

A Sub-Committee was also appointed to find an available site, cost, etc., of a new Club shed.

Half-decked boats were becoming so popular that they were divided into two classes—20 ft. and under; over 20 ft.

Club Dinner to be held—price fixed at 7/6 per head, catering arranged—attendance of 90 guaranteed; more attended and being very successful was listed as an annual event.

October, 1884: Annual General Meeting. Membership 130 and boats 52 by Registers (a decrease in both cases) and at this stage, although still in existence, not vibrant and still trying to overcome the staggering loss of the Boatshed and its associated debt.

During the next twelve months the Shed Sub-Committee visited many places and waited in deputation upon J. Milson, Dept. of Lands, other Government Depts., the Mayor of Manly and others, but no suitable proposition or arrangements was found.

October, 1885: Annual Meeting. Membership 122, boats 65 as per Registers. Still endeavouring to obtain balance of money for shed from Government and also to find a suitable site. (If this Club was going to die, it surely seems to me, that, at this low ebb, it would have happened. Ed.)

Throughout 1886 there was little or no change, the Club continued to provide races and life went on, but during 1887 changes took place, the first of which was the limiting of crews:

All boats up to an including 20 ft.	4 hands
Over 20 ft. up to and including 23 ft.	5 hands
Over 23 ft.	6 hands

This was accepted graciously and made the lot of the handicapper a little better as at least he now had something that was constant. The second concerned the Double Bay Amateur Sailing Club which sailed about a dozen boats and when that Club closed its doors in 1887 at least ten of these boats came to this Club.

(It is interesting to note here that in 1887 the R.S.Y.S. allowed centreboard yachts to register provided the centreboard was fixed in one position during a race. Ed.) The Double Bay Amateur Sailing Club was financial and the boats and members that came brought with them their credit balance.

October, 1887: Season opened on Saturday, 15th October, with 100 members and friends on 20 boats attending the evolutions at Farm Cove finishing at Clark Island. Club has 140 members and 80 boats.

At the P.A.Y.C. Opening Day, Saturday, 22nd October, in response to the toast "other Club's Commodores" E. M. Dietrich proposed the formation of a General Yachting or Sailing Association.

November, 1887: "Electra" (T. H. Kelly), returning from Jervis Bay in a southerly, covered 84 miles in under 11 hours.

1887 Elgin Watch Race (gold Elgin keyless watch) to be competed for till some boat won two races. "Aileen" won the first race, but in the second race the committee altered the course and handicap and "Aileen" sailed the original course and lodged a protest and a special meeting was held and the members carried the motion (Committee did not vote). In 1888 it was decided to resail the second race and "Aileen" (P. W. Creagh) sailed the course alone as no other boat started, thus winning the trophy.

Fourteen races held 1887/88 season, 127 entries, credit balance £218.

1888 Commodore Dietrich's Trophy was a Waterbury watch for each member of the winning crew; won by "Rosetta".

Refer separate article for details of Melbourne Regatta, 1888.

19th January, 1889: Commodore Dietrich sailed for England after a complimentary dinner on 12th during which he admitted he had arrived in Sydney in 1876 friendless, but because of sailing he now had a great number of friends. He had been Secretary, Committeeman and Commodore.

1889: Neutral Bay Amateur Sailing Club formed by a breakaway group who objected to "non-standard" or "freak" boats.

In an endeavour to improve the Club, the Committee offered inducement to "Racing Machines" but the objectors walked out and formed Neutral Bay Amateur Sailing Club with Staunton Williams Spain (Commodore), Alexander Oliver (President), Vernon, Cary and Minnett as Starter, Timekeeper and Judge respectively and the following S.A.S.C. boats and members.

"Sea Breeze"	24 ft.	F. Rae
"The Whaler"	28 ft.	H. M. Cockshott
"Varuna"	22 ft.	W. M. Paul
"Ethel"	22 ft.	A. L. Johnston
"Wanganella"	20 ft.	D. W. Roxborough
"Phyrne"	20 ft.	T. Lawry
"Millewa"	20 ft.	J. Gordon
"Happy Thought"	20 ft.	S. W. Spain
"Lorelei"	20 ft.	W. H. Tulloch
"Mollie"	16 ft.	E. Northcote

However, over the years the breach was healed, and all members and boats returned to the Amateurs and the N.B.A.S.C. was allowed to slip quietly into oblivion about 1895.

April, 1889: Season closed with a dinner at Athol Gardens. 138 members, 69 boats, £200.

19th October: Opening of an ambitious season of 18 race days. Boats to be divided into 1st, 2nd and 3rd class.

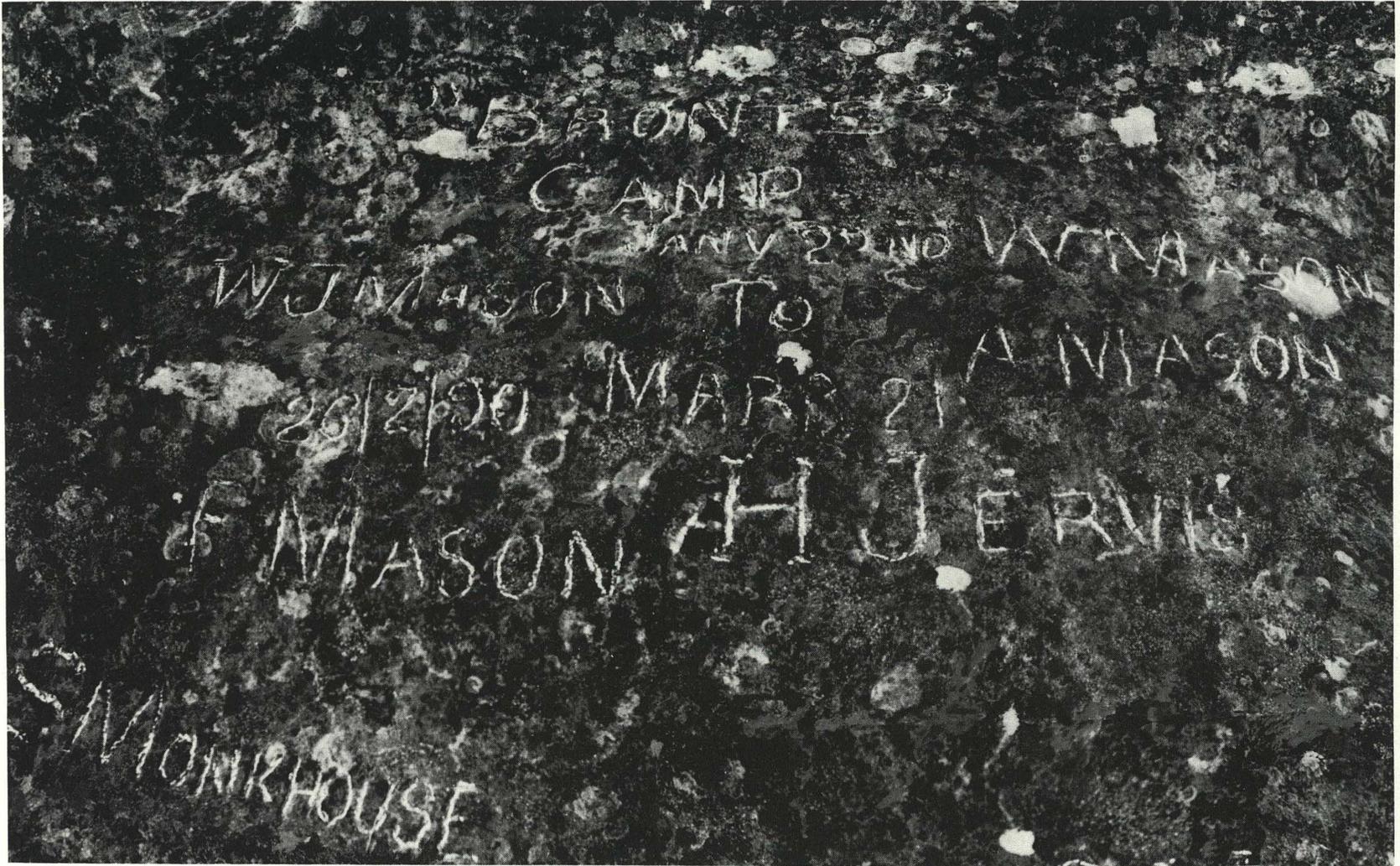
Uneventful season, 13 races sailed, "Irex" won the three Championship Races. Finances sound. Closed 10th May, 1890, at Chowder Bay.

1890/91 season saw 12 races sailed with the same boats and people and the season closed with a luncheon at Chowder Bay attended by T. Marshall and Capt. J. H. Amora, both ex Commodores, who spoke of the good work that had been carried on since their day to bring the Club to the most successful in the Harbour.

A. F. Betham, Hon. Secretary, attended a meeting on 6th October, 1891, and then died suddenly at home after it.

Some interesting private races were held. December, 1890—"Lottie" (C. P. McConville, amateur) v. "Regina" (T. Colebrook, professional). "Regina" won by 42 secs. February, 1891—"Regina" (T. Leach) v. "Mantura" (C. Webb) both amateurs. "Mantura" finished first but both boats protested so they took their stakes back. March, 1891—"Esmeralda" (T. Leach) v. "Violet" (T. Colebrook). "Esmeralda" won by 5 ft.—dead heat.

October, 1891, brought a change of Office Bearers and fourteen days' racing was set down on programme. The fleet was reclassified into 1st and 2nd class boats and races were timed at the start. First boat away to



BRONTE CAMP—inscribed on a rock above Cottage Rock.

*Photo courtesy E. J. Merrington.*

be scratch and those following to be so many minutes behind scratch. Prizes 1st £4; 2nd £2; 3rd £1. Rule 14 was amended to read "Entrance Fee of 10/6 and Annual Subscription of £1/1/- for Boatowners—Non-Boatowners' Entrance Fee Nil and Annual Subscription 10/6."

Steamers following races were to be free to members and non-members to pay 1/-.

Minor difficulty was experienced during the season getting all boats to carry identifying colours or flags. Owing to the traffic on the harbour the boat moored off Fort Macquarie as a rounding and finishing mark was moved 100 fathoms east.

It is interesting to note that the Committee saw fit to allow S. H. Fairlands nine hands in his boat "Pixie" in all limited crew races as she was 33 ft. long.

1892 saw 10 races sailed and time at start retained for handicap races but for championship races time to be at the finish on a sliding scale formula.

$T = \frac{c+(t \times J)}{Z}$  where T = time allowance  
 c = 20 taking 20 ft. and 2 min.  
 t = 20 per ft. as basis for scale.  
 J = excess of length over 20 ft.  
 Z = total length of boat whose time allowance is required.

Opening Day, 21st October, 1893, was a combined day with the Neutral Bay Amateur Sailing Club in the form of evolutions with refreshments to follow and again 10 races for the season.

The Balance Sheet at the Annual Meeting just showed a small surplus but owing to the recession this was considered satisfactory.

At a General Meeting at Aarons Exchange Hotel on 5th December, 1893, Commodore Kelly announced "that he would take sail for each season under conditions to be arranged by the committee for a Challenge Cup".

January, 1894: Committee gave their decision—Commodore's Cup to be known as Kelly Cup and the winner of the Club's Championship Races to be entitled to hold same. (This competition still continues—see list of winners. Ed.)

Sailing Rule 7 altered to read "All boats shall be answerable to the rules from the time the preparatory flag is hoisted in the Starter's boat."

The Rater "Naiad" had been brought to the Club by Dr. Newmarch and she had proved very popular, so the Committee endeavoured to form a Rater Class and appointed a Sub-Committee to arrange details. Club Championship to be sailed in three heats, scoring of 3, 2 and 1 for 1st, 2nd and 3rd.

(The Geddes Brothers had an electric launch and the Club often hired it for various functions—purely a point of interest—what became of it? Ed.)

The report on time allowance drawn up by the Sub-Committee was only adopted after the amendment "that one-fifth of the overhang be added to the load waterline" was carried and so we now had the means of racing under rating rules.

Opening Day was a joint manoeuvre with the Neutral Bay Amateur Sailing Club.

Saturday, 17th November, 1894, saw an important race sailed under the auspices of the Club, it being the first under the new style of class measurement by which a time allowance is arranged and number of crew fixed after a calculation affecting length of

boat, sail area and length of course. Saturday's course was from Kirribilli, round lightship Sow and Pigs, Shark Island, boat off Fort Macquarie, Fort Denison and finish at boat off Fort Macquarie.

Following scale shows measurement and time allowances:

"Bulbul" (F. Woolcott-Waley)	25ft. 6 ins.	Scratch	6 hands
"Varuna" (W. M. Paul)	23 ft. 6 ins.	1 min. 58 secs.	6 hands
"Buttercup" (H. Carpenter)	21 ft. 2 ins.	4 mins. 42 secs.	5 hands
"Naiad" (Dr. Newmarch)	19 ft. 8 ins.	6 mins. 30 secs.	4 hands
"Netta" (E. W. Heywood)	17 ft. 9 ins.	9 mins. 18 secs.	4 hands
"Adamay" (T. E. MacDonald)	17 ft. 6 ins.	9 mins. 47 secs.	4 hands
"Sophia" (F. J. Doran)	16 ft. 8 ins.	11 mins. 7 secs.	4 hands
"Brownie" (J. O. Fairfax)	16 ft. 2 ins.	12 mins. 12 secs.	3 hands
"Taipo" (W. L. Hunt)	15 ft. 8 ins.	12 mins. 57 secs.	3 hands
"Nettle" (C. Paterson)	15 ft. 2 ins.	14 mins. 8 secs.	3 hands

Finishing time and places:

"Varuna"	4 hours 42 mins. 37 secs.	
"Buttercup"	4 hours 44 mins. 3 secs.	3rd
"Bulbul"	4 hours 44 mins. 31 secs.	
"Netta"	4 hours 45 mins. 43 secs.	1st
"Taipo"	4 hours 51 mins. 23 secs.	2nd
"Naiad"	4 hours 51 mins. 49 secs.	
"Brownie"	4 hours 55 mins. 8 secs.	
"Sophia"	4 hours 56 mins. 27 secs.	

In November, 1894, an effort was made by a few members to be allowed to use and register coloured sails instead of a distinguishing flag but this was heavily opposed.

The Club forwarded an emphatic public protest against the action of the Government in granting a lease of a Public Reserve (Cremorne Point) to a private company and permitting disfigurement of one of the most prominent points of the harbour by the establishment of a coal mine.

One of the major problems of the 1895 Committee was the obtaining of a good permanent Starter.

An additional Blue Starting Flag was purchased to be raised one minute before the start and to fly for half a minute.

The crew limit in boats to remain the same for numbers but to apply to water line length NOT length over all.

The time allowance calculation for Raters came under fire and Rule 37 was amended by deleting "together with one-fifth of the overhang" and substituting "to the square root of the sail area add the rating length and divide the sum by two".

"Flying Fish" sailed with colours on her sail thus contravening a By-Law. Mark Foy to be notified that he must conform to regulations.

January, 1896: His Excellency The Governor refused Patronage to the Club.

1896 season closed with a Dinner to the Commodore at which the prizes were presented.

April, 1896: Death of E. M. Dietrich, late Commodore, and following this the positions of President and Vice-President were allowed to lapse.

November, 1896: Certificates of Measurement of Official Measures of other Clubs be accepted.

1897: Method of Election of Members changed to ballot at General Meeting.

Three delegates attended meeting at Sydney Flying Squadron by invitation to draw up a set of Rules to govern uniform racing and disqualification.

Annual subscription for all members was made one guinea.

Thirteen races conducted during season with twenty-three (23) starters in one race. Assets £48.

Delegates sent to meetings of proposed Permanent Sailing Council.

1898: Club joined Sydney Sailing Council in February, but in April a replacement delegate was elected to the N.S.W. Sailing Council and Draft Rules were submitted for examination. These were discussed and alteration recommended. (No details available. Ed.)

September, 1898: Resolved not to hold evolutions on Opening Day but to hold a race instead. A motion was submitted by A. W. Crane: "Owners may register colours to be carried in the centre of the mainsail or elsewhere of a size and design to be approved by the Committee", but no decision was reached—it was left to the Committee who agreed that boats could carry a "Winning Flag" for each race won, such flag to be the boat's registered colours, size 18" x 12", to be provided at the owner's expense.

November, 1898: Starter reported that colours were not carried by a number of boats and they were disqualified; this of course led to racing colours being submitted for approval and in the main they were small sized, but the Committee approved the following:

A. W. Crane—"Wonga"—22 footer—Blue moon 5 feet in diameter with white maltese cross in centre—centre of mainsail.

"Kyeema"—18 footer—Blue moon 5 feet in diameter with white maltese cross in centre, with blue ball in centre of white maltese cross—centre of mainsail.

S. Hordern—"Plover"—22 footer—Blue triangle with red cross in centre of mainsail.

Most other boats flew theirs at the masthead.

December, 1898: S. Hordern Jnr. to represent the Club at the North Shore Natives Regatta, Auckland, with "Bronzewing IV".

January, 1899: S. Hordern Jnr. reported winning one race and a series of races for the small rating class and he presented the prize to the Club.

February, 1899: N.S.W. Sailing Council notified that it had disqualified the 14-ft. "Enid" together with her owner Mr. Lees. (No indication of why or for how long. Ed.)

Discussion ensued as to the best type of boat for the Club to foster and without any clear decision it appears that the Restricted Class was favoured.

The Report of the Sub-Committee re Rating Classes was discussed at length at a Special Meeting and double hulled or any other type having an unfair advantage were barred; maximum weight of crew and ballast were to be taken into account, otherwise it was reasonably standard.

Fifteen races held over season, membership 80, boats 33, assets £14.

September, 1899: Two courses adopted—N.E. wind—Start No. 2 Buoy in Farm Cove, round P & O

buoy in Athol Bight, round Shark Island and finish in Athol between Club steamer and mark. S. wind—Start No. 2 buoy in Farm Cove, round P & O. buoy, round Shark Island, finish under Point Piper.

February, 1900: Proposed by S. Spain, seconded by F. Doran that Walter Reeks be elected to Life Membership—rejected.

The Red Ensign of the British Merchant Service be adopted as the Club Ensign—rejected.

Resolved that medals be given to boats scoring the highest points in scratch races for 30 ft., 20 ft. and 16 ft. classes.

September, 1900: Resolved to supply ballot papers for all future elections. Resolved no evolutions on Opening Day and 17 races for season.

October, 1900: Credit balance £36, but subscriptions in arrears were £30 and due for current season £52. The Handicapping Committee, D. Ramsay, W. L. Hunt and E. M. Moors, were taking it in turns to act as Starters. Race entries not to be accepted after 4.00 p.m. on Thursday before the race. J. N. Joubert had been providing the steamers to follow the races and the Club had written to him requesting that the steamers remain further away from the competing boats. He replied that he would not allow his boats to be used to follow Club races. (It is interesting to note that the "Rose" followed the races as usual till at least 1901. Ed.)

Mark Foy requested details of boats, owners and colours and suggested these be published on a reference card. The Committee replied "boats on the Club Register are not recognised as carrying coloured designs".

A member wished to enter his boat "Dragon" as a 20 rater, the reduction in rating to be achieved by taking in two reefs in the main and carrying one man less in the crew—after considerable discussion the entry was refused.

January, 1901: Club waterman G. Nash injured in class race—19th January.

February, 1901: 30 rater race to be held, open to yachts owned by members of any recognised yacht club. Entrance fee 10/- with free entry for visitors. Prizes 1st £10; 2nd £3; 3rd £1. No yacht to rate less than 30 ft.; any yacht exceeding 30 rating to allow double the Y.R.A. time allowance for such excess.

March, 1901: "Bunyip" won Club Championship and Kelly Cup with 8 points, sailed by A. E. Cutler, "Gloria"—F. Doran, 3 points.

August, 1901: The payments received from the fixed deposits (frozen by the Bank crash) to be put aside as a nucleus of a fund to provide a Club Room at a future date.

T. H. Kelly died—deep sense of loss of an esteemed Commodore.

Resolved that S.A.S.C. join the N.S.W. Amateur Sports Club.

October, 1901: Club resigned from N.S.W. Sailing Council.

Club's amateur status having been confirmed, S.A.S.C. for a fee of £1/10/- per annum affiliated with the N.S.W. Sports Club and Committee and General Meetings were held there.

Sydney Harbour Trust wanted Club to pay wharfage for boats following races but agreed that as admission was by ticket they would not enforce it.

N.S.W. Sports Club granted S.A.S.C. a room and F. Doran donated a wooden press for storage of Club property.

Two members forwarded resignations in view of the Club's connection with N.S.W. Sports Club—both to be interviewed. One member withdrew his resignation, but the other had to be accepted.

December, 1901: Resolved that all boats eligible for Cruisers Race be straight stem and stern posts with a maximum of six inches spring in the keel.

Championship Race 23rd November: W. E. Moors, Starter, placed boats as 1st "Sunbeam", 2nd "Dragon", 3rd "Mercia", 4th "Quadratic", but later found his watch had gained 7½ minutes in the 3½ hours of the race. W. L. Hunt was in charge of the Club steamer that followed the race and his timing from the "Pearl" (owned by J. N. Joubert) was 1st "Dragon", 2nd "Sunbeam", 3rd "Mercia", 4th "Quadratic", and as this was acceptable to all skippers was recorded. The protest "Mercia" v. "Sunbeam" for a foul at the start was then heard and upheld. Championship places then became 1st "Dragon" £4—3 points; 2nd "Mercia" £2—2 points; 3rd "Quadratic" £1—1 point.

February, 1902: Championship races to be divided into two classes—20 ft. and over, and under 20 ft.—the first boat home in another class to the winner to take 2nd prize. Cruisers also to be divided straight stem and stern and Raters and 2nd prize to be taken by first boat home of the other class—resolved.

H. M. Shelley registered his new 25-ft. boat "Vialili".

September, 1902: S.A.S.C. resigned from the N.S.W. Sports Club—no reasons are recorded in the minutes but the resolution was unanimous that all meetings again return to Aarons Hotel. Financially the Club was sound, having a surplus of £4 for the season and credit balance of £38.

Season's fixtures:

- 11th October—Opening Day.
- 8th November—General Handicap.
- 29th November—Cruisers Handicap.
- 10th January, 1903—Championship (time by rating) Cruisers Handicap.
- 31st January—Cruisers Handicap.
- 21st February—Cruisers Handicap.
- 14th March—General Handicap.

Prizes £3, £2, £1 and Championship £5.

Resolved that medals be awarded boat gaining the greatest number of points in General Handicap and Cruisers Races.

Hon. Secretary W. E. Moore injured by being thrown from a tram. C. F. Thompson and D. K. Dawson appointed Joint Hon. Secretaries. A testimonial to be raised for W. E. Moore—funds to be collected by trustees which resulted in £74/2/-.

Cruisers were divided in classes—A Yachts; B Rating Boats; C Overall Boats as determined from time to time.

A number of sample gold medals had been submitted and a selection was made and ordered to be suitably engraved.

General Handicap: "Eva"—W. R. Crane—6 points.

Cruiser Handicap: "Mischief"—Roxburgh & Raine—8 points.

September, 1903: £14 surplus—assets £54. Amusement Committee elected to provide social life of club.

Season's fixtures: Similar to previous season plus Single Handed Handicap—Jib and Main only.

Consolation Race at end of season for all boats not having won a race.

Crew limits: 16 ft. 3 hands; 18 ft. 4 hands; 20 ft. 5 hands; 22 ft. 6 hands; 25 ft. and over 7 hands.

Sydney Harbour Trust withdrew exemption of Club

boats from wharfage charges. 10/- per steamer.

Club badge—approved in principle—samples to be obtained and in October, 1903, design chosen at 3/9 each.

Motor Launch Race held 31st October, 1903; Start Orient Buoy, round P & O buoy and Fort Denison and finish across normal yacht Starting line. Entry free. Start 4.30 p.m. 1st £2; 2nd £1 if 6 entries. No results available.

T. B. Dibbs gave Notice of Motion re carrying distinguishing colours—alteration to By-Law 33 and Sailing Rule 6. However, as he had used an obsolete rule book it was ruled out of order and he was so disgusted he would not re-submit same.

Amusements Committee organised a Smoke Concert 20th January, 1904—their first effort.

Closing Day—all boats to carry ladies and the prizes to be given to the lady on the winning boats to be a Gold medal for 1st and a Silver Medal for 2nd.

April, 1904: Resolved that class racing be adopted next season. "A" class boats over 24 ft. and not exceeding 26 ft. "B" class boats over 20 ft. and not exceeding 24 ft. "C" class boats 20 ft. and under.

Smoke Concert in June with an all amateur cast.

September, 1904: W. Reeks elected Honorary Life Member.

Opening Day to be joint aquatic Gala with Sydney Flying Squadron. 116 entries were received during last season for 11 races for prize money £64 and trophies. Club membership 90. Assets £46.

October, 1904: Letter received from Professional Musicians' Association and it was decided that no further music would be provided on Club steamers. A membership was transferred from H. G. Walker to his brother, N. Walker.

Notice of Motion: Racing Regulation 41—"Owners shall state on their entry forms the weights of ballast to be carried in the race and such ballast shall not be departed from, and that the form of entry mentioned in R.R.13 shall include the weight of ballast aforesaid." (It appears that about this time ballast was being left at home or added to before leaving home, dependent on the breeze. Ed.)

From a suggestion from F. Poppenhagen the following resolution was carried: "In future races handicaps to be Light to Moderate indicated by a White flag flying under the Ensign or Moderate to Heavy indicated by a Red flag under the Ensign on the Starter's Boat. The order of the Starting Flags to be red-white-blue-yellow-green."

Notice of Motion re Racing Regulation 41—lost.

W. L. Hunt resigned from office of Official Measurer and handicapper as he had purchased "Taipo" and wished to compete in Club events. He was prevailed upon and eventually remained with C. F. Thompson and E. W. Heywood as assistants. "Taipo" registered "A" class.

March, 1905: A. Spain, who owns and sailed "Varuna" in the General Handicap on 11th March, laid a copy of his complaint (forwarded to the Secretary of P.A.Y.C. and Superintendent of Navigation) on the table. Secretary read same to meeting. The members deeply sympathised with Mr. Spain in his narrow escape from a serious if not fatal accident and endorsed his suggestion that more care should be shown in navigating large harbour steamers, which in following races of one Club ignored the rights of the racing boats of other Clubs. That Mr. Spain secured second place in the race and won the season's aggregate for General Handicap is all the more creditable.

Smoke Concert organised for 14th July, with invitations to Flag Officers of R.S.Y.S., P.A.Y.C., S.F.S., S.S.C., P.J.S.S.C., S.D.C., M.H.S.C. and St.G.S.C.

September, 1905: Members 90, boats 35—credit balance £19. 123 entries in 11 races over season. Limits of crews—Resolved all boats under 16 ft. overall carry not more than 3 hands. 16 ft. and under 20 ft. overall not more than 4 hands. 20 ft. and under 22 ft. overall not more than 5 hands. 22 ft. and under 24 ft. overall not more than 6 hands. 24 ft. and over not more than 7 hands.

Robert Crawford was not accepted for membership of the Club as he was employed on a harbour steamer as engineer, despite the fact that he held an engineer's certificate for ocean service.

April, 1906: Membership 100. Decided to print and distribute a "Souvenir Card" to celebrate same.

(The Minutes clearly show that from about 1900 the Club entered a period of despondency, but by 1906 membership had risen to 100 and registered boats to about 50. However, other Clubs did not appear to be much better off—no debts had been incurred and prize money was still about £80 per year. Ed.)

1906 saw reclassification into three classes:

"A"—Straight stem boats 22 ft. to 26 ft. "B"—Raters. "C"—Straight stem boats 20 ft. and under and other types as decided by the Committee. "D"—New class proposed—18 ft. rating under the Seawanhaka Rule (provided not less than five boats are available).

1907 saw the separate class for Raters rescinded. Agreement was also reached with R.S.Y.S. that "crew limits in both tuck and coach house boats be those applying in S.A.S.C. races".

Championship of Club: Boats scoring highest points in each class to be champion of that class—then a Championship Race to be held over an outside course to be chosen by the Committee under length and sail area rating conditions using the 1899 formula. Registered sails only to be carried, with a spinnaker or balloon foresail which must not be set above masthead, and the spinnaker boom not to exceed length of base of fore triangle.

This was never implemented as not all boats were able to sail outside, thus some would be penalised, so the Manly course was substituted.

1908: "Sybil" was in trouble—protests were upheld against her for carrying six (6) hands in two (2) races—one of which she won and she was also disqualified on another occasion as she was not sailed throughout the race by a Club member. Three meetings lapsed that year for the want of a quorum. (We had found the bottom of the trough. Ed.)

1909: Ocean Race—Long Reef and return for "A" and "B" class with ferry to follow. "Mia" (G. H. Fitzhardinge) won for a prize of £3.

Prizemoney reduced to £3 1st and £1 2nd with no third prize.

1910: Difficulty experienced in getting a mark laid for the Ocean Race (J. M. Alexander quoted £1 per hour, C. Messenger £3 nett). Stan Spain said this was extortion so he did the job himself in his steam launch "Cadet" for the cost of the coal he burnt, 12/-.

A combined Opening Day had been arranged to take place on 15th October, 1910, with Shark Island

as the base, between R.S.Y.S., P.A.Y.C. and S.A.S.C., each Club to charter its own ferry and supply refreshments. Total expenses estimated £75—R.S.Y.S. and P.A.Y.C. to pay 2/5 each and S.A.S.C. 1/5, but in September, R.S.Y.S. withdrew as it was too expensive. P.A.Y.C. and S.A.S.C. decided to hire a large steamer, refreshments and a band and share expenses. It was a great success.

1911 saw further strides forward—membership had risen to 122, boats to 58. Weekend camps had been a success for the last two years and were continued. Combined Opening Day again held with P.A.Y.C.

Proposed at the Annual Meeting that the Club should obtain a Clubhouse or Clubrooms, but discussion resulted in little or no support for the motion.

Manly and Balmain Regattas were again included in the programme.

"Notus": T. Curtis was called before the Committee and questioned re the carrying of a spinnaker in the Cruisers Race 9th December, and as to who had sailed the boat on 11th November, 25th November and 9th December. He admitted that the boat had not been sailed by him on any of these occasions and that a spinnaker had been carried in Cruisers Race. The Committee ruled that "Notus" be disqualified from each of the above races and that T. Curtis be requested to refund the cash prizes that had been presented to him. He definitely refused to refund the prizemoney that had been presented to him for races from which he had later been disqualified. Struck off Membership Roll by Committee.

Annual Dinner well attended.

Ocean Race won by "Mimosa" with "Triton" second.

Rating Rules: Rating and length again under discussion.

1912: A Starter could not be found so it was decided to engage a paid Starter at 10/- per Saturday.

Opening Day held in conjunction with Royal P.A.Y.C. in 1913 and two Ocean Races held.

Notice of Motion by R. H. C. Down, seconded by W. Rayment, "that boats have numbers not flags as a means of identification and that a distinguishing number with the letters S. A. above it be carried on the sails" was carried by a large majority. Mr. Oscar Backhouse endeavoured to have the motion rescinded but failed. Then Mr. Davis moved and Mr. Walford seconded "that numbers only be carried on the sails"—carried. So many complaints had been received about the Starter that his services were dispensed with. Mr. Asher took over the duties in Mr. Barker's launch.

Mr. Jacobs of Leichhardt wrote asking for a definition of the word "amateur". The Hon. Secretary replied quoting the Club definition and pointing out that Mr. Jacobs' partner was a professional and thus was debarred from sailing his boat.

1914: A Sub-Committee was formed to investigate the advisability of securing Clubrooms in the City and it recommended that a Boatshed would be a better proposition. Two additional members were added and the search for a Clubhouse/Boatshed was to begin again, but the outbreak of World War I caused the Club to drop its "pick" for the duration.

Resolved: "No fixed programme for the season be passed and all Club members who go on active

service to remain members without payment of subscriptions”.

Membership at this time 150—boats on register 50. Assets £132.

At the 1915 Anniversary Regatta the Anniversary Regatta Committee allowed S.A.S.C. boats to carry their Club Racing Numbers on the sails—nineteen S.A.S.C. boats started and filled the first six places.

March, 1919: Eighteen members attended a meeting and adopted a Balance Sheet (assets £185) and elected Office Bearers and resolved that Cruising Races be held for the remainder of the season.

September, 1919: Annual Report and Balance Sheet adopted (assets £179). Office Bearers elected—full programme drawn up—prizemoney fixed £3/3/-, £2/2/-, £1/1/- for 1st, 2nd, and 3rd. “A” class races to start 3.00 p.m. “B” class 3.15 p.m. Thus the Club was again in full swing, but with how many members and boats?

Mr. Stannard offered a Starting Launch each Saturday afternoon of the season for £1 each afternoon—accepted.

Handicaps were changed from “Light and “Moderate to Heavy” wind to “Working and Leading”.

1920: A new Navigation Act came into being. The Ocean Race of 14th February deserves note as it was claimed that the rounding mark shifted. Mr. Dendy who laid the mark apologised for the inconvenience, but openly stated that C.S.R. were to blame as the sugar bag used as a kellick had split. This allowed the launch to drift in a direction that shortened the course and found good fishing grounds, but as the order of rounding the mark and the order of finishing were the same he moved that the prizes be paid—carried. “Rana” 1st, “Athane” 2nd, “Waitangi” 3rd.

Forty-four members were present at the Annual Meeting. Boats on Register 169. Races held 20, averaging 12 starters per race. Club Rules had been revised and junior members to be admitted (five elected at this meeting). Assets £125. Absentee List to be adopted. Formal Opening Day function dispensed with—season to open with a race. Six races for each class, three Ocean Races, Championship Race. Cruising Races to now become Handicap Races—no extras.

“B” class be not allowed to Ocean Race.

Prizes: 1st “A” class £3/3/- “B” class £2/2/-  
2nd £2/2/- £1/1/-  
3rd £1/1/- 10/6

In all classes 4 starters or no second prize, 6 starters or no third prize.

Points: 1st 3, 2nd 2, 3rd 1.

Only one handicap regardless of weight of wind.

Courses: “A” class—from line between Starter’s boat and Flagstaff on Port Jackson Manly Co.’s Wharf, Neutral Bay, round R.S.Y.S. buoy at Manly, round Shark Island and finish across Starting Line. “B” class—from Starting Line above, round South Reef Gas buoy, round Shark Island and finish across Starting Line.

Starting Flags: Seven to be used not five as previously. Vice-Commodore Spain lent Club his Starting Gun. Programme to each boat owner to be considered sufficient notice of race.

War Service List of Incapacitated Members initiated and as it later only contained two names they were elected to Hon. Life Membership—C. Meyer and J. T. Reardon.

Joint Committee set up by R.S.Y.S., R.P.A.Y.C. and S.A.S.C. to investigate racing for the 21-ft. class spent several months and then made their recommendations which were adopted by R.S.Y.S. and S.A.S.C. immediately. The major recommendation was the reduction of sail area to 375 sq. ft. and the maximum area of cockpit to be 42 sq. ft. The Commodore, J. Roche and W. D. M. Taylor were particularly thanked for their efforts in this work. Later F. J. Doran (“Inez”) and J. Alderton (“Gumleaf”) won the majority of the races on the programmes of the Combined Yacht Clubs for this 21-ft. Restricted Class of boat.

1921: Club accepted the invitation to identify ourselves with Sydney Yacht Racing Association and made application for affiliation with British Yacht Racing Association.

Annual Meeting: 199 boats on Register—22 races held—assets £126. Programme similar to last season with additional races for 21-ft. Restricted Class; 1 Ocean; 1 Inside Championship; 1 Inside for Juniors. Points changed to 1st 4, 2nd 3, 3rd 2 with 1 for all finishing boats before time limit. Club’s Gold Medals to winners of “A” and “B” class.

The question of the letter “A” being added to the Club’s Racing Numbers on sails was touched upon but left in abeyance until S.Y.R.A. had discussed the matter. On 20th December, 1921, S.Y.R.A. advised that “A” granted to all boats on Club Register.

1922: Club 50 years old and Closing Day was chosen to celebrate the Club’s birthday by

1. Engaging a steamer for the afternoon, serve afternoon tea and refreshments.
2. Hold a novelty race.
3. Purchase a Silver Cup to be known as the Jubilee Cup for competition each year.
4. Print a Souvenir Programme. (Harry Shelley donated £50 towards the cost of this Souvenir Programme. Ed.)

Rules for the Hurry Scurry Race for Closing Day of the Jubilee Year.

- (a) Competing boats to anchor on a line between two flag marks.
- (b) All sails to be lowered.
- (c) One crew member to row the dinghy back to the starting line 150 yards away between a flag mark and Starter’s boat.
- (d) On firing of starting gun
  - (i) Dinghies to race to respective boats,
  - (ii) Moorings to be fastened to dinghy,
  - (iii) Crew member to be taken aboard,
  - (iv) Sails may be hoisted.
- (e) Course to be round Shark Island outside beacon and buoy starboard hand, round blinker buoy off Chowder Bay and back to starting line where boats pick up moorings and lower all sails.
- (f) One crew member rows the dinghy back to the starting line.

21st March, 1922: “Spray”—L. Robertson was disqualified for shifting ballast during a race. He admitted being short handed and having tied two bags of sand on the floor, but between the Heads

one had broken and run into the bilge, thus the second one had to be moved to trim the boat.

25th March, 1922: Closing Day—"Lady Carrington" left Fort Macquarie 2.30 p.m. well patronised. The Novelty Race was won by N. Hall ("Adelma") with E. C. Gale ("Wanderer") second. A one paddle dinghy race was also held in which sculling was not allowed—1st E. C. Gale, 2nd A. Stevens.

18th April, 1922: "Adelma" was towed to the starting line after her starting flag had been hoisted—this was admitted—Committee were of the opinion that Mr. Hall's Breach of the Rules was unintentional but proven, so they had no option but to disqualify him and award the prizes accordingly.

Boat insurance—the question was investigated by a joint committee with R.S.Y.S. but no suitable method or price could be found—abandoned.

S.Y.R.A. proposal to increase sail area and crew numbers of 21-ft. Restricted Class adopted.

Quarantine Beach was re-opened to yachtsmen under conditions set down by Director-General of Health.

Annual General Meeting—assets £197—167 members on Register—boats on Register 200—races conducted 20. Six Hon. Life Memberships were conferred, H. B. Pickering, J. W. Pickering, M. Foy, A. T. Gale, H. M. Shelley, E. M. Moors, as these members are in excess of 30 years' standing, to celebrate the Jubilee Year of the Club.

In 1922 a concerted effort was made to interest young members and sons of members of the three Clubs—R.S.Y.S., R.P.A.Y.C., S.A.S.C.—by the formation of a Joint Committee to develop a new class of 12-ft. Dinghy. J. Alderton handled the matter for this Club and twelve boats were promised, costing about £45 each.

Prior to the War a well-known boat in the Club had been the "Tempest" and in memory of the fifteen members of her crew who paid the supreme sacrifice, A. T. and J. W. Gale donated a trophy (refer Gales).

The Hon. Starter and Judge requested an assistant as the number of races had increased so much that they were now nearly every Saturday of the season (26 events).

The Club had played their part in the Sundial erected to the memory of Mrs. Peggy Morris, the Yachtsman's Friend, on the site of her cottage at the Basin, Broken Bay.

The method of scoring points was amended: "A" class—1st 64; 2nd 32; 3rd 16; 4th 8; 5th 4; 6th 2; 7th and over 1. "B" class—1st 16; 2nd 8; 3rd 4; 4th 2; 5th and over 1.

Resolved to support R.S.Y.S. in a deputation to wait on Harbour Trust Commissioners to urge that the "Sow & Pigs" be better defined by the erection of some permanent structure.

1923: Delegates from all Clubs formed a Committee to select representatives for the 21-ft. class boat to compete in the Forster Cup Races to be held in Queensland and the following additions to the rules were announced:

1. That no member of a crew shall leave or join a yacht during a race.
2. That the Y.R.A. rule relating to ballast shall be observed.
3. That the black leading of boat's bottoms be prohibited.

The 12-ft. Cadet Dinghy Class was well established and as well as providing races for the class on Closing Day a race for seniors in these 12-ft. dinghies was held and created no end of amusement.

Stan Spain won Tempest Memorial Trophy and requested that he be allowed to present it back to the Club for perpetual competition, thus the sentiments would carry on, and he requested a miniature or replica. Decided to agree and proceed. Lord Forster had won the Championship Kelly Cup and it was decided that a replica of it would be made and presented to him at the Annual Meeting, which was to take the form of a musical evening with refreshments and was a wonderful success.

In 1924 the Annual Meeting was again held in conjunction with a social function—210 members on Register—£240 credit balance—29 boats regularly starting in races.

It was announced that a special prize would be allotted to the boat submitting the best log for the season.

Club delegates were appointed for (a) Selection of 21-ft. Restricted Class boats to represent N.S.W. at Hobart for Forster Cup. (b) Selection of 12-ft. Cadet Dinghy representatives for interstate races. (c) Deputation to Harbour Trust for "Sailors Memorial" on "Sow & Pigs."

1925: A Sub-Committee was again set up to investigate the possibility of obtaining a Boatshed or Clubhouse.

19th August, 1926: Annual General Meeting with 64 members in attendance—227 on Register—£296 credit balance. More boats are sailing now than ever before and on 28th November, 1925, the Club undertook and successfully conducted the most ambitious afternoon's programme in its history. Separate races for "A" class, "B" class, all Yachts, 21 footers and 12-ft. Dinghies. The start of the "A" class race is memorable by reason of the sinking of A. Butler's "Cynthia" and it is hoped that it will always be a warning to competitors of the risk attendant upon crowding the weather end of the starting line. The gallant action of Mr. Hosking of "Nyreid" who jumped overboard and supported a non-swimming member of "Cynthia's" crew till rescued should also be recorded.

Formula and Rating for the Kelly Cup were discussed at length and resulted in A. J. Stone being given the unenviable job of formulating a factor for each boat for the purpose of handicapping this race. (A. J. Stone was Official Measurer.)

November, 1926: "B" class badly depleted—fallen to four starters. Boats divided into three classes—"Special," all boats belonging to recognised restricted and/or one design classes, and/or yachts or cruisers over 35-ft. length overall. "A" class, all boats not otherwise classified and being over 20 ft. length overall. "B" class, all boats not otherwise classified being 20 ft. and under in length overall.

Proposed amendments to the Constitution of S.Y.R.A. were not agreed to.

March, 1927: The office of Rear-Commodore was approved and replaced that of Captain.

Closing Day was abandoned as it coincided with the arrival of the Duke and Duchess of York (26th March). Club's boats were allocated an area close to the landing pontoon.

Clerical assistance for the Secretary and Treasurer authorised from 1st July, not to exceed expenditure of £3 per month.

Annual Meeting held 17-8-27 at Royal Colonial Institute—81 members present. Credit balance £400 due to—

1. Duke of York's arrival cancelling Closing Day.
2. Large increase in membership (53).
3. Dispensing with cash prizes for Flag Day.
4. No steamer hire.
5. Exclusion of 21 footers from the Championship. Membership is at an all-time high—247.

During the season the new system of time allowance devised by the Club's Official Measurer (A. J. Stone) was tried and proved very successful and is to be retained, as on corrected times as many as seven boats of entirely different types have finished within five minutes. The system consists essentially of a time allowance proportionate to the boat's rating and again proportionate to the time taken to sail the course by the first boat to finish. First tried out on 15th January, 1927.

Season's racing to be twelve races.

Judge Fitzhardinge donated the "Mia" trophy and Committee decided that it should be awarded to the "boat with the best aggregate of the Championship points for the 1927/28-1928/29-1929/30 seasons in "A" and "B" classes."

Permanent Starting Post erected on Kurraba Point to be used as one end of Starting/Finishing Line.

October, 1927: Sydney Harbour Trust notified Club that it had replaced the old buoy at the S.E. end of Shark Island with an unlighted pile.

11th January, 1928: Extract from Minutes—  
"Commodore referred to the loss by Stan Spain during the Christmas vacation in the wrecking of his boat 'Mischief', and also of the heroism displayed by members of the crew, and at the same time referred to the action of another Club member Charles Hayes and his son, who went to assist 'Mischief' and stood by for some considerable time and then sent a launch to assist. Stan Spain replied, thanking everyone for their expressions of sympathy and explaining that the younger members of his crew had acted under the circumstances in a manner in keeping with the traditions of S.A.S.C."

Lord Forster returned to England and accepted appointment to represent S.Y.R.A. on the Council of Y.R.A.

Vice-Commodore (E. C. Gale) sold "June Bird" and resigned from Office. Committee resolved not to fill position till next season.

Boat Register with owners' names and numbers added to Annual Report.

The December, 1928, Monthly Meeting was held on S.S. "Burrabra"—64 members and 115 visitors—wonderful success.

A. M. Merrington offered a Cup to be raced for by all boats on the Club's Register.

August, 1929: 109 members attended the Annual Meeting. 230 on Register—51 boats on Register, 24 racing regularly—credit balance £472. Decided

to hold our own Opening Day 19th October instead of combining with any other Club. Penalty points to be introduced—two points to be debited against any boat that does not start in a race for which she is eligible, or, having started, does not complete the course or is disqualified, provided that it shall be at the discretion of the Committee to remit the penalty if in its opinion the circumstances so warrant. Night afloat to be held.

Merrington Cup has been allotted to the race for nominated or lady skippers.

November, 1929: Motion submitted for review of the Penalty Points System and if possible its withdrawal—lost.

February, 1930: Resolved that all Penalty Points for the season be remitted.

September, 1930: Resolved that suppers at Monthly Meetings be continued, if necessary at Club expense. (It should be noted here that to this point in the Club's history these suppers had always been provided by an individual who remained anonymous or by the Committee as a whole, at their own expense. Ed.)

Flag Day and Closing Day to be held as usual but owing to the depression Opening Day to be eliminated to save money.

Motion to allow entrance of lady members was lost on a show of hands but arising from this it was decided to hold more functions or meetings which women (relatives and friends) could attend.

As in past years this Club's delegates had attended the Combined Clubs' Meetings re 21-ft. class and it was proposed by S.Y.R.A. that for Forster Cup Contests each state be represented by one boat—S.A.S.C. did not agree and forwarded a letter to this effect. At a later meeting the Commodore said, "The liability attached to this Club in respect of the 21-ft. boats built for the interstate contest, the Forster Cup, is nil and it is my recommendation that the Committee be wound up". The Club refused to appoint delegates to the Committee but gave Messrs. Aspinall and Backhouse permission to attend on their own behalf if they wished to continue their long association.

Due to crowding of the weather end of the line a line buoy to be placed off Starter's boat.

Harbour Master granted permission to place a flag buoy off east end of Kurraba Point.

A member chartered a yacht and requested registration in his name—Committee refused.

1931: Race entrance fees reduced to "A" class £1, "B" class 10/-. Weekend camps to be given a trial. Decided that members be requested to pay sixpence each for suppers at meetings and Club to pay balance.

A flagpole was erected on the rocks at Kurraba Point and used to fly the flags to start the races; thus the expense of a Starter's boat was saved.

1932: Sydney Harbour Bridge opened and all Clubs held aquatic carnivals—S.A.S.C. 12th March.

Barrenjoey Light to be closed—two delegates to attend meeting at Marine Dept. The meeting advised that the light would be retained and improved.

Resolved that Club seek the opinion of D. S. Carment on the question of Rating Rules.

Sydney Flying Squadron offered to make the boats on their Register available for the owners of boats on S.A.S.C. Register for a race. (See Collaroy struck by lightning.)

Ocean Race to be sailed as such—no inside course substitution to be made.

1932 was a bad year—members were requested to meet their obligations re subscriptions promptly to enable the Committee to carry out the Club's functions.

John Jira donated Spumedrift Cup for Ocean Racing. (Who has it now? Ed.)

D. S. Carment's report re Rating Rules adopted and to be used as a basis for Kelly Cup.

1932/33 season: 33 races on the programme, consisting of 20 "A" and 10 "B" class Club races, 7 regattas, 4 invitation and 2 special races.

The Spinnaker Halliard Block on Bermuda Rigged Yachts Rule caused a furore and was discussed at six consecutive meetings, finally resulting in—"That on Bermuda rigged boats extra halliard blocks be limited to a height above the deck equal to the overall length of boat or 75% of the length of mast above the deck, whichever is the greater". Rule to come into force 1st August, 1933.

A member requested to be allowed to construct a removable coachhouse on his boat so that he could race in approved Cruiser Races but was advised that his boat was purely a racing machine and this would not be acceptable. This, of course, raised the question: "What is an approved Cruiser?" The definition was not set down, but it was decided the "Iolaire", "Hermine", "Wattle", "Miranda II", "Desdemona", "Mischief", "Snowdrop" and "Boreas" were not.

Following the introduction of a new system of handicapping with automatic adjustment for placings, J. Backhouse threw "Niobe" into irons just short of the line and allowed two boats to pass him—he then finished fifth. The Committee took him to task re this and he stated that it was deliberate to protest against the absurdity of the new handicapping system. The Judge stated that "Niobe" could have come third with ease so the Committee penalised her the automatic adjustment for third place.

This method of handicapping was mainly the work of the Commodore, R. H. C. Down, and was set out with examples in a six page typewritten report. It is not reproduced here as it is still in use today with minor modifications. It was adopted by the Club on 29th August, 1933, although it was on trial for approximately six months before.

In 1933 the rounding buoy at Manly was replaced and the S.A.S.C. contribution was £1/14/2.

Crowding on the weather end of the line again forced the use of a line buoy off the Starter's boat.

All boats reclassified so that the new method of handicapping can be better applied, but two boats, "Miranda II" and "Desdemona", beat the Reclassification Committee, so they consulted the owners and as they had no solution they put them in a class of their own. Thus the Club now has "A" class 1st division, 2nd division, "B" class and Special class. The "A1" division course was increased to 16½ miles.

Hoana Cup presented by W. R. Hughes for competition of No. 1 division for best aggregate of three races during the next three seasons. The Cup to go to owner or skipper, not the boat.

Owing to difficulty in handicapping all different boats for Kelly Cup, A. J. Stone suggested that the first three or four boats in each class point score sail for same and this was unanimously adopted.

In late 1933 the "Genestre" sank after an accident in which she capsized and the rule re "floative power" was thoroughly aired as also was the carrying of life jackets.

August, 1934: Annual Meeting—150 members attended—membership 309—boats 85—average starters per race 30—total entries for races 400—credit balance £500. R. H. C. Downs retired from Commodoreship, a position he had held for 20 years. (An Australian record and could be a world record. Ed.) An untiring worker for the Club, with an ability to organise others, he advanced the Club greatly and placed it in a position that has allowed it to advance even further.

1935: Kuring-gai Chase Trust wanted to close the Inner Basin. This Club protested and stated that as a first move all permanent moorings should be removed and each Club should guarantee that its members will not pollute the area.

Harry Shelley Memorial Trophy donated by D'Arcy and Eric Shelley for annual competition.

Starter urgently required—hire someone?

50 events approved for programme.

Advertisement placed in Sydney Morning Herald for Starter—three applicants—none satisfactory.

Automatic handicapping penalties altered to 1st 4 mins.; 2nd 2 mins.; 3rd 1 min.

Dance held on S.S. "Barragoola" 16th October, 1935 (tickets 1/9 each—8.00 p.m. to 11.30 p.m.) resulted in a nett loss of 6/6.

June, 1936: S.Y.R.A. returned 30/- to each Club; being surplus funds not required.

Starting from the shore having proved unsatisfactory decided to hire a launch each race day from Stannards.

The Starter had been sworn at by members who considered he had selected the incorrect handicap and the matter caused much discussion. The matter was resolved and apologies forthcoming in open meeting.

1937: Rules were altered so that two members of the Committee were under the age of 25 years so that they could be trained (Rule 7(a)).

Nine boats tied in the point score for the 65th Year Cup. (This will give the record hunters something to beat and is sure proof that the handicapping method is a good one. Ed.) R.S.Y.S. was requested to conduct the sail off and graciously did so.

"Rondon" made a fast passage to Lord Howe Island and return with skipper and one hand.

May, 1937: Presentation of Prizes Concert at Waldorf Cafe—Lord Mayor, Alderman Archibald Howie, M.L.C., agreed to present the prizes. Flag Officers of other Clubs and S.Y.R.A. invited. Each member given one blue ticket for his own admission and allowed to purchase for 2/- one red ticket for lady guest.

Race entry fees increased to "A" class 35/-, "B" class 20/-, and to accelerate starting the two "A" divisions will start together.

1938: Special Prize Night again held.

1938: Following a collision between a yacht on S.A.S.C. Register and a coastal collier all boatowners were informed that they must allow commercial shipping the undisputed use of the Harbour channels.

1939: A consistent placegetter was found to have no engine, as he requested a tow home when the breeze dropped, and this resulted in his disqualification from the date of removal of the engine for repairs (3 months). No intention of cheating was implied.

August, 1939: Annual Meeting—49 members attended—membership 336—boats 99—50 Club races and 15 Invitation and Regattas (777 total entries). Average Monthly Meeting attendance 50. Credit balance £546. (It is thus easy to see that the Club has not only recovered from the Depression, it has bounded forward—but of course we now have World War II. Ed.)

Club struggled on through 39/40 first using a member's launch as a Starter's boat and then as petrol became scarce starting their own races but in September, 1940, decided to suspend activity.

August, 1945: H. S. Lloyd (Commodore), E. C. Gale, W. Rayment, C. W. Robson, W. Dendy, S. Spain and N. M. Goddard held a meeting and decided to call a General Meeting of members to take the form of a reunion—64 members attended and 21 written apologies were received. Meeting to be held in September to accept nominations for Office Bearers followed by the Annual Meeting, thus putting the Club back into "the swim". Victory Regatta to be held 20th October, 1945, below the Harbour Bridge, but permission had not been granted for any other races and would not be granted till the boom was removed, perhaps at Christmas.

September, 1945: Resolved to co-operate with other Clubs re starting, there to be no extras including Genoa jibs and jib topsails, no entry fee and no prizes, but entry forms to be submitted. No subscriptions other than from new members. Moved that as there were now almost no members under 25 years of age Rule 7a be suspended so that a full Committee can be elected—carried. Meetings to be held at Royal Australian Historical Society Rooms in Young Street, and supper to be provided at 1/6 per head.

October, 1945: 50 members attended the Annual Meeting—Balance Sheets covering the period 1-8-40 to 31-7-45 were produced and showed a credit balance of £623. Membership not known. Pittwater Regatta, Boxing Day; Anniversary Regatta; Hunters Hill, Huntley's Point Regatta—approved.

14th January, 1946: Harbour Master granted permission for yacht racing to take place on the harbour above the boom as from Saturday, 19th January. First race that day 2.45 p.m. start.

Club racing 1st, 2nd, 3rd, 4th and Jubilee Divisions.

The Middle Harbour Cruising Club had been in dire straits since the War finished and S.A.S.C. made an approach to negotiate for its inclusion in or amalgamation with S.A.S.C. and representatives of each Club met but decided not to proceed.

Supported R.P.A.Y.C.'s approach to the Underwriters Association for reduction of rates for insurance on boats. This resulted in reduced rates being granted.

"Bellubera" costs £25 to hire for Closing Day.

November, 1947: Racing Regulation 29. Extra Halliard Sheaves was again to the fore and was amended to read—"On single-masted Bermuda rigged boats extra halliard sheaves shall be limited to a height above deck equal to the overall length of the boat or three-quarters of the effective length of the mast above deck, whichever is the greater. On two-masted Bermuda rigged boats the height of such sheaves shall be limited to the overall length of the boat plus one-tenth of same or five-sixths of the effective length of the main mast above deck, whichever is greater.

Races held for S.A.S.C. 75th Year Trophies to celebrate the Club's age.

1948: Middle Harbour Club yachts had been handicapped by agreement as their spinnakers are far larger than ours.

Protests received re course sailed for Kelly Cup—all boats sailed the wrong course—resail.

Certificates of Season's Record of yacht to be presented with prizes on Prize Night are the brainchild of E. J. Merrington.

H. Campbell retired from position of Hon. Auditor after 20 odd years, but was prevailed upon to remain.

A Starter is urgently required as we have now reached a stage where the Flag Officers and Committee are taking it in turns to start the races.

Racing Regulation 16—delete and substitute "Boats shall be divided into 1st, 2nd and 3rd divisions at the discretion of the Committee having regard to estimated speed and seaworthiness. Yachts over 35 ft. in overall length shall not be eligible for Club Racing.

1949: The Rules were amended to allow R.N.S.A. boats to sail with the Club.

S.S. "Balgowlah" for Closing Day cost £43.

Annual Subscription raised to £2/2/-. (Boatowners paid £1/1/- since 1891. Ed.)

Prizegiving to be held in conjunction with a Ball and members to be given Trophy Orders and requested to purchase suitable prizes and return same so that they could be set out at the Wentworth (old) Ballroom.

August 1949: Annual Meeting—57 members present. Membership 318 (336 in 1939). Boats 93 (99 in 1939). Credit balance £398 (an actual loss on the season will, it is hoped, be a profit next season, despite rising costs, because of the Subscription increase). 81 races conducted and in 1st division point score seven yachts were within 40 points—good handicapping.

With Olympic Games to be held in Melbourne in 1956 S.Y.R.A. requires the introduction of Olympic standards to our yachting.

Harry Pfeiffer was the Starter for the greater part of the season—thank you—no permanent Starter.

S.Y.R.A. Manly buoy moved slightly—favourable comment—cost to S.A.S.C. £6/12/6.

1950: A.Y.F. formed and is now the national body for Australia.

Membership fell to 291.

H. E. and J. E. Pfeiffer donated a trophy for annual competition to be known as the John Taylor Cooke Memorial Trophy.

C. M. Gale appointed Hon. Starter and to provide own launch.

A member hoisted a spinnaker on a masthead halliard and then withdrew from the race.

Three handicaps for each division adopted—

Light Weather Handicaps—wind velocity 0 to 15 m.p.h.

Moderate Weather Handicaps—wind velocity 15 to 25 m.p.h.

Heavy Weather Handicaps—wind velocity greater than 25 m.p.h.

Closing Day—S.S. "Baragoola" cost £52.

All races to commence 15 minutes earlier.

Before the lapse of three months handicaps back to Light Weather 0 to 10 m.p.h. and Moderate 10 to 25 m.p.h., but with reduced length of course for Light Weather.

1951: Requests for relaxation of 35-ft. limit on yachts on the grounds of—

(a) better racing,

(b) outlived its usefulness,

(c) limited the type of yacht a member can buy or build,

and also for the use of masthead spinnakers as it was depriving the Club of the best sails, thus allowing other Clubs an advantage.

A member racing with a borrowed sail was informed that as his racing number was not in evidence he could not be identified and thus had not been recorded by the Starter and Judge.

Sydney Ferries Showboat hired for Annual Ball.

August, 1951: Annual General Meeting—Commodore and 57 members. Credit balance £585. Membership 289. Yachts on Register 92. Supplementary Register 13. Race Entry Fees £3/3/- 1st and 2nd division, £2/2/- 3rd division.

C. M. Gale and W. Rayment appointed Official Starter and Judge respectively.

E. W. Chambers sailing "Mammy" was leading in the 3rd division race and the Point Score when he went to the assistance of a capsized 12-ft. skiff—resolved that race not to count for Point Score.

Three Sailing Canoes accepted into Club and scratch races to be provided for them in a separate division.

A member forwarded a registration form for a boat on loan to him from a non-member. Temporarily withheld, owner requested to join Club. This he later did.

January, 1952: A.Y.F. announced that to raise finance for the sending of yachtsmen to the Olympic Games at Helsinki an Art Union for a Motor Car was to be run by S.Y.R.A.

Members of at least 35 years' standing need not pay any further subscriptions—carried February, 1952.

July, 1952—Committee agreed that an increase in the maximum length overall of boats eligible for

Club racing was desirable and that an amendment be sought to increase the length overall to 42 ft.

9th July, 1952: Notice of Motion to substitute 42 ft. for 35 ft. in Racing Regulation No. 16.

20th August, 1952: Annual General Meeting—Commodore and 67 members. Members 297. Racing Regulation No. 16—the Notice of Motion was carried by a 2/3rds majority. Immediately following this, Notice of Motion was given Racing Regulation No. 16—Length limit to be abandoned.

16th September, 1952: Racing Regulation No. 16—Length limit to be abandoned—unanimously approved. Thus Racing Regulation No. 16 now reads: "Boats shall be divided into divisions at the discretion of the Committee having regard to estimated speed and seaworthiness. Such divisions shall be numbered as required." (Thus ended an old argument—H. E. Pfeiffer, A. J. Stone and A. M. Merrington were the leaders for retention of 35 ft., J. Coxon, A. Mackerras and W. Clark were in favour of some relaxation and supported by A. W. Furse obtained 42 ft. immediately A. J. Stone and H. E. Pfeiffer moved abandonment. Grant Crichton had worked quietly to this end for years. Ed.)

November, 1952: S.Y.R.A. delegates reported that a Sub-Committee had been formed to devise means to sponsor Olympic Type Class Racing and they had estimated this would cost £3,000 per year. It was proposed to levy the affiliated Clubs to finance same. S.A.S.C. Committee instructed delegates that this Club must not be placed in such a position that its members were liable to a levy by S.Y.R.A.

January, 1953: Explosives buoy—No. 2 and 3 divisions met M.H.Y.C. rounding this buoy on opposite hands. Enquiries to be made.

March, 1953: Rule 7(a) deleted. (It is a pity that the under-25-year-olds will not take an interest in the Club and serve on Committee—37 seems to be the age when they realise that they must help the Club to help themselves. Ed.)

April, 1953: Club signed Deed of Association with Y.A. of N.S.W.

Peter Fletcher thanked for his work as Hon. Starter for last of season.

June, 1953: S.Y.R.A. notified Club that A.Y.F. proposes a levy of 2/- per each Club member of each affiliated Club for the purpose of forming a trust fund to finance future Olympic Games. Committee resolved that it was not prepared to recommend the proposal to the members and replied to that effect.

P. J. Worrel Cup for Sailing Canoes—A signed Deed of Gift containing a comprehensive set of conditions was received from the donor. Decided to accept trophy provided a further condition added "that should the Class become defunct the disposal of the trophy be at the absolute discretion of the Committee"—accepted.

August, 1953: Walter Rayment—sterling service for 46 years—elected 1907, Committee 1909, Captain 1911-12 and 1916-23, Hon. Treasurer 1928-53. Presented with a purse.

H. S. Lloyd elected Hon. Life Member.

Race entry fees £3/3/- regardless of division.

W. and L. Rayment elected Hon. Starters and Judges and an advertisement placed in Sydney Morning Herald for a Starter's boat.

Resolved that all Office Bearers and Committeemen explore all possible avenues of the club acquiring a Clubhouse, Boatshed or Slipway.

Club donated £25 towards expenses of the Royal Regatta to be held by Y.A. of N.S.W. during the Royal visit.

April, 1954: R. Stevens suggested that Club apply for Royal Charter. Inquiries to be made re correct procedure.

August, 1954: Annual General Meeting—History House, Commodore and 56 members. Meeting endorsed motion "Clubhouse is desirable" and it was suggested that perhaps a floating copper-bottomed type might be satisfactory.

Cremorne Club to be further investigated and Lavender Bay Baths (although under option to the Boy Scouts Association) are being observed. A site in Berry's Bay is under investigation.

Membership 283. Credit Balance £521. Boats on Register 87.

No race held for Worrel Cup.

Club has no Starter or Judge or Starter's boat. Canoe Owners Association advises that the Sailing Canoe Championships will be held 28, 29, 30 December and seeking assistance. Secretary replied, "We are only interested in Payne-Mortlock Canoes but we would be prepared to discuss ways and means of their members competing for the Worrel Cup."

C. W. Robson to act as Hon. Starter.

Y.A. of N.S.W. propose to impose a levy of 5/- per annum per member of all Clubs—discussed. Club Rule Book out of print—decided to set up a Committee to review the Rules, incorporate all amendments and to suggest all necessary alterations and amendments to provide for the administration of a Clubhouse.

February, 1955: Commodore from the Chair explained that a Royal Charter was not necessarily what this Club requires and it may be sufficient to request permission to use the word "Royal" in our present title.

Y.A. of N.S.W. stated by letter that a levy of 5/- per full member of all Senior Yacht Clubs and 2/6 per member of Junior Yacht Clubs had been approved and it requested that half the amount be immediately forthcoming. The letter set out the reasons for requiring this estimated £600. Hon. Secretary to reply that this Committee is not in a position to levy members, but we will make a donation.

W. J. Millard appointed Starter and Judge.

Royal Prefix—A petition to the Premier stating the reason for the request giving details of membership, background, financial standing. If the Premier approves he will forward the request to England—request to be prepared.

Y.A. of N.S.W. Levy: Resolved that a voluntary subscription list be opened.

Clubhouse: North Sydney Municipal Council Town Planner interviewed and sympathetic to our cause.

Australian Sailing Canoe Championships: 1st "Foam", 2nd "Vulcan", 3rd "Terror". "Foam" won the Worrel Cup held in conjunction.

Club Rule 38: The Committee may allow the entry in Club Races of any yacht or boat on the Register of any Club affiliated with Y.A. of N.S.W. and on such condition as to be eligible for trophies or point score as determined. Approved unanimously. S. H. Stevens appointed Life Membership.

Closing Day: Ferry from Sydney Ferries to cost £40 and it will not anchor.

Y.A. of N.S.W. requests our support for compulsory levy. Our voluntary levy not as good as expected. Delegates instructed to inform Y.A. that our present constitution does not allow us to levy members.

Resolved that a direct approach be made to Cremorne Club Ltd. re purchase.

August, 1955: Annual Meeting—Rule 29—Due Notice of Motion having been given by G. Crichton, deletion of the last paragraph re the height at which spinnakers can be carried. Created a great deal of discussion but when put to the vote was carried. (The Club had adopted the smaller spinnaker to equalise the gaff and Bermuda rigs and to keep costs minimal—these were both accomplished. It was now a disadvantage in inter-club races and was preventing boats and members from joining the Club and even caused some of our own members to race with other Clubs. Ed.) A. F. and M. F. Albert elected Life Members.

Race entry fee £4/4/-.

L. P. Jones proposed alteration to Club Rule 22 that members of 35 years' standing become Life Members, also that Racing Regulation 31 be amended from present time limit of 7.00 p.m. to 6.30 p.m.—both carried.

S.A.S.C. Solicitor advised Club to wait a little longer before contacting Cremorne Club Ltd.

October, 1955: To assist new members, decided that experienced members will provide practical demonstrations for less experienced on request. Commodore attended meeting with M.S.B. Solicitors who disclosed that approx. half Cremorne Club is on Council land and remainder on M.S.B. lease. Club to forward letter to M.S.B. stating definite interest in acquiring premises, but only if complete control could be gained of the boatshed, slipping facilities and Cremorne Club.

Amendment to Y.A. of N.S.W. Constitution to give it "levying powers" to be opposed.

January, 1956: Meeting attended by three generations of the Backhouse and Merrington families. Bluebird Division to be created in the coming season and six Star Class Boats to race with Club flying S.A.S.C. Pennant over Star Class Sail Numbers.

F. P. Fletcher set out conditions for the Daydream Shield.

Y.A. of N.S.W. Levy introduced—5/- per member. G. Crichton presented the "Bob Brown" trophy for race to Broken Bay on Thursday night before Good Friday.

O. Backhouse and L. P. Jones elected to Hon. Life Membership.

November, 1956: Cremorne Club embarked on

considerable repairs following "eviction order" from M.S.B. and N.S. Municipal Council—thus it does not appear to be available.

January, 1957: Lady Associate Members admitted. 3rd February, 1957: Skippers of 14 boats took junior skippers from Double Bay Sailing Club for a race for experience.

Clubhouse questionnaire sent to members and 56 were returned within the specified time and clearly indicated that a Clubhouse was required—preferably on the northside—that most would use it occasionally—moorings were required—space for meetings and socials—dinghy stowage—showers—most were prepared to help with debentures and/or donations—a majority were prepared to voluntarily assist with the building and most wanted the Clubhouse open Saturday afternoons and evenings. On the other side of the ledger—bar facilities about 50%, poker machines 25%, and to the question, "Would you be prepared to serve on the Committee to inaugurate and run the Clubhouse?" Yes 48%—No 52%.

At this time a letter was received suggesting amalgamation of C.Y.C. and S.A.S.C. under special terms and circumstances and it was deferred for further reference.

The Sites Committee were very busy—Lyne Park, Woollahra — Woolloomooloo — Double Bay — Lavender Bay—Kerosene Bay—Neutral Bay—High St., etc., and estate agents were making offers. The first Lady Associate Members were elected 10-4-1957—Misses P. & J. Warn.

August, 1957: Annual General Meeting—63 members present—members 299—Lady Associates 4—boats 120—138 races provided—credit balance £604.

Sub-Committees of two were set up to act in the following fields: Administration—Racing—Social.

Race entry fees increased to £6/6/-.

Bluebird Division requested and Committee approved:

1. Every race to be flying start.
2. There be both scratch and handicap point score.
3. One handicap for all weather to be decided by S.A.S.C. Handicapping Committee.
4. Points to be on a ladder system, one for each entry.
5. Automatic handicaps 3-2-1 minutes for 1st, 2nd, 3rd plus arbitrary.
6. Sails be measured by Bluebird Committee but S.A.S.C. to have final decision in accepting a boat into division.
7. That "Trapezes" be disallowed.

And so the Bluebirds had come to stay.

Y.A. of N.S.W. requested payment of 56/57 levy and Club decided to forward money with a letter requesting to be told its specific purpose. Y.A. replied that the levy had now been reduced to 1/- per senior Club member per year.

A set of Measurement Restrictions for Bluebird Class was drawn up.

Sub-Committee of five formed to consider and report on the suggested change of name of the Club and to revise the Rules.

Nominated Skippers and Ladies' Day to be separate events and more point score races requested.

1958: Star Class races no longer provided due to

poor attendance.

E. J. Merrington elected to Hon. Life Membership. Sub-Committees for Administration, Racing, Social had proved most effective and were enlarged and re-appointed.

Three handicaps to be tried again: Light—less than 10 m.p.h.; Moderate—10 to 20 m.p.h.; Heavy—over 20 m.p.h.

Registered Racing Flags of distinctive design be flown by S.A.S.C. yachts when racing. (Interesting to note that I. W. Wrigley and A. P. Mackerras were the first to register Racing Flags.)

December, 1958: C.Y.C. made their Clubhouse available to S.A.S.C. members for Cocktail Party.

As from 10th January, 1959, S.A.S.C. yachts racing without flying a Registered Racing Flag will be disqualified in the event of a protest.

A.B.C. televised the start and finish of Flag Day.

Supplementary Yacht Register set up to show the names of all yachts owned by members but not racing with the Club.

Club conducted Bluebird Championships.

Nominated skipper must be a Club member and also a regular crew member in the boat.

New R.Y.A. Rules require racing flags and sail numbers on spinnakers.

Membership has increased to 325 and four Associates. (Interesting to note that with the opening of the Club's ranks to Associates only four joined, and there has been no increase in twelve months.)

Reports of alterations to two yachts that had improved performances and not been notified were investigated and found to be correct, but as the explanations were satisfactory no penalties were imposed.

Daydream Shield: M.H.Y.C. 25 points, S.A.S.C. 19.

Decided to negotiate with the authorities for the lease of a suitable piece of land in High Street and to prepare preliminary sketch plans and an initial estimate of cost.

Montgomery's Boatshed in Mosman Bay for sale. Hon. Secretary to enquire and the report demanded further investigation.

Draft Rules had been checked and minor alterations made by Hon. Solicitor, and were accepted at a General Meeting—to be held for 6 months to allow members to submit Notice of Motion as required.

Racing Flags to be struck immediately after crossing finishing line.

Y.A. of N.S.W. Safety Regulations accepted for short ocean races (under 50 miles).

N.S. Municipal Council have rejected Club's application for development of High Street site.

Report re Montgomery's Shed—no action. (Cost was out of this world, as it was freehold. Ed.)

Notice of Motion re Rule 27—carried. Thus of their own volition the members had increased subscriptions to £3.

Major changes in the new Club Rules are:

1. Restriction on the re-election of Flag Officers after three consecutive years in office.
2. The election of new members to be carried out by Committee instead of by members at General Meetings.

A. W. Furse elected to Hon. Life Membership.

New Racing Regulations had applied this season and numerous lectures by R. Morgan had greatly assisted members to understand them.

Reverted to two handicaps: No. 1—wind up to 15 m.p.h.; No. 2—wind over 15 m.p.h.

February, 1961: Decided to obtain a Club Tie.

Winter racing to be organised.

Presentation of prizes to be a separate night from Annual Ball except that Major Cups and Gold Medals be presented at the Ball.

Y.A. of N.S.W. Safety Regulations for short ocean races are too exacting—a small Sub-Committee appointed to suggest modifications.

Racing fees raised to £7/10/-.

June, 1961: Interest revived in the Cremorne Club.

September, 1961: Manches of Cremorne Yacht Services wrote offering the business for sale.

Safety Regulations Report:

1. Safety Regulations must be enforced.
2. Y.A. of N.S.W. Regulations have been modified—
  - (a) boats less than 19 ft. water line similar to J.O.G. regulations,
  - (b) other boats, modified Y.A. of N.S.W.
3. Copies of the modified Safety Rules to be forwarded to all racing boatowners.
4. Inspection team as required by Y.A. has been appointed—E. J. Merrington, W. D. Rayment and A. W. Furse.

Basic safety requirements have been maintained but the expensive, sophisticated equipment demanded by Y.A. has been eliminated.

Clubhouse Fund started by A. W. Furse donating £5 and D. W. Gale made a further contribution.

Clubhouse Sub-Committee reported favourably re Cremorne Yacht Services site and were requested to present a factual proposition and to include the adjoining Cremorne Club if possible, but before this could be done Cremorne Club wrote to us requesting a joint meeting.

December, 1961: At one of many Special Committee Meetings the Hon. Solicitor stated that the agreement documents drawn up by the sellers were not to his satisfaction and would have to be altered. Resolved to raise money by (a) Donations, (b) Registered Term Notes, (c) Should there be any deficiency, to approach private investors. Memorandum and Articles submitted by Hon. Solicitor adopted in principle. Resolved that Club register a Company to be known as Sydney Amateur Sailing Club Limited. Resolved—The Trustees and Hon. Secretary of the present Club to execute the necessary documents to complete the purchase of the Cremorne Club Ltd.; also the consent of the North Sydney Council agreement, together with an agreement of sale from Clover Equipment Pty. Ltd., for the purchase of the boatshed and to proceed to complete the transactions and transfer the interests of the existing Club acquired by these documents to Sydney Amateur Sailing Club Limited when that Company is formed, and that we indemnify the said Trustees and the Hon. Secretary accordingly. (This meeting was probably the longest held by the Club—7.30 p.m. to 12.30 a.m. Ed.)

Further Special Committee Meetings took place to revamp the Memorandum and Articles of Association.

Maritime Services Board were written to requesting that the separate leases to Cremorne Club Ltd. and Clover Equipment Ltd. be combined in one lease to us. (They were most helpful and requested that their lease be left till after we took possession. Ed.)

13th December, 1961: Extraordinary General Meeting at History House—Commodore and 120 members with 49 apologies. The members were told in full detail all that had taken place to date, the plans for raising the money, the plans for running the property and the safeguards being taken.

The meeting unanimously carried the motion: that the Committee be empowered to prepare Articles of Association of a Limited Liability Company to be known as Sydney Amateur Sailing Club Limited to hold the assets of the Club.

The meeting passed a vote of thanks to the Clubhouse Sub-Committee and particularly the work of the Hon. Solicitor and Hon. Secretary.

January, 1962: Contracts exchanged. Club membership 320 odd, of which 98 had contributed £500 in donations and £2,200 in loans.

Three Sub-Committees formed:

#### Finance

A. W. Merrington—Chair, W. Oxby, K. Hammond, A. W. Furse, B. Woods, J. A. Middleton—Sec.

#### Clubhouse

B. Wild—Chair, F. Wrobel, N. G. Cassim, C. R. E. Warren, B. Kirkwood.

#### Boatshed

W. S. Chambers—Chair, D. Rayment, D. W. Gale, J. Maynard, E. Upwood.

Y.A. of N.S.W. gave notice that the levy would be 5/- per senior member for the next three years.

Bluebird Championship conducted by Club.

28th February, 1962: Clubhouse—A three-month extension to the Clover Equipment Contract granted. The Lands Department state that the leases to Clover Equipment Ltd. and Cremorne Club Ltd. are both invalid as the premises are on Crown land. Decided—That we proceed, without prejudice to our rights, to make every endeavour to obtain a lease (from Lands Department, if necessary) and that we endeavour to occupy the premises without payment of any further monies and with the consent of the North Sydney Municipal Council under the existing contracts.

14th March, 1962: Letters to be written to North Sydney Municipal Council, Cremorne Club Ltd., Clover Equipment Ltd., setting out the reasons for the delay in finalisation, ensuring the safety of deposits paid and asking each for their permission to approach Lands Department re a lease to us of the combined property. The members were also informed.

28th March, 1962: W. Oxby (Hon. Treasurer) died suddenly in office. Appreciation of his work placed on record. W. Oxby memorial race to be held. B. W. J. Woods took over Hon. Treasurership. "Regular Crew Member" defined as one who has crewed in the boat for 75% or more of S.A.S.C. races during the season prior to the event.

One race each month during winter to be organised.

2nd May, 1962: Agreed, as Club is in the process of forming itself into a Limited Company, that Membership be closed, and that as we are about to enter Mosman Bay the Mosman Bay Sailing Club be invited to take part in Flag Day.

June, 1962: Meeting held in Phillip Room, Hotel Metropole, at which nominations for Office Bearers were accepted, followed by the Prize Giving. Sir H. Alderson presented the prizes.

Subscriptions increased to £2/15/- including Y.A. of N.S.W. levy and race entry fees £7/10/- including Anniversary Regatta.

Lands Department invited Club to apply for a special lease of the area at the foot of Green Street, Cremorne.

Resolved that on verbal assurance from the Lands Department that we will be given a lease we complete the purchases with the vendors and proceed with the printing of the Articles of Association and take possession.

Membership reopened and eight members elected. Membership closed.

16th July, 1962: Special Committee Meeting—the first held in the Clubhouse, Green Street, Cremorne. A. W. Merrington in the Chair, F. Wrobel, D. W. Rayment, N. G. Cassim, E. J. Merrington, W. S. Chambers, B. W. J. Woods and J. A. Middleton with apologies from A. W. Furse, J. Jackson, B. Wild and K. Brown.

Boatshed and Clubhouse Sub-Committees each granted £100 for needed repairs.

25th July, 1962: Commodore and 85 members, with 17 apologies (held History House), attended the Annual General Meeting of 90th year. Clubhouse and Boatshed purchase have now been completed. Hon. Solicitor thanked for his unstinted efforts in the purchases.

Membership 331. Boats on Register 93. Point Score Races for season 13. Credit Balance £700. (Note that this was at end of June and that monies borrowed and held pending finalisation of Clubhouse purchase, about £3,000, are not included. Ed.)

R. A. Lee elected Hon. Treasurer and B. W. J. Woods thanked for stepping into breach and producing Balance Sheet following sudden death of W. Oxyb.

Sub-Committees formed for Finance-Administration, Racing, Boatshed, Clubhouse-Social. A Ladies' Auxiliary to be formed.

The sagging beam in the Clubhouse has been replaced with a steel beam (designed by C. Longworth) by a volunteer team under the supervision of J. A. Middleton.

8th August, 1962: Inaugural Meeting in Clubhouse. Commodore and 93 members and visitors. Lease from Lands Department to be—

- (a) £100 per annum, rental to be reviewed at end of 5 years.
- (b) Premises to be painted every 5 years.
- (c) Lease to be for twenty-eight years.
- (d) Property to be fenced if so requested.
- (e) No intoxicating liquor to be sold on the premises. To be completed as soon as possible.

29th August, 1962: Several people had boats in the shed who were not members. Registered letters to be sent to all asking them to remove same. (All but one either removed their boats or joined the Club and about four months later that boat just disappeared. Ed.)

Finance-Administration Sub-Committee pointed out the Redemption Charges to 31st August, 1962, are £384 and that this increases £48 per month. Redemption Fund created and above amounts transferred.

D. W. Gale, E. J. Merrington, D. W. Rayment, N. G. Cassim, C. R. E. Warren and A. W. Merrington each donated £1 cash and thus was created the Clubhouse Rebuilding Fund.

Bluebirds to be allowed two discards in point score races.

Articles of Association now printed.

Entrance fees fixed. Ordinary or country member £10, junior member £5, associate and junior associate member £3.

12th September, 1962: Second Monthly Meeting in Clubhouse—Commodore and 105 members and visitors. Costs £115 per month for Club to be here. Ladies' Auxiliary formed—President, Mrs. A. W. Merrington; Vice-Presidents, Mrs. C. R. E. Warren, Mrs. N. G. Cassim; Secretary, Mrs. R. W. Howe; Asst. Secretary, Mrs. B. Wild; Treasurer, Mrs. E. Upward.

Resolved that we raise the Boatshed floor 12 inches, install a new front beam to support the skids and repair roof as required.

10th October, 1962: Announced that Lands Department lease granted to Club.

31st October, 1962: One protest from Flag Day resulted in the discovery that all boats sailed wrong course. Race cancelled. Resolved trophies be presented to the boats that won places in the course sailed.

14th November, 1962: Commodore and 87 members and visitors with 6 apologies. Commodore spoke at length re the progress and improvements to the Clubhouse and Boatshed. The impressive sight of the dressed ships and Clubhouse on the occasion of our first Flag Day in Mosman Bay was fantastic. Throughout his address the Commodore mentioned Bob Wild, Eric Upward, Bill Gale, John Nash, Joe Punch, Nick and Jule Cassim, Tony and Ros Furse, Jean and John Jackson, Fay and George Jackson, Bob and Joan Howe, Jess and Jim Middleton, Jack Rodgers, John Reid, Peter Cane, Marg Upward, Marg Warren; Bruce Cameron and Tony Bokenham for the stainless steel sink; Hon. Secretary for internal and external lighting; the Ladies' Auxiliary for the Smorgasbord; Mesdames Merrington, Warren, Cassim, Howe, Upward, Furse, Shorter, Wild, Cameron, Nossiter, Middleton, Gale, J. and F. Jackson, M. Merrington, Wrobel, Chambers, Hammond; donation and loan of china John Shorter; Frank Hall for ensign and bunting; John McDouall for the flagship M.V. "Valiant". Of the fifteen moorings, few were serviceable—majority only markers over sunken or lost moorings. I. W. White ("Snowgoose") made available his engineering works at Granville where willing members made up sheetmetal moulds and inserted spring chain, swivels, etc., at night. Mr. White supervised their filling with concrete, delivery by semi-trailer to Erskine Street wharf, transfer to lighter and laying at Cremorne. A fantastic donation. John Gallant provided the letters S.A.S.C. on southern parapet and the white fire brick tiles for the barbecue.

28th November, 1962: Moved by E. J. Merrington, seconded by W. D. Rayment—"Certificate of Incorporation No. 76044 dated 13th October, 1962, in the name of Sydney Amateur Sailing Club Limited having been tabled, it was resolved, pursuant to a resolution of an Extraordinary General Meeting of S.A.S.C. dated 13-12-62, to transfer all the assets for the time being the property

of the said Club to the Sydney Amateur Sailing Club Limited and it was further resolved that the Deed of Transfer prepared by the Club's Hon. Solicitor and tabled at the meeting be executed by the Trustees of the said Club"—carried unanimously. Upon the passing of this motion the Commodore closed the meeting at 8.30 p.m.

First Members' Meeting of S.A.S.C. Ltd. held Clubhouse, Green Street, Cremorne, 8.31 p.m.—Certificate of Incorporation No. 76044 was produced together with a copy of the Memorandum and Articles of Association of the Company as Registered. Agreed that the first Directors of the Company be those named in the Articles of Association. There being insufficient members present to form a quorum the meeting was adjourned at 8.49 p.m. to 23rd January, 1963.

First Directors' Meeting of S.A.S.C. Ltd., held Clubhouse, Green Street, Cremorne, at 8.50 p.m. As per Articles of Association the first Directors shall be A. W. Merrington, C. R. E. Warren, N. G. Cassim, A. W. Furse, J. A. Middleton, F. Wrobel, W. D. Rayment, D. W. Gale, B. Wild, G. Jackson, F. Collins, E. J. Merrington and R. A. Lee, and present by invitation were J. Jackson, P. Lawson and B. W. J. Woods.

The following appointments and decisions were made:

Chairman—A. W. Merrington.  
Secretary and Public Officer—J. A. Middleton.  
Treasurer—R. A. Lee.  
Solicitor—N. G. Cassim.  
Auditor—D. M. Carment.  
Seal—Standard Approved Company Seal.  
Registered Office—Foot Green Street, Cremorne.  
Bank—Rural, Crows Nest.

Membership reopened—40 members and four associate members elected.

23rd January, 1963: Adjourned General Meeting. Commodore and 175 members and visitors. Certificate of Incorporation and Memorandum and Articles of Association produced. (Thus we are here to stay and received letters of congratulations from Davey's Bay Yacht Club, Royal Brighton Yacht Club, Beaumaris Yacht Club, Royal Melbourne Yacht Squadron, Middle Harbour Yacht Club, Mosman Amateur Sailing Club, Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron. Ed.)

30th January, 1963: J. Jackson elected as Director. Club's financial year to end 31st May to allow adequate time for auditing and production of Annual Report and Balance Sheet.

Tony Ashleigh engaged for one day each weekend to carry out repairs in the Boatshed.

(Every meeting at the Clubhouse for the first year drew over 100 members. Ed.)

Club conducted Bluebird Championships.

Club provided venue for Y.A. of N.S.W. meeting.

Twenty-five members each donated a chair to augment the seating and stackers were purchased.

A new cradle to be constructed for slip.

Closing Day Regatta to be held, starting and finishing at the Clubhouse.

Two point score races left and no outright winner in any division—keen racing—good handicapping.

A Wine Tasting by the Ladies' Auxiliary a great success.

Y.A. delegates instructed to obtain all details re the laying of additional racing buoys in Sydney Harbour.

Aust. 175th Anniversary: Sydney Committee offered a trophy to be held jointly with Kelly Cup. H. M. Aspinall, R. G. Kellaway, L. Rayment elected Life Members.

By-Law No. 1 approved: "Where a member disposes of his boat or sails, it shall be his duty to protect the interests of the Club by removing any registered markings from the sails and withdrawing his burgee and notifying the Hon. Racing Secretary."

Registered Term Notes Certificates printed and issued.

Tony Ashleigh employed as a permanent boathand. Redemption Fund Account opened and Hon. Treasurer instructed to transfer £48 monthly.

10th April, 1963: Commodore and 93 members.

One race each month for winter to be organised.

Flag Officers' Invitation Race has drawn a large number of entrants including the Club's oldest member, Stan Spain.

Presentation of Prizes to be held in Clubhouse.

The Commodore presented the retiring Auditors of S.A.S.C. each with a fountain pen. Brig. C. E. Cameron and H. G. Campbell commenced auditing the Club's books in 1924 and have done so continuously since. They both stated it was a pleasure "to do this little bit" for the Club.

J. W. Millard elected to Hon. Life Membership as he has been the Club's Starter since 1955 and as such could never please more than 50% of the starting boats. (Over the years he has remained friendly with all Club members due to his fairness and absolute impartiality and is still the Starter in 1972. Ed.)

Club donated a trophy to the First Sea Scouts' Annual Regatta.

Boatshed to be rebuilt—small Committee formed.

Annual Subscription raised to £3 plus Y.A. of N.S.W. levy for Ordinary and Country members, £1/10/- plus Y.A. of N.S.W. levy for Junior, Associate, Junior Associate and Absentee Members.

One gross of Club ties purchased.

Club reported a speedboat that was weaving between the yachts at and over the Starting Line and M.S.B. took action and notified us of same.

Yachts approved by Bluebird Association be eligible to race in S.A.S.C. Bluebird Division and should enough yachts of a type that are not approved be available a second Bluebird Division will be formed to race the same course, start and finish on the same line but each for separate point scores.

Bluebird Division yachts limited to slipping once each four-week period excluding a special slipping before the Bluebird Championship.

July, 1963: First Ordinary General Meeting held in Clubhouse—Commodore and 63 members. Assets £5,000, borrowed £2,200, cash nil. (The members have faith in their Directors and had proved by their efforts and support that they were determined to have a Clubhouse and a permanent home. Ed.)

Election of Office Bearers is worthy of note in that no nomination was made for the positions of Commodore and Hon. Secretary—no appointments made.

The Boatowners presented Mrs. J. Jackson and Mrs. J. Middleton each with a handbag as a thank you for allowing their husbands to spend so much time on Club matters.

The acquisition of the Boatshed meant that it had to be converted from a financial burden to a source of income, and with the assistance of voluntary labour under the active guidance of Eric Upward, David Rayment and Bob Warren the building and ramps, if not in perfect order, are at least tidy and functional.

Members will have pleasant memories of various functions—Games Night, Opening of Clubhouse, Flag Day Cocktail Party, Wine Tasting, Christmas Social and Presentation of Prizes which were all “packed house” affairs and all were catered for by the Ladies’ Auxiliary (our heartfelt gratitude).

Closing Day was most memorable, blessed with perfect sailing weather and attended by a record number, of boats, and friends ashore at the Clubhouse, the entire function proceeded with more than the usual swing.

Being a Registered Company this meeting approved the increase in membership from 219 to 363—

Total membership S.A.S.C. 30th June, 1962	331
Total membership with which S.A.S.C. Ltd. was formed on 13-10-62 (remainder were unfinancial)	219
Membership taken up since 13-10-62—	
Ordinary	57
Junior	7
Associate	5
	69
Members reinstated	112
Members struck off	22
Deaths	3
Resignations	12
	37
Total	363

(This clearly shows that there were 112 unfinancial members at 13-10-62 which is four months after fees were due and this has been a problem for years to all Committees and now Directors. Ed.)

31st July, 1963: Vice-Commodore in the Chair who called for nominations for Commodore. A. W. Merrington unanimously elected—he took the Chair and called for nominations for Hon. Secretary—J. A. Middleton unanimously elected. F. Wrobel was elected to the vacancy on the Directorate. (A. W. Merrington thus will serve four years and J. A. Middleton five years. Ed.)

Y.A. of N.S.W. draft Constitution for approval.

Winter racing to be discontinued as five starters are not sufficient support.

Wind Speed Indicator to be purchased for the Starter.

Plans for replacement of Boatshed submitted to M.S.B. and N.S.M.C. for approval.

Application submitted to M.S.B. for six additional moorings.

Delegates to inform Y.A. of N.S.W. that the draft Constitution is not acceptable to this Club.

Recommended to Bluebird Association that the number of starters in the Bluebird Championship be limited.

Club to sponsor Thunderbird Class and if sufficient starters a Championship to be held.

By-Law No. 2 approved: “No racing numbers be allocated until a Registration Form is submitted, completed and approved by the Racing Committee.”

Y.A. of N.S.W. decided to redraft Constitution as all Clubs in opposition.

New buoy off Nielsen Park to be used by 3rd Division.

Point score gold medals and perpetual trophies can only be won by Club members.

30th October, 1963: Crown Lands lease to hand.

B. W. J. Woods outlined an attractive proposition for a Group Membership of Yacht Insurance Scheme. Members’ interest to be investigated.

November, 1963: Commodore and 68 members wished Mr. and Mrs. J. A. Adams a good trip and safe return on their New Zealand and Pacific Islands World Cruise in “Hoana”, and presented them with a Club burgee.

Resolved the ruling on nominated skippers being Club members be withdrawn.

Bluebird Association requests Bluebird Championship to be held in two races.

Transport and General Insurance Co. accepts S.A.S.C. Ltd. as an agent as approx. 70 boats will be involved.

Letter from M.H.Y.C. re Daydream Shield—Secretary to reply that we hold a meeting to determine the future of the trophy and we endeavour to arrive at a suitable arrangement re number of starters from each Club, handicaps, etc., and that same be finalised prior to the 1965 season in view of our non-acceptance to attend Middle Harbour Regatta.

Decided to replace the Boatshed as further repair was not economical. Estimated cost £3,500 to £4,500. Notice of Motion submitted “for a levy of £5 per member for two years or £10 per member to pay for Boatshed”.

M.H.Y.C. advised that we will attend next season’s Middle Harbour Regatta provided the starting and finishing are carried out by one Starter from each Club.

March, 1964: Commodore and 106 members. Validity of Notice of Motion questioned—Hon. Solicitor stated valid. Members spoke for and against; extracts read: Pay the £10 and build the shed. Levy not in S.A.S.C. character, is not good business, is difficult to collect and will lose members. Money should be obtained with character not enforcement. If there is no levy, I will lend £200 free of interest to the rebuilding. A levy is not coercion, it spreads the load over all. Why should non-boatowners be levied for the benefit of boatowners? Levy is bad, should be subscription, pay it. Motion lost on a show of hands by 20 votes. Debentures therefore would be reopened.

A member stated that he would donate £10 to the rebuilding and tabled his money followed by 18 others—thus at the meeting £410 was donated in cash and £200 interest-free loan.

Bank promised accommodation as required up to £3,000.

Life Membership: G. Carter, H. E. Pfeiffer, J. E. Pfeiffer, J. M. Hardie, J. J. R. Punch and L. Vickery elected.

May, 1964: Deed of Assignment received.

Tender of E. F. A. Montgomery for £3,470 for the building of the Boatshed accepted.

Paid Assistant Secretary to be engaged.

C. F. C. Crisp appointed Club's Clerk of Works and Inspection Officer for the Boatshed. Mr. Montgomery stated that it would suit him to have the floor of the old shed to work from and he would demolish same at cost £150—agreed.

June, 1964: Directors and two Club members stood guarantors for the Bank overdraft. Old Boatshed demolished by working bee Saturday and builder had commenced work.

13th July, 1964; We opened our own permanent office for the first time with Mrs. Newbury in charge.

Next season's Prize Presentation night to embrace ALL prizes and to be a decisive night—not a Club meeting.

Annual Subscriptions: £5 plus Y.A. of N.S.W. levy for ordinary and country members, £2/10/- plus Y.A. of N.S.W. levy for junior, associate, junior associate and absentee members.

22nd July, 1964: Ordinary General Meeting. Commodore and 59 members. Annual Report and Balance Sheet received and opened for discussion. The question was asked—why increase subscription when Balance Sheet shows a profit even after depreciating the old shed £900? The levy having been thrown out, the overdraft was in and had to be paid for, so the subscription increase was the only equitable method. Report then adopted.

Office Bearers elected and the incoming Commodore presented the Immediate Past Commodore and his wife with an inscribed ice bucket for the time and effort they had given to the advancement of S.A.S.C. Ltd. He then presented the retiring Hon. Sec. with an inscribed water jug as a memento of his work.

Membership increased from 363 to 372.

August, 1964: A. W. Merrington and J. A. Middleton elected to Hon. Life Membership.

Club will have 85 yachts racing this season in 1st, 2nd, 3rd Bluebird and Thunderbird Divisions.

Starter has requested two assistants for timekeeping.

G. Brackenbury elected Boatshed Captain.

Builder has completed Boatshed, 26-8-1964.

Lieutenant-General Sir Eric Woodward, K.C.M.G., K.C.V.O., C.B., C.B.E., D.S.O., Governor of N.S.W., accepted Patronship.

New point score system adopted.

E. J. Merrington appointed Vice-President Y.A. of N.S.W.

Automatic handicapping system to be changed from 4, 2, 1 to 3, 2, 1 minutes plus arbitrary adjustment as required.

Two rooms to be constructed in Boatshed, together with toilet and shower, ramp and pontoon in place but not fastened in accordance with M.S.B. requirements or drawings. Contractor to be notified.

N.S.M.C. to be notified that the small ramp to the south of the Clubhouse, which we repaired when we first moved here, has been excluded from our

lease by the Lands Department; therefore, we can take no further responsibility for its upkeep.

December, 1964: Commodore N. G. Cassim announced that he had entered in the Hobart Yacht Race and would carry the S.A.S.C. burgee—wished well by the members.

Contractor has now modified pontoon to M.S.B. requirements.

Thunderbird Association to be allowed use of Clubhouse and starting equipment for Championships.

Loud hailer to be purchased for Starter.

A. W. Merrington and J. A. Middleton to be a Committee empowered to collect all available historical records of the Club and to arrange for their tabulation and storage in a safe place.

Sunday, 14th March, 1965: Club host to Sir John Northcott Crippled Children's Home—wonderful day—resolved to repeat.

Boatshed charges are overdue in a number of cases—60 days Secretary to write; 90 days Hon. Solicitor to write.

Mooring fees increased to £1 per week.

Boatshed and Clubhouse have now been painted in Club colours.

Clubhouse roof has been proving a problem so it is to be repaired.

Flying Fifteen Championships to be conducted by the Club and these boats to be placed in 3rd Division.

M.S.B. indicated that it would close part of Sydney Harbour to yachting if it interfered with the shipping of the port. Y.A. of N.S.W. have sought assistance of all Clubs to be sure that there is no interference with commercial shipping.

The unused public wharf in front of Club is falling into disrepair—North Sydney Municipal Council to be written to re demolition.

July, 1965: A. W. Furse, D. W. Rayment and E. Upward are not seeking re-election and were presented with a volume of "Oceans and Islands" as a small recognition of their services to the Club. Membership increased from 372 to 398.

Part of public wharf in front of Club collapsed.

Assistant Secretary resigned and replaced by Mrs. Gander.

B. C. Psaltis appointed Hon. Auditor.

The winners of the point score in the various divisions to be the starters in the Kelly Cup.

To avoid interference with commercial shipping of the port, Fort Denison and several channel marker buoys are not to be used this season as rounding marks. Instead, two buoys are being laid by M.S.B. at cost of Y.A. for use by all Clubs—Chowder Bay and Obelisk Bay with No. 6 Neutral Bay buoy to be used in lieu of Fort Denison.

A starting line in Rushcutter's Bay is to be tried in N.E. breezes only.

North Sydney Municipal Council informed us that owing to the cost they did not intend to either demolish or repair the wharf or sea wall.

Ten new moorings have been laid.

Planning and Development Committee formed: R. Skinner, M. Vines, A. W. Merrington, B. Cameron, C. F. C. Crisp, C. R. E. Warren, B. W. J. Woods, J. A. Middleton and N. G. Cassim.

Boatshed: Dinghy racks have been erected, lockers built, light and power installed, two rooms constructed.

The University of N.S.W. Architectural Faculty have elected to study the development of S.A.S.C. Ltd. at Green Street, Cremorne, for their annual project—60 sets of plans will be drawn.

Flag Day, 1965: M.H.Y.C. will start from their own starting line; all other Clubs start S.A.S.C. starting line. All Clubs finish S.A.S.C. line.

New Board of Trade Rules gazetted for the Port of Sydney so now all craft, racing, cruising or commercial, have the same set of rules.

Y.A. desires to remove prefixes from sail numbers. To be opposed.

Finance-Administration Committee reported that a Rebuilding Fund should be established. Resolved that this be so with an allocation of £100 for 1965-66 and a 1966-67 allocation of not less than £500.

Mooring charges altered to ninepence per foot per week on overall footage basis with minimum of 17/6 including dinghy stowage. Effective December, 1965.

370 yachts crossed the finishing line on Flag Day, which was most successful.

Y.A. of N.S.W. to be requested to move the new Obelisk Bay buoy, as it is too far in the Bay.

Several members were very vocal re the new mooring charges, but despite the referral back to the Directors they still remain.

January, 1966: The old problem of a Starter's boat could be solved by the acceptance of the use of G. Cambridge's boat in return for free mooring and dinghy stowage.

Error in programme for January 22nd resulted in no race—to be resailed 5th February, 1966.

Daydream Shield to be similar class yachts racing against each other for points.

E. J. Merrington again appointed Vice-President Y.A. of N.S.W.

Sydney Flying Squadron and S.A.S.C. round No. 6 Neutral Bay buoy on opposite hands and a request from this Club for S.F.S. to change resulted in a blunt refusal—referred to Y.A. of N.S.W.

March, 1966: Four yachts broke away in a recent storm and were rescued by Norm Beadle.

10th June, 1966: Club Dinner held Wentworth Hotel at which W. Hood gave a talk on "Design and Construction of 12 Metre Yachts". Successful—members remained till after midnight.

14th July, 1966; Ordinary General Meeting—Commodore and 70 members. Membership increased from 398 to 414. The Club doubled members' contributions, resulting in \$100 being donated to the N.S.W. Team of Thunderbird Yachts challenging for the World Title to be held in Seattle. R. Christian presented with a Club tie and burgee and wished good sailing.

The Immediate Past Commodore and Mrs. Cassim were presented with a suitably inscribed silver salver and a floral tribute; J. Stewart, retiring Hon. Sec., a suitably engraved salver; and R. A. Lee, retiring Hon. Treas., a silver tankard for the work they had done for the Club.

Club has now 125 yachts on Register and 75 on the Supplementary Register and is regularly starting 65 each Saturday with up to 80 on two occasions in five divisions.

Assets \$7,390; Credit Balance \$821.

(The Club has been assisted to this favourable position by many voluntary efforts of labour—donations of prizemoney, interest on registered term notes, registered notes themselves, light fittings, light and power wiring, winch, complete overhaul and repair of existing winch, stainless steel sink and urinal, hand basin and numerous other things from probably 50 different members. Ed.)

Port Jackson and Manly S.S. Co. vacated land at Kurraba Point behind our starting line and Club pursued the matter for a Clubhouse site but it was declared public park.

Printed form of account to be adopted to show all monies due in an effort to eliminate the continual chase after subscriptions.

Governor of N.S.W. again accepted Patronship.

By-Law No. 3 adopted: "Change of Regular Helmsman—must be notified to the Racing Secretary or the Starter at least 24 hours before a race." A yacht may be disqualified for failure to notify. The Sailing Committee reserves the right to alter handicap for a change of helmsman.

Commodore suggested that the name of the Club be changed to Sydney Amateur Yacht Club Limited.

September, 1966: Club now racing 6 Divisions.

F. Bradshaw donated a new and more powerful winch for slipway.

E. J. Merrington elected President of Y.A. of N.S.W.

E. C. Gale announced that he had officially retired from racing after 69 years' competition.

Y.A. of N.S.W. Constitution submitted for approval.

Assistant Secretary resigned and replaced by Mrs. Kartzoff.

R. B. Morgan elected to Life Membership.

By-Law No. 4 approved: "No Club moorings shall be let to persons other than members or persons who have submitted applications for membership."

16th November, 1966: Extraordinary General Meeting—Commodore and 51 members and 6 visitors. The special resolution was read and after twenty minutes' discussion was put to the vote and as it failed to obtain the necessary three-quarters majority was lost. Thus the name of the Club remains unchanged.

(Manly Marine Service, who lay Club's moorings, were asked for a safe loading for them, but despite several reminders have failed to reply. Ed.)

Development Committee chaired by Rex Green submitted a very comprehensive report and R. Skinner and D. McKinley sketch plans showing alternative means of development. The entire report was adopted and the Committee requested to proceed to prepare an estimate of cost for Stage 1.

Club approved of Constitution of Y.A. of N.S.W.

January, 1967: Club decided to nominate "Wathara II", owned by B. F. Cameron, to compete in the One Ton Cup Challenge in France and the following One Ton Cup Committee was elected—I. D. Ralfe, A. W. Furse, B. F. Cameron, J. A. Middleton—with power to co-opt. (Refer "Wathara II" One Ton Cup Challenge.)

Norm Beadle resigned as Rear-Commodore and Director. H. L. Schneider was appointed Chairman of Boatshed Committee in his place.

Y.A. of N.S.W. requested to place a second buoy at Manly to avoid congestion.

R. W. W. Green elected Rear-Commodore and H. L. Schneider to Directorate.

Second slipway approved, plans and specifications to be obtained, M.S.B. approval sought and firm quote to be obtained.

5th April, 1967: Historical Publications Committee appointed—R. W. Green (Chairman), K. Retallack, and F. Talbot.

Entrance fee increased to \$30 and subscription increased to \$14 plus Y.A. of N.S.W. levy.

One Ton Cup Committee reported that it had ceased to function as from 31-5-67 as it had raised in excess of \$2,200 of which \$2,000 had been presented to B. F. Cameron. The balance will remain till the accounts have been finalised.

Y.A. of N.S.W. laid second buoy at Manly to reduce the congestion and all yachts would round both buoys.

Racing Regulations altered. Rule 10 re-numbered 12. Add new rules: 10. Dress—Helmsmen and crews of all yachts competing must be suitably dressed (shorts and shirt minimum).

11. Motors—A yacht may be propelled by motor or towed until two (2) minutes before it crosses the starting line. Add to method of handicap competition point scoring: Only yachts entered for the whole season or for the remainder of the season if a late entry be eligible to receive points. Each yacht must discard the points of three races in the season. A race in which a yacht did not start or finish can be discarded but a race in which a yacht is disqualified cannot be discarded. Otherwise the races earning the least points will be discarded.

A combined Race Programme Booklet with the other Clubs is to be tried as it will be cheaper.

19th July, 1967: Ordinary General Meeting at Clubhouse. Financially, Club sound, overdraft turned to a credit with assets of \$15,000 and unpaid loans of \$4,000. Membership fell from 414 to 389 mainly due to Directors enforcing the unfinancial rule and removing 25 names from the Register. Numeral boards were introduced during the season for starting and proved very beneficial.

September, 1967: Twelve mooring sites with ten moorings laid were purchased from Charles Rosman for \$1,500 cash.

Resolved that the words "but a race in which the yacht is disqualified cannot be discarded" be deleted from the handicap competition point score regulations.

Resolved that \$1,000 be approved for the building of a Club tender and the purchasing of an 8 hp Yanmar diesel motor.

E. J. Merrington re-elected President of Y.A. of N.S.W. and Vice-President of Aust. Yachting Association.

Further payments on the new slipway deferred pending inspection and report by qualified divers. Clubhouse alterations completed for \$4,375 and Club tender now operating.

Sir Frank Packer's offer to donate a trophy accepted.

H. and M. Chadwick and Sons, divers, report was tabled and resulted:

1. The contractor, W. F. Quinlan, being advised that the slipway was not properly constructed—
  - (a) As there is no concrete in the drums holding the supports.
  - (b) Drums on mud, not solid rock foundations.
  - (c) Rails crooked.
  - (d) Packing under rails inadequate and unstable.
  - (e) Levels not correct.
  - (f) No way to support the rails.

2. That W. F. Quinlan be required to rectify all faults forthwith and that all payments be suspended pending rectification.

3. That W. F. Quinlan be informed that if rectification is not commenced in seven days, steps will be taken to have the work carried out by another contractor at Quinlan's expense.

(Subsequently found that Quinlan was insolvent and that we would have to carry on ourselves and salvage what we could. Ed.)

Ladies' toilet block and powder room to be added to Clubhouse.

\$250 contributed towards cost of conducting Olympic Trials.

Sir Frank Packer's Gold Cup, to be known as the "Gretel" Trophy, to be awarded annually to the winner of 1st Division Point Score.

February, 1968: Daydream Shield won by S.A.S.C. for the first time since its inception.

Port of Sydney Regulations amended to give ferries the right-of-way provided they display a red diamond shape over the bridge or wheelhouse. Y.A. to put the case for yachtsmen.

Contract let to Bailey Constructions for completion of second slipway for \$1,125.

Racing fees 1968/69 season \$16 including Anniversary Regatta. 1968/69 subscription \$15 including Y.A. of N.S.W. levy and News Sheet subscription.

Centenary Year Committee: J. Jackson, C. F. C. Crisp, H. L. Schneider and N. G. Cassim appointed to plan the appropriate activities of the Club's Centenary Year.

S.A.S.C. won Inter-Clubs Teams Race for the second successive year.

Plans for a fitting-out jetty to be produced.

Chairman (J. A. Middleton) of Historical Publications Committee requested the setting aside each year an amount of \$250 so that the full cost of printing, etc., does not have to be found in 1972—approved.

April, 1968: Second slipway in use.

Burgee for Ex-Commodores authorised.

June, 1968: "A yacht should not be allowed to discard a race in which she had been disqualified" was discussed at length and adopted.

Courses to be changed for next season to allow windward finishes.

C. R. E. Warren and R. F. Uren were both congratulated on their awards of O.B.E.

(19-6-68 was a unique monthly meeting in that for the first time for many years, no guest speaker, film, lecture or other entertainment had been arranged—closed 9.00 p.m. Ed.)

J.O.G. appealed for assistance—\$50 donated.

Resolved that P. J. Worrall Trophy presented in 1953 for an Annual Canoe Race be used for Thunderbirds Scratch race.

July, 1968: Ordinary General Meeting—Commodore and 47 members. Club's assets \$20,000. Credit balance \$6,000. C. F. C. Crisp and N. F. Stevens did not seek re-election and presentations were made in recognition of their services to the Club. An average of 80 yachts crossed the starting line each Saturday with 111 on the programme in four handicap divisions, Thunderbirds, Bluebirds and Flying Fifteens. Membership has increased from 389 to 412. The Boatshed business has reached an all-time high in that the boathand's chargeable time was 61%.

E. J. Merrington elected President of Australian Yachting Federation for 1968-69.

Life Membership granted to D. R. Giddy, A. J. Muston, H. W. Winning and K. R. King.

A fifth handicap division is to be formed.

A request by R.S.Y.S. that they sail their own courses from their own start and finish with S.A.S.C. has been agreed to by the Directors for coming Flag Day.

Boatshed work is such that an assistant for W. A. Ashleigh is to be employed.

Difficulty again re suitable Starter's boat.

Y.A. of N.S.W. requested to settle the matter re rounding of Shell Cove buoy—18-footers opposite hand to yachts.

S.A.S.C. News to be published monthly, registered for transmission by post and cost 5 cents per copy included in subscription.

Thunderbird Championship organised by Club. Distinct Racing Flag adopted.

Clubhouse roof retiled.

One Ton Cup Challenge completed—best position 8th—temporary bank account closed and affairs of Committee wound up.

Letter from M.S.B. instructing us to remove four moorings; however, as these were purchased with the Boatshed we intend to leave them down and inform M.S.B. of this fact.

Bluebirds and Thunderbirds request for Skite Plates granted.

February, 1969: Ken Retallack, a member of the Historical Publications Committee, died suddenly.

Y.A. buoy removed from Obelisk Bay.

S.A.S.C. won Daydream Shield.

John Raffan has joined Historical Publications Committee and is to take over the printing in place of the late Ken Retallack.

March, 1969: Minister of Works stated that he could not guarantee that a room suitable for our celebration requirements would be available in the Opera House in 1972, but our request had been recorded.

Northcott Day—biggest yet—Club hosted 70 children.

April, 1969: 18 footers have agreed to recommend to their Directors that they change and race to I.Y.R.U. Rules.

Race entry fees increased to \$18 and membership subscription to \$16 plus Y.A. of N.S.W. levy and entrance fee to be \$40.

It was suggested that S.A.S.C. sail a common course with Royal Clubs—Club to accept the new courses but not the common starting line—line to be separate but prolonged if possible.

J. V. Raffan's generous donation, to carry out all printing for the Centenary Publication, has been accepted with gratitude.

New I.Y.R.U. Rules bind all Clubs and persons racing. This is a safeguard to all members as no-one can contract themselves out of them.

July, 1969: Three Point Score Systems to be adopted. Prize to be given for Spring Point Score (up to Christmas); prize to be given for Summer Point Score (after Christmas); Overall Point Score Trophies to remain as at present.

Resolved "That a boat may discard a race in which it was disqualified". (The old argument is on again. Ed.)

Y.A. of N.S.W. again propose a change of Constitution, but as it results in further costs to members, Club's Delegates instructed to oppose same.

Ordinary General Meeting—assets \$20,000. Credit balance \$6,000. Membership reduced from 412 to 396. 120 yachts racing in five handicap divisions, Thunderbird and Bluebird Classes.

(It should be clearly noted here that probably another Australian record has been established by the 84 years young George Mills, who sailed "Cu-Nim", the Thunderbird, to victory in the Kelly Cup after winning the Thunderbird Handicap Point Score. Ed.)

Y.A. of N.S.W. Constitution: The formula contained in the Constitution is considered to be so unjust that it has been decided to oppose it and to discuss the matter with other Clubs.

1st August, 1969: Hourly labour sales rate increased to \$2.90 and then increased again on 1st September, 1969, to \$3. Both increases due to wage rises.

G. Cambridge, who sold his original launch, has now purchased another and arrangements have been made for same to be used as a Starter's boat with Geoff himself as an Assistant Starter.

R. Hawke appointed to Life Membership.

A presentation was made to J. Millard for services as Starter to the Club.

Tender of J. W. Bailey for the fitting-out wharf was accepted.

September, 1969: Christian names to be used on the Race Programme as a trial.

A special Directors' Meeting held lengthy discussion re Y.A. of N.S.W. Constitution and resolved that Delegates be instructed to agree to special resolutions but:

(a) The levy of three times the foot length of a yacht over 20 ft. is excessive.

(b) This Club intends to divide its Yacht Register into

(i) "A" numbers

(ii) Y.A. numbers applied for through S.A.S.C. or whose owners only belong to S.A.S.C.

(iii) A courtesy list of other yachts.

(c) This Club intends to pay only on (i) and (ii).

At the Y.A. of N.S.W. meeting in October, 1969, four major Clubs objected to the Y.A. levy and charges and no vote was taken.

All yachts to show racing numbers on Genoas which overlap the mainsail by end of October, 1969.

Two feasibility studies were carried out for the Club during the year. The first on Mosman Bay Marina showed that the "Goodwill Value" was in excess of what the Club was prepared to pay and the second on "The Laurels" proved that the Club has a great source of untapped talent.

N. G. Cassim and J. Jackson elected to Hon. Life Membership.

Y.A. of N.S.W. desire to have only one series of sail numbers in N.S.W. Delegates to strongly oppose any such move.

Centenary Celebrations Committee applied for a "Royal" prefix and the Governor replied that Her Majesty had declared twelve months ago that no further "Royal" prefixes would be granted.

Due to the ever-increasing fleet of boats the Starter's loud hailer is not loud enough and permission to purchase a louder one was granted. Thunderbird World Championships: Club to contribute one-third of cost of a Stannard Bros. launch. The S.A.S.C. burgee will fly from three entries in the 1969 Hobart Race.

Contract for the fitting-out wharf signed with Bailey, who will commence work in March, 1970. Cost \$5,800.

Y.A. of N.S.W. requested all Clubs to discontinue the use of prefixes ("A" in our case). Letter of refusal forwarded.

R.A.N.S.A. asked for a fee of \$89 for entrance of S.A.S.C. boats in their Regatta. \$89 forwarded as a donation pointing out that Flay Day is an invitation to all Clubs.

Y.A. Delegates instructed to press for a closure of Port of Sydney to commercial shipping on Saturday afternoons during the sailing season.

Daydream Shield returned to M.H.Y.C.

Y.A. of N.S.W. Resolution: Clubs in future only issue plain sail numbers; however, we may if we wish still retain the "A" prefix. They have agreed, however, to approach M.S.B. regarding some restrictions to traffic within the Port of Sydney on a Saturday afternoon.

Congratulations to the Handicapper—only one point score race remains and the final answer in five of the seven Divisions will depend on this race.

Slipping charges increased from 1st April, 1970, to \$4.50 for first day including slipping, \$1.50 for subsequent week days, \$3 for subsequent weekend days.

Membership subscription \$20 including News Sheet subscription and Y.A. of N.S.W. levy. Racing fees \$18.

President of Y.A. of N.S.W. (H. Godden of M.H.Y.C.) died in office—suitable condolences forwarded.

May, 1970: No. 1 Slipway closed—Bailey strengthened and extended same—\$1,200.

Fitting-out wharf completed June, 1970.

1st July, 1970: Letter received from Lands Department increasing Club's rental for period 1-1-70 to 31-12-76 to \$1,102 per annum. Our appeals against this failed. Our request to be allowed to purchase the whole or part of the site was refused.

Y.A. of N.S.W. Constitution has at last been finalised and the efforts of this Club's Delegates—E. J. Merrington and G. McCorquodale—to arrive at a sane, equitable basis for charges should not pass without recognition.

Resolved that prizes within a division be awarded in proportion to the number of starters in that division.

Membership rose 396 to 406. Assets increased to \$34,000. Credit balance \$14,000. Yachts on programme 123 with 98 starting each week.

Contract to alter and lengthen No. 2 Slipway for \$1,400 is to be negotiated with Bailey.

August, 1970: Over lengthy periods Club moorings have been in full use but for the first time since taking over the Boatshed there is a waiting list.

September, 1970: A motion to create an additional Flag Officer "Club Captain" to be normally filled by Chairman of the Sailing Committee was lost. Telegram of congratulations sent to crew of "Gretel II".

Waiting list for moorings.

Club has applied to Lands Dept. to be allowed to convert our leasehold to freehold and also the North Sydney Council for permission to include a further section of Green Street in our property. Both parties have replied that they are awaiting the others' reply—stalemate.

New By-Law No. 5 created—Overdue Accounts—and is much more stringent than previously.

Hon. Solicitor requested to revise the Memorandum and Articles of Association to remove the Limited from the Club name and Finance-Administration Committee to assist in modernisation at the same time.

Fourteen starters in the Ocean Race.

Small piece of land that has access to the public wharf to be included in our lease by Maritime Services Board.

January, 1971: Yacht "Coppelia" stolen from moorings—recovered by Water Police.

Race on Saturday, 23rd January, 1971, cancelled due to lack of wind—first time in living memory. Middle Harbour won Daydream Shield.

Commodore second in Thunderbird Championships. Pollution—all rubbish to be brought ashore.

April, 1971: Safety officers appointed to check safety equipment on yachts, with periodic inspections to enforce Y.A. of N.S.W. safety regulations on racing yachts.

Dinner Dance and Night Afloat held on "Lady Scott".

Y.A. of N.S.W. have increased the value of "X" in the rating formula from 4 cents to 5 cents, which will increase the Club's contribution by 25%. After six months of year have elapsed new members to be charged half annual subscription, after nine months one quarter.

A. K. Cuthbertson, A. MacKenzie and Dr. W. J. Wearn elected to Life Membership.

His Excellency the Governor of N.S.W. has agreed to write the Foreword to "The Amateurs".

June, 1971: Members of the Board wish to place on record their appreciation of Laurie Schneider's efforts and success as a Commodore and wish him well in his World Thunderbird Championships.

Fourth tier of dinghy racks erected in Boatshed.

Mooring charges increased to 9 cents per foot for members and 12 cents per foot for non-members, and labour charges also increased to \$3.50 per hour for members; \$4.50 per hour for non-members.

Steps to water on new wharf completed.

July: Office Bearers elected—assets \$26,545—membership 407—yachts regularly racing 110 with 114 on register with "A" numbers and 43 with unprefixed numbers.

August: Two new Divisions formed, thus Club races eight—Thunderbirds, Endeavour/Southerly, Special, Bluebirds, No. 1, No. 2, No. 3, No. 4.

September: Crane on fitting-out wharf now complete.

Original guarantors for Clubhouse-Boatshed purchase released and Equitable Mortgage accepted over Special Bonds.

Five sets of the drafts of "The Amateurs" distributed to Directors for perusal and comment. Appreciation recorded of the effort by J. A. Middleton to bring this to fruition—carried by acclamation.

List of safety regulations to be forwarded to all boat owners.

Chairman of Centenary Year Celebrations Committee (J. Jackson) appointed to Board from now till conclusion of celebrations.

October, 1971: Lawrence Slater withdrew from a leading position to rescue an overturned dinghy last Saturday—a most praiseworthy example of good sportsmanship.

Development Committee to determine the official attitude of North Sydney Council redevelopment of the Club on this site.

A. L. Mitchell and W. D. Rayment elected to Life Membership, and as R. A. Dickson will be elected in 1972 he be listed as Life Member in "The Amateurs".

Hon. Solicitor stated that the Attorney-General had not found any serious faults in the Memorandum and Articles of Association and he was sure they would be approved.

"Useful", to be employed at weekends during the racing season to drive tender, clean, answer telephone, issue stores, handyman, lock up—\$30.

\*\*\*\*\*

#### PROPOSED PROGRAMME FOR CENTENARY CELEBRATIONS AS AT 31-12-71

Centenary Dinner Dance at Hotel Wentworth, 26th Aug., 1972

Formal Dinner for past members, present members and their ladies—Carlton-Rex Hotel, 29th Sept., 1972

Commodore's Centenary Flag Night, 20th Oct., 1972

Centenary Year Regatta Flag Day, 21st and 22nd Oct., 1972

Centenary Ladies' Day Regatta, 12th Nov., 1972

Centenary Regatta Prize Giving, Nov., 1972

\*\*\*\*\*