — 3rd and a trophy. About time to get serious! Race 4 came up with an 11th placing.

Then Whitehaven Beach Picnic Day. Another notable showing by the crew of *CCCC's Apples* with drinks on the beach and lunch on John and Lynne Boyce 60ft charter vessel *Sydney Sundancer*.

Back to racing with a 7th in race 5. The showdown was set with the Lindeman Island race to go. We scored a 4th in the last race! However, a start line incident between *CCCC's Apples* and the early series leader Nick Bruijn's Farr 10.20 *O.D.* from Brisbane was decided in the protest room and dropped the latter yacht to fourth overall. Judges from Britain, New Zealand, Hong Kong and Australia made up the International Jury akin to a High Court of Australia!

Eureka! — The Holy Grail was Ours! First place at Hamilton Island Series!

The final placings after one discard were:

- | | | |
|----|-----------------------|-----------------|
| 1. | <i>CCCC's Apples</i> | (Bavaria 47) |
| 2. | <i>Sereim</i> | (Radford 11.4) |
| 3. | <i>Grizzley Adams</i> | (Adams 11.9) |
| 4. | <i>O.D.</i> | (Farr 10.20) |
| 5. | <i>Le Bateau</i> | (Jeanneau 45.2) |

Presentation night was attended by 500 yachties in the Hotel's Convention Centre with hosts Chris Handy, former Wallaby Prop and Len Evans, wine judge extraordinaire. More celebrations until 3.00 am then the plane back to Sydney at 9.30 am on Sunday morning. What a week — great company, great venue and great racing!



CELESTE TURNS 50

by
Rob Evans

Two old tarts
celebrating at the
Amateurs

Everyone enjoys a birthday party but it was a bit disconcerting to find that your yacht has more friends than you do, when over sixty members and their friends turned up on the 17 October to celebrate *Celeste's* 50th. Amongst the special friends was another old lady from Adelaide, *Nerida*, and on her first outing since the recent change in ownership *Warana*, soon to rejoin our Saturday Classic fleet.

A fish fry on the deck was enjoyed by all but the highlight of the day was definitely Phil Kinsella firing the Les Ardouin cannon.



Who's window was he
aiming at?

Rob Evans photos



John Jeremy photo

A busy start for the Friday twilight on 19 November resulted in *Vanity* (centre, above) finding herself on the wrong side of the line at the starting signal.

Restarting in the light winds, *Vanity* sneaks past *Captain Amora* at the other end of the line (below)

John Jeremy photo



COME and ENJOY SASC FRIDAY TWILIGHT RACING 2004/2005

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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REPEAT OFFENDER

David Salter spent half of November sailing to Lord Howe Island twice, and back to Sydney once

There's an element of masochist recidivism in anyone who enjoys long ocean passages. After all, who else but a serial idiot would willingly undertake 1,500 n miles imprisoned in yachts with less internal volume than your average bedroom? You rang?

The Gosford-Lord Howe Race is an annual fixture for the *Bright Morning Star* mob and this year we were delighted to be joined for the trip by our longstanding club rivals on *Azzurro*. Along with Sean Langman's *AAPT* we comprised the three-boat SASC Team — and a serious threat for sweeping PHS honours in any kind of a reaching breeze.

The weather briefing for skippers and navigators at the Gosford Sailing Club soon put a brake on those ambitions. "Light from the North East, 5 to 10 maximum", declared the Man from the BoM, "sure to be a slow race." It seemed a prudent decision by the Race Committee to affix a strobe light to the top of the new rounding mark off Terrigal Beach so that stragglers could find it in the dark. (For me, the prospect of a crawl to Lord Howe added another level of anxiety. I'd undertaken to sail the classic S&S 42 *Vittoria* to the Island and back on the BBQ Cruise the following week. We were due to leave that Friday and everything hinged on my making the flight back to Sydney at 1300 on the Thursday.)

Nineteen yachts faced the starter in Broken Bay in the predicted light

Landfall —
close-hauled to
lay the distinctive
twin peaks of LHI

David Salter photo



Northerly. Spectators lining The Skillion cliff-top had a brief view of spinnaker work as the yachts cleared Cape Three Points and reached into the new mark. From that moment the kites went back into their bags, never to emerge again for the remaining 410 n miles. On *BMS* we settled into our watches and pondered the prospect of three days of dead muzzlers. Dal Wilson had been a last-minute withdrawal, leaving an Amateurs' crew contingent of Hugh O'Neill, John Sturrock, Mike Tomaszewski, Max Prentice, Guy Irwin, Tony Purkiss and myself. In addition we had a 'guest' from the Gosford club and a keen newcomer to offshore racing.

It quickly became a navigator's race in which picking the currents and likely wind swings would determine tactics. Nobody could hold the rhumbline so the Big Decision was whether to keep North or South. While greater minds than mine pondered the options, Max exploited the last few hours of mobile phone coverage to place bets on the Derby Day races in Melbourne. He claimed to have backed a winner before sundown, (but only his bookie knows for sure.)

'Slow but Earnest' became the motto of our race. Deck activity was confined to changing up and down between headsails and the odd tweak of the sheets and traveller. *Azzurro* was now 16 miles behind but well to windward, north of the rhumbline. We loitered in the south searching for boat-speed and praying for the breeze to go left. It never did, and we ended up sailing 100 miles more than the official race distance. The most exciting moment of the trip was when we collected a sunfish with

Rob Harris photo

Safe Haven —
Bright Morning Star at anchor in the LHI lagoon





Rob Harris photo

The Victors — all-conquering *Azzurro* crew in their spiffy team shirts

a tremendous *whump* and then watched it swim dizzy circles in our wake. Nice to be in a big, strong boat. The final sked approaching the Island early on the Tuesday morning confirmed our fears. *Azzurro* had sailed high and could now roll down to the finishing line with sheets eased while we had to tack up from the area of Ball's Pyramid. They crossed 57 minutes ahead of *BMS*. A hearty 'three cheers' were exchanged across the lagoon as both crews made fast to adjoining moorings in the Man o' War Passage. Well sailed, lads — now, let the fun begin!

Nothing beats Lord Howe as a destination for tired, thirsty yachties. Our sense of quiet satisfaction was enhanced by the news that *Azzurro* and *Bright Morning Star* had taken the first two places in PHS and that the SASC had been just pipped for the Team's Trophy by a matter of seconds on corrected time. Eat, drink and be merry for tomorrow we play cricket ... against each other.

For the first time in recorded history the Yachties XI clinched a victory over the Island team, mainly because the locals didn't turn up. Their captain was busy repairing the roof of the power station, the star opening bat couldn't get away from his Post Office job, and their best fast bowler was out fishing for Kingies off Searle's Point. Happy to take the forfeit, the yachties organized a friendly game amongst themselves.

Max Prentice, keeping wicket with help from his good friend Victor Bravo, was felled by a sharp run-out return and suffered a whopping black eye. His courage under fire earned him the Man of the Match Award (yet more grog), presented at the prize-giving function that night. Next morning it was time for me to pack and fly back to Sydney, with a few wary glances out the Dash 8 window at prevailing conditions in the Tasman. The big swell and strong NE looked ominous for the first leg of the BBQ cruise, due to begin the following day. Surely not another 500 miles of dead muzzler? It looked awfully like it.

Vittoria was a champion ocean racer back in the early 1970s but her current owner, Max Whitnall, has de-rigged the Quilkey-built timber classic for genteel day-sailing on Sydney Harbour. Over the past few months I'd had the enjoyable task of preparing the boat for passage-making. We fitted an inner forestay, runners, GPS, lee cloths, a new HF radio and piles of safety gear. Hugh O'Neill kindly lent us the PHS for *Bright Morning Star* 8-man raft off *Mark Twain*. The crew was a sort Mulligan — willow rarely met leather at the of 'Old & Bold' team of mates put together after



David Salter photo

Runner-up — Hugh O'Neill accepts 2nd on the PHS for *Bright Morning Star* 8-man raft off *Mark Twain*. The crew was a sort Mulligan — willow rarely met leather at the of 'Old & Bold' team of mates put together after

David Salter photo





Classic racer —
the S&S 42
Vittoria at her
Pulpit Point pen

David Salter photo

we'd won the last Gaffer's Day race together on *Nerida*: Sir James Hardy (Skipper and Sommelier), Col Betts (Navigator), Norm Hyett (Watch Captain and Fixer) and myself as Bosun. Between us we'd done 72 Hobarts, so what we lacked in strength was balanced by experience. Two younger blokes (in their early 40s but with no offshore experience) signed on for the outward trip only.

Hardy arrived at the boat with enough wine and spirits to add a foot to our LWL (I think he gets it wholesale). Hyett then trundled alongside carrying 6 dozen freshly-shucked oysters on ice. Preparations for sea were delayed while we washed this snack down with a couple of bottles of Clare Valley Riesling. It was clearly going to be an arduous passage. The NE was still honking and with everything stowed by 1400 we elected to poke our nose out and assess the conditions. Even in the lee of North Head we had 20-25 knots true and 3m+ swells. The youngsters wanted to go but we old grey-beards elected to ride out the blow in a sheltered spot and make a start early the next morning. The SASC provided their usual hospitality for the night, letting us pick up *Azzurro*'s vacant mooring and bringing everyone ashore in the tender to join the Friday twilight dinner crowd.

Next morning we were underway by 0530, close-hauled into a light Nor'easter that immediately began pushing us slowly South of the rhumbline. Here we go again! As it strengthened through the first night we were grateful for our last-minute decision to take the big No. 2 off the furler and replace it with a bullet-proof old dacron No. 3 I'd found



David Salter photo

in the owner's garage. When the breeze died again during the day we motor-sailed, but by the second night *Vittoria* was down to a reefed main and hard on her ear. A plastic hook on his lee-cloth parted, dumping poor Betsy out of his rack with a sickening bang. A few rounds of painkillers soon had our Guesser back at the nav. station, but those bruises might take a bit of explaining.

It settled into a long, windward slog to the Island. The newcomers marveled at the sight of whales cruising South, and sailing amongst hundreds of frolicking dolphins. They endured our repertoire of yachting war stories, bad jokes and tall yarns, and learned to recognize the distinctive voice of Derek conducting the twice-daily Penta cruising sked. By dawn on Tuesday the dramatic twin peaks of Lord Howe finally hove into view and we knew we'd have just enough time for a shower, shave and quick nap before trudging over the hill to the BBQ at Ned's Beach that evening.

Nigel Stoke (*Fidelis*), the unofficial non-organiser of the Cruise, was MC for the night and announced Allan Fenwick as this year's winner of the Classic Yachts Award. Allan had skippered the veteran S&S 34 *Morning Tide* to his 21st visit to the Island, which must be a record. The locals put on a tremendous spread of food, and those few who can remember the rest of the celebrations made the highly defamatory claim that most yachties were returned to their accommodation laid out on the back trays of utes. There was barely time to clear our hangovers before we had to begin re-provisioning the boat, collecting fuel and

Paperwork—pre-voyage, the nav station became the bosun's office



David Salter photo

QLD — cruisers assemble for the endurance BBQ at Ned's Beach

settling our various mooring fees and visitor levies.

Conditions were again pleasant as the 'Old & Bold' quartet set off on the return journey in a light Sou'wester. But not for long. The next two days brought some of the most testing conditions I've ever weathered in a passage. We had 40-45 knots true from the SW — yet *another* dead muzzler — plus driving rain and big swells. First the electric bilge pump system failed, then the self-steerer, and finally the donk succumbed to choked filters and injectors. (Our violent motion had stirred some black sludge off the bottom of the main fuel tank.) No engine meant rationing our power use to the radio, GPS and nav. lights. At the same time the wind and seas were combining to drive us well north of Sydney. At one stage our probable landfall was Port Stephens, but after the blow abated we were able to close the coast at Norah Head. The boat looked like a Chinese laundry as we brought up all our soaked clothes and sleeping bags to dry in the weak afternoon sunshine.

Despite three valiant attempts to flush the fuel lines and bleed the injectors, Norm was forced to declare the donk clinically dead. In fading breeze we inched south towards Sydney and for two glorious hours the wind came far enough abeam for us to set the MPS. It was 0400 when we ghosted alongside the RSYS pontoon, dropped the sails and brought tired old *Vittoria* to a stop. The trip home had taken 86 hours. Hardy, Betts and Hyett solemnly swore they'd never do a long passage again, but I'm not so sure. After all, there's still a fair bit of unopened grog in those lockers.





Sun shot — brief fair weather allowed Betts to dust off his sextant skills

David Salter photos

Wet, wet, wet — the trip home involved long shifts at the wheel



by
John Crawford

December brings us to the midpoint of our sailing season and holiday time for most members. Over Christmas the tender service will operate according to the times noted elsewhere in the SASC News. Note that there will be no tender service on Christmas Day, but the tender will operate on New Year's eve from 1300 until sunset and will also be running on the 1, 2 and 3 January and on Australia Day Wednesday 26 January.

Planning for the 'greening' of the SASC slipway is proceeding well and an information evening will be held at the Club shortly to inform members of the proposal and to obtain feedback. Keep an eye out for the date and time, which will be posted in the Club.

Over the holiday period please don't 'hog' the pontoon with your boats. Leave room for others (and the tender) and abide by the water restrictions. Remember the SASC is a focal point for our many neighbours and we are watched both day and night. Have a happy and relaxing Christmas and New Year. See you on the Pontoon.



AHOY THERE!

FERAL BATTERIES AT THE CLUB!

They appear to breed in the Boatshed!

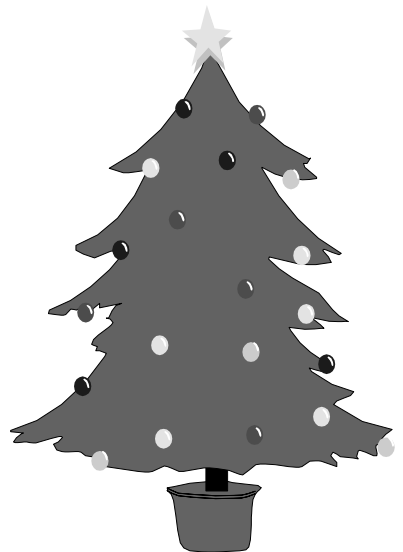
Actually, we think members leave old batteries by the charging rack and the garbage bins for the battery fairy to remove. They are disposed of eventually, but our garbage contractor charges us extra for batteries. We are happy to arrange for the disposal of old batteries for \$7 each — just identify the battery and advise Patrick or Rod. If you just leave them lying around we all pay!

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON, AND GOOD SAILING FOR 2005

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 PATRICK, MAGGIE AND DENISE (ADMIN AND RACING), ROD AND BRETT (BOATSHED), ANDY (FRIDAY TWILIGHTS), WARWICK AND MIKE (TENDER SERVICE) AND THE STARTING TEAMS



ADAMS 10 COMMITTEE REPORT

by
Bob Langley

Firstly the Adams 10 Committee would like to thank the members and guests who attended the recent Heavy Weather seminar presented by Ian Macdairmid — an informative and fun evening. This was the fourth such evening organised by the A10 committee — the presentation of technical information together with a light supper prepared by Fiona Fitzgerald has been a winning combination. Your support in attending these presentations is appreciated. I would be interested in your feedback and suggested topics for future presentations.

A joint Division 1 race day was held with MHYC on 23 October 2004 and saw a good fleet of vessels on the start line. The easterly course chosen for the day in light to moderate breeze meant a late finish. Consequently only two MHYC boats joined us at the clubhouse after racing. The intention is to host another joint Division 1 race day with MHYC in late February 2005. Hopefully the conditions on the day will be more favourable for a quick race resulting in more opportunity for boats to visit our clubhouse.

The Amateurs will be campaigned again at the Adams 10 National Regatta to be held on Lake Macquarie in the 2005 Australia Day week. We hope to improve on last years 4th place overall.

At the last Adams 10 Committee Meeting held on 8 November, James Bevis was elected as the new Chairman. With this report, I sign off on my tenure as Chairman.

During the last three years as Chairman of the A10 Committee (and two years on the Board) I have had an interesting and fulfilling experience engendering a real sense of ownership of the Club. I would encourage members to become involved in the running of their sailing club and seek nomination for positions on the Board or participate in the various committees.

The A10 Committee would like to take this opportunity of wishing members and staff of the SASC a safe and happy Christmas and prosperous New Year.



John Sturrock and Michael Tomaszewski loading the groceries aboard *Bright Morning Star* for the voyage to Lord Howe Island John Jeremy photo

Denise McIntosh busy at the racing desk when Maggie Stewart took a break recently

John Jeremy photo



THE ROYAL YACHT *BRITANNIA*

She's actually no longer the Royal Yacht so I have taken some journalistic license, but a visit to her was a highlight of a visit to Scotland, so I thought you might be interested in some statistics and quirky bits.

by
Tony Saunders

Britannia is located in the port of Leith, a 10 minute bus ride from Princess Street in Edinburgh. It was built by John Brown's Clydebank shipyard near Glasgow at a cost of over £2 million. The Queen launched her in April 1953.

Britannia was decommissioned in December 1997. She looks as good as the day she was launched and is alongside a special built retail terminal which is reminiscent of a Westfield.

Some vital statistics:

| | |
|---------------|--------------------------|
| Length OA | 125 m (412 feet) |
| Breadth | 16.7 m (55 feet) |
| Gross tonnage | 4,715 tons |
| Speed | 22.5 knots max. |
| Range | 2,553 miles at 18 knots. |

Britannia completed 948 official visits and sailed over a million nautical miles.

The yacht was run by the Royal Navy and had a Captain (who was an Admiral), 20 officers and 240 Yachtsmen (including the Marines). Note they were not sailors, they were called Yachtsmen and no females served on board. When the small Royal party boarded with their personal staff, ships compliment reached up to 305. For a state visit, the royal party came on board with 5 t of luggage. Charles had his organic vegetables and the Queen had her Malvern Springs water for her tea.

HMY *Britannia* in the western channel during a visit to Sydney in 1977

John Jeremy photo



You are able to walk over the whole ship including all reception areas, bridge and decks. Areas which have glass sides and you can look into are the Queen's cabin and separate day room, also the Duke's, the Captain's cabin and day room, the engine room, the honeymoon suite, and the deck garage where the Royal Rolls Royce was stored (its still there).

The Queen's and Duke's bedrooms are adjoining and they slept on 3 foot single beds, even though there is room for a king size. It is said it is the only place that you are able to actually see a bed that the Queen has slept in. The honeymoon bed is also surprisingly small at 4 foot 6 inches even though there is ample room for a king size.

The dark blue paint of the hull was chosen by the Queen who had a say about most of the non-technical bits. The 12-inch gold paint stripe around the ship isn't paint, its gold leaf! When the ship is alongside, the Royal brow is set at 12 degrees exactly (note — not 11 or 13!)

When a Yachtsman joined the Royal Yacht, he usually remained on board for the rest of his career. The Admiral personally interviewed all ranks. There was no punishment routine on board as Yachtsmen were expected to behave. The first issue of kit was a pair of soft shoes so you didn't make a noise. The yacht is divided into two. Forward of the main middle mast is the working end and the Royal quarters are aft. The Duke was known to spend quite some time in the working end (interfering?). Di was also a regular visitor in this part of the yacht. All work in the aft Royal had to be finished by 8.00 am and was done in silence! Yachtsman did not wear a hat so that the Royal party do not have to salute. If a Yachtsman happened to be working in the Royal end, and a Royal walked past, he had to stand upright like a piece of furniture.

There was a contingent of 25 Royal Marines on board (still called Yachtsman) and they doubled as security and provided the band. They could play any national anthem note perfect. They practised daily in a cramped area in the bow of the ship so as not to disturb the Royals.

There could be up to 12 uniform changes in a day so whilst the accommodation for the lower ranks was cramped, they still had more space than on other RN ships for hanging lockers. Consequently, *Britannia* had the largest laundry of any RN ship. It was run by a Petty Officer and 8 other ranks. The Queen's laundry was done on a different day to that for everyone else.

Guests have included Eisenhower, Mandela, Bhutto, Reagan, Yeltsin, you name them. The only Australian connection evident now is a photo of Paul Keating standing behind the Queen at a Commonwealth heads of Government function.

The dining table can take up to 40 and it took over three hours to set. All cutlery, glasses, chairs etc were set with a ruler. Only the Queen or a member of the Royal party was allowed to wear a tiara during official functions. The wheelhouse is below decks and the wheel came from the racing yacht *Britannia* which was built in 1893 for King Edward VII. The yacht was scuttled in 1936 and the wheel salvaged for a future Royal yacht.

The fireplace at the back of the large reception area looks grand but is spoilt by an electric fire. It was supposed to be coal, but Royal Navy regulations meant a sailor had to be in attendance at all times by the fire with water and sand. Wouldn't do!

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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The claim is made that the UK made many billions of pounds in trade on board during trade fairs and could continue to do so. Therefore one gets the impression that the decommissioning was political [*not to mention the need for a very expensive refit to upgrade her to modern standards* — Ed.]. The yacht herself was an Ambassador for Britain.

You can now hire the yacht for corporate functions and there was a framed letter from the president of the Ford Motor Co. thanking the yacht for a dinner (at around £1,000 a head). To sum up — tasteful, understated, opulent and uncluttered. You could tell she was the best money could buy and she is still in first class shape.

Would I switch her for *Rapier*? You bet, but those beds have to go, and so does that electric fire! Would make a great clubhouse.

STURROCKS OPEN NEW STORE

SASC director and long-time sponsor of *The Amateurs*, John Sturrock, has established a new nautical-clothing store at Spit Junction. A function on 16 November to officially open the shop was attended by many club members and some famous names in the local sailing community.

‘Sturrock’s Boatique’ stocks the latest prestige dockside fashion, plus a full range of wet-weather gear, footwear, sunglasses, racing watches plus quality brassware and an attractive selection of classic yacht models. John explains that the purpose of his new store is to equip both men and women who want to “lift a glass in style at the club bar, and also be totally equipped to race to Hobart or even visit Antarctica.”

The shop is on street level, directly below the ‘Fitness First’ gym at the corner of Vista Street and Military Road. There is plentiful public parking nearby and trading hours include Saturday 9.00 – 4.00.

SASC members will recognise many details of the store’s elegant themed interior. Discarded wooden spars have been pressed into service as clothes racks and Mel Godfrey has cleverly re-worked an old *Bright Morning Star* mainsail into a unique set of changing rooms. ‘Sturrock’s Boatique’ accepts all major credit cards.

David Salter photo



Nautical emporium — the new boatique quickly filled With thirsty admirers

NEVER AT THE AMATEURS!

The 64th meeting of the International Society for the Perpetuation of Cruelty to Racing Yachtsman (ISPCRY) was held on 31 October at American YC (Rye, NY). Founded by two local commodores and a sailing journalist in 1941, ISPCRY, fondly known as the Mooseheads, honours race committees for finding new ways to torment competitors. This year's winners included Riverside and Indian Harbor Yacht Clubs, who interestingly enough were just awarded the St. Petersburg trophy by US Sailing for race management excellence in 2003.

Full Mooseheads and other animal parts are awarded in ten categories for bad management and two categories for excellence in race management. 248 area race committee members attended this year's luncheon. The Moosehead Supreme award for 2004 was well earned — here's the story:

The senior advisors to the juniors gather the youngsters prior to the start and tell them that the race is meant to be fun and a learning experience and, above all, the primary objective of night racing is safety. The word safety is stressed again and again. Unfortunately, the race committee fails to check the local weather. The local TV forecasts already show thunderstorms surrounding the area. This warning could be further checked by radar on the boats. The juniors assume that this august group knows what they are doing. And so, with sublime ignorance as their guiding light, the RC proceeds to send the juniors to sea.

Before the committee boat can drop anchor the fleet is deluged by rain, battered by fifty-knot winds and pounded by wicked thunder and lightning. Four boats are struck. Extensive and very expensive damage to three of the boats force them to retire before starting. Quite fortunately, no junior is toasted. And when the squalls pass through, the race is sailed without further ado. For failing to adhere to its announced plans for safety in racing and sailing, and for the creation of yet another definition for the term "child abuse," the Moosehead Supreme for 2004 was awarded to Beach Point Yacht Club.

(From www.sailingscuttlebutt.com)

The 169th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Wednesday 26 January 2005. 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 is also available at www.sasc.com.au and copies of the Australia Day Regatta programme are available at the clubhouse.

The Australia Day Regatta Race Management Committee is now chaired by SASC Past Commodore John Jeremy and Immediate Past Commodore Charles Maclurcan will be starting the main harbour races again this year. The start and finish will be close to Clarke Island, near the regatta flagship HMAS *Parramatta*.

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 (a recent addition to the programme for 2005) 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.

Perfect sailing during the 2004 Australia Day Regatta

John Jeremy photo



by
Kathy
McKenzie

The guest speaker at the Shorthanded Sailing Association of Australia's annual dinner at the Sydney Amateur Sailing Club in November was Sean Langman, owner/skipper of *AAPT*, formerly called *Grundig* and *Xena*, and sometimes called 'a skiff on steroids'.

Sean also sails an old gaffer, has built a replica *Ranger*, *Vanity*, and has recently returned to sailing 18-foot skiffs on Sydney Harbour on a boat also called *AAPT*. [*Actually Vanity is not a replica, but a new boat of the same 'class' — Ed.*]

Growing up on a boat, he assumed everyone did the same, but found out they didn't when his father was posted away from Sydney and his mother sold the boat and bought a house.

Sean continued to sail and took over Noakes Rigging, discovering that he was also good at business.

In 1999 Kanga Birtles and Jeremy Pearce set an unofficial record around Australia on an Open 60 *Magna Data*. Langman purchased the boat in 2000 and has been modifying it ever since to make it go faster, and yet be eligible to race in the Sydney Hobart Race.

Reports from past Sydney Hobart Races:

2000 — After leading the fleet into Bass Strait *Shockwave* retired, as owner, Neville Crichton was apprehensive about the forecast. *Brindabella* retired, reporting delamination at the bow and I headed to Eden with a ripped mainsail and concerns about the rigging. The Volvo 60s competing in the Volvo Ocean Race also competed.

2001 — *Grundig* radioed a Pan Pan distress message after she launched off a giant wave into the air and came crashing down, suffered major structural damage and began taking water rapidly. When the water flow was slowed sufficiently by stuffing slabs of foam bunk cushions into the cracks in the hull, the Pan Pan was withdrawn and the boat proceeded slowly under motor to Eden. Six feet had been added at the stern and the keel reduced by 25%.

2002 — Line honours was won by *Alfa Romeo*, skippered by Neville Crichton, followed by Sean Langman's *Grundig*, beating the much larger maxis, *Canon* and Australian *Skandia Wild Thing*.

2003 — Grant Wharington's *Skandia* won line honours crossing the finish line just 14 minutes and 24 seconds ahead of Stewart Thwaites' *Zana*. Sean Langman's *Grundig AAPT* was third. When *Grundig AAPT* was leading the fleet it hit a sunfish with the leeward rudder jamming the bearing and they had to disconnect the second rudder and rig up a jury system.

In 2004 Sean plans to sail *AAPT* with less crew – six, and if the conditions are right he will fly a spinnaker-replacement kite. The OutLeader™

kite flies in the stronger stable wind well above the level of the boat's masthead, providing enormous pulling power. The kite looks like half of a giant parachute, but measures as a spinnaker. Unlike a normal spinnaker, it is sheeted only from the deck, so it doesn't contribute to heeling the boat or burying the bow. Full story from KiteShip is at <http://www.boatingoz.com.au/news04/1111a.htm>

The kite arrives on 1 December and it won't be set in the harbour. It will be trialed offshore, and Sean says the only problem may be that it might rip the deck off, but anything is worth a try when you are not the longest boat in the fleet. Next year new rules will prohibit the use of this kite. And next year Sean plans to have another boat. Racing yachts have a competitive racing life of 4 years (he says), as technology changes so much in that time, and to be competitive they must be designed to have a short structural lifespan.

Sean's new boat will be 95 feet long and he plans to launch it in September 2005, around the same time that Neville Crichton will be launching his new canting keel yacht with two rudders. But Sean's yacht will be more radical in design with water ballasted wings and aramid rigging, but this could change as he is constantly thinking about new ways to make a boat go faster and construction has not begun.

The members of the SSAA sat in awed silence as Sean spoke passionately about his past and his future plans on what was a memorable and informative evening.

(Kathy McKenzie is Editor of www.boatingoz.com.au)



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GIPSY MOTH IV TO SAIL AGAIN

One of Britain's most famous and important boats was thrown a lifeline on 17 November when she was lifted out of her dry dock at Greenwich near London. *Gipsy Moth IV* took Sir Francis Chichester around the world in 1966-67. Since then she has been slowly rotting away in her concrete tomb, ravaged by the elements and by vandals.

After months of campaigning, Yachting Monthly has announced that they have secured the backing of her guardians, The Maritime Trust, to set her on a course that may see her sail around the world once more.

The United Kingdom Sailing Academy has agreed to manage the restoration and consequent upkeep of *Gipsy Moth IV*. She will now be taken to Camper & Nicholson's, the yard that built her, for a thorough survey.

Paul Gelder, Editor of YM, said: "Our priority now is to stop *Gipsy Moth IV's* sad decline. We hope Camper & Nicholson's can make her seaworthy again — then it will be a race against time to get her refitted to cross the Atlantic at the end of 2005, and sail the Pacific to Sydney."

The voyage will celebrate the 40th anniversary of Chichester's epic 29,630-mile solo passage, as well as the Yachting Monthly's 100th birthday in 2006.

It's over a year since The Maritime Trust approved Yachting Monthly's ambitious plan to find a sponsor to refit *Gipsy Moth IV* for a circumnavigation with the Blue Water Round the World Rally in 2005-2007.

The yacht is the last boat in the trust's collection. The UKSA is interested in sending young people on scholarships on various legs of the voyage. The son of Sir Francis Chichester, Giles, said: "*Gipsy Moth IV* has languished for too long ashore and needs a good run at sea."

Giorgio Bondoni, managing director of Camper & Nicholson's said: "C&N has built many famous yachts, but few have captured the hearts of the public like *Gipsy Moth IV*." Leading marine companies have offered to donate materials for the yacht's restoration.

Missing Lead Ballast

Some 15 lead ingots stacked along the inside boatshed wall near dinghy rack 80 have been removed. The ballast is from *Monsoon* (A9) and has been especially gifted to Mr. Don Taylor for use in the restored *Merlin* that was launched recently.

Don's grandfather commissioned the building of *Monsoon* (1931) and also commissioned the construction of *Merlin* (1920). Both boats were built by J. Hayes and Sons in Careening Cove. The lead ballast was to be a gift to the Taylor family as it has particular sentimental value to their family history.

The ingots are marked D. C. If you have inadvertently taken some of the lead thinking it was waste or excess could you please return the lead alongside my dinghy or contact me. Rob Anderson (02) 9437 1895 or 0419 224 515

Your help would be greatly appreciated.

HONOUR FOR CHARLES MACLURCAN

DECEMBER 04

Charles
Maclurcan

Immediate Past Commodore Charles Maclurcan was elected an Honorary Life Member of the Royal Sydney Yacht Squadron at the Squadron's recent Annual General Meeting.

The election recognised Charles' extraordinary contribution to sailing over many years. He a RSYS Youth Sailing Committee member from 1994 to 2001, was the author of early training manuals and is still an Instructor. A volunteer race official for RSYS and SASC since 1978, Charles was a race official during the 2000 Olympic Games and Paralympic Games. An RSYS member since 1966, he was RSYS Official of the Year and RSYS Yachtsman of the Year in 2001.



FRIDAY TWILIGHTS

Friday Twilights are proving to be as popular as ever but catering for the hungry hordes is proving difficult because people still telephone for a table after the food has been ordered. We want to ensure that everyone gets a chance at the food so:

***No table bookings can be
accepted after 1200 on
THURSDAY***

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

THE END OF LARBOARD

As published in the London *Times* of 13 December 1844:

“The following circular has recently been issued by the Admiralty:

It having been represented to the Lords Commissioners of the Admiralty that the word ‘port’ is frequently, though not universally, substituted on board Her Majesty’s ships for the word ‘larboard’, and as the want of a uniform practice in this respect may lead to important and serious mistakes, and the distinction between ‘starboard’ and ‘port’ is so much more marked than that between ‘starboard’ and ‘larboard’, it is their Lordships’ direction that the word ‘larboard’ shall no longer be used to signify left on board any of Her Majesty’s ships or vessels.

By command of their Lordships,

Sidney Herbert.”

PERFORMANCE GAFFERS

The Classic Division race on 29 September was won by the 24-footer *Vanity*. I noted that her boat handling on that occasion was exemplary — mine wasn’t! The margin was in excess of five minutes from an ungenerous handicap in view of the fact that her opponents are on average six feet longer than her. On the same day the Tasmanian Mosquito *Redpa* sailed second fastest time in spite of not setting the spinnaker.

In the Classic event held on 16 October I note that the Tassie mossie achieved the fastest time although once again without a spinnaker on the only leg of the day free enough to fly one. *Redpa* and *Vanity* both hoist a spar. Is it just possible in view of the above record that there is some virtue in gaff rig?

Southerly

SASC CLOTHING

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

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

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.

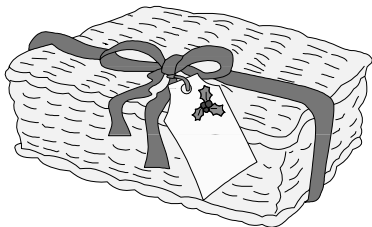
There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from 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, normal service on the following days.

- Saturday 18 December 0900 – 1700
- Sunday 19 December 0900 – 1700
- Sunday 26 December 0900 – 1700
- Monday 27 December 0900 – 1700
- Tuesday 28 December 0900 – 1700
- Friday 31 December 1300 – Sunset

The office will be closed from COB 20 December to the morning of 4 January 2005. The boatshed will be closed from COB 17 December to the morning of 10 January 2005.



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:

Ronald Bailey
Patrick Davis
Oliver Greeves
Hugo Harmstorf
Raymond Kiley
Scott Noble
Michael Warner
Neil Watkinson

MEMORIES OF *JUNEBIRD*

Featured in *From the Archives* inside the back cover of the June *SASC News* is a photograph of the 28-footer *Junebird* taken more than 70 years ago. My father raced her in the A-class with the SASC for about nine years and never lost his zero handicap. He also cruised in her extensively and one can see in the photo how simple her rig was to facilitate this.

My 89-year old brother Brian phoned me to say that the mainsail shown was made by what was then the world's most famous sailmaker based in England. Interestingly my father never told me that he had imported this main, very possibly because it was not a success! It was very unusual in those hard times for a sail to be imported and the failure must have broken his heart.

Southerly

DID YOU KNOW?

We all know that water is incompressible — just try hitting it at speed — but did you know that it is in fact slightly compressible under extreme pressure? Such pressures exist in the deep ocean and if the water at great depths was not slightly compressed the sea level would be some 35 metres higher than it is at present.

**NEWSLETTER DEADLINE**

The next *SASC News* will be the February 2005 edition. Contributions from members, which are always welcome, should reach the editor by Thursday 27 January 2005. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



John Jeremy Photo

The Letters to the Editor pages of *Afloat* have included many letters recently about the famous yacht *Kurrewa IV* (ex – *Morna*). Not to be outdone, we have included a photo her under sail in the mid-1960s.

The 65 foot *Morna* was built to a Fife design by Morrison and Sinclair in 1913 for Sir Alexander MacCormick. She was renamed *Kurrewa IV* in 1953 when bought by the Livingston brothers and won line honours in the Sydney Hobart four times. She now languishes at a mooring near the RSYS.



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