



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2000

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Honorary Secretary	Tony Saunders
Executive Secretary	Faye Buckley

Cover:

The start of the
Bob Brown
Trophy race on
Thursday 20
April.

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COMING EVENTS

JUNE 00

SATURDAY 3 JUNE 2000

Second Winter Series Race

FRIDAY 16 JUNE 2000

Annual Prizegiving and Cocktail Party at the Mosman Returned Servicemen's Club

SATURDAY 1 JULY 2000

Third Winter Series Race

SATURDAY 22 JULY 2000

Fourth Winter Series Race

WEDNESDAY 26 JULY 2000

Annual General Meeting at the Clubhouse, Cremorne

SATURDAY 5 AUGUST 2000

First RANSA/SASC Pre-Olympic Series Race

SATURDAY 12 AUGUST 2000

Second RANSA/SASC Pre-Olympic Series Race

SATURDAY 19 AUGUST 2000

Third RANSA/SASC Pre-Olympic Series Race

SATURDAY 26 AUGUST 2000

RANSA/SASC Ladies Day Race

SATURDAY 2 SEPTEMBER 2000

Fire extinguisher inspection at the Club

SATURDAY 16 SEPTEMBER 2000

TO

SATURDAY 30 SEPTEMBER 2000

Olympic Sailing Regatta on Sydney Harbour

SATURDAY 7 OCTOBER 2000

Opening day for the 2000/01 Season

TENDER!

**Just call
Robbie on
0418 678 690**

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

SIGNALS FROM THE COMMODORE

Our summer season finally finished with the Bob Brown which was won by *Azzuro*. Well Done. For the first time over the last couple of years, the weather was kind to us and we had good weather for the barbeque on Good Friday. On Easter Saturday sixteen boats proceeded to Smiths Creek where we formed a giant raft. All in all a great weekend that was enjoyed by all who participated.

One person who missed the Bob Brown was our Vice Commodore Charles Maclurcan who at the last moment in unusual circumstances, joined *Polaris* for the journey northwards. A full report on the circumstances is published in this journal.

Our prize giving will be held on the 16 June and will follow the same format as last year with a cocktail party at the Mosman RSL Club. Afterwards, members are encouraged to make the own bookings for dinner at venues of the own choice. This year we will for the first time be incorporating the OK Dinghies in our prize giving. The board has decided that the merger of our two clubs should occur on the 1 June, the start of our new financial year.

At our last Board Meeting, the Chairman of the Development Committee tabled an update on the progress of plans from 1994. While summary is published elsewhere in the magazine, it is interesting that much of the work planned then has been done. The two major outstanding items are of course the replacement of the pontoon and the recladding of the Clubhouse, both of which will have to be dealt with in the near future. During the period that so much has been achieved, the Club's finances have been maintained at a satisfactory level.

At the same meeting, a long discussion ensued regarding safety at the Club. Over the next few issues of this magazine, this matter will be further pursued. It is important that not only our employees carry out safe work practices but that all members are required to follow suit. We look to the co-operation of all in achieving a satisfactory level of safety.

Planning for the new season is well under way, part of which was the survey which was well supported with 135 responses from members. Planning is also well advanced for the Anniversary Regatta on the 5 November. Our winter racing commences shortly and I hope you enjoy the series. And don't forget the Happy Hour each Saturday afternoon at the Club, an great opportunity to keep in touch during the winter.

Tony Clarkson



***Ramadoo II* to Mooloolooba – one short step!**

JUNE 00

by
Charles
Maclurcan

Saturday 15 April, 88 years to the day after the sinking of the *Titanic*, began perfectly normally. I had two wheel alignments to carry out on the family cars. Starting about 7.30 am, whilst doing the second one, I cut and bruised my hand. A good start! The office photocopier jammed and required dismembering to function. Damn! I picked up a neighbour's computer to repair. Oh dear, yet another old under-powered yesterday's hero requiring titivation. Boring!

I had previously loosely arranged with Bob Lawler to go and view the start of the Sydney to Mooloolooba race in *Ramadoo II* the syndicate motor launch. Bob wasn't answering his phone. Where was he? The weather was great and it would be nice out on the water. I checked out the SASC about 9.30. Yes there he was – be down about 11.30 – we will leave shortly after. Off to the parts store to purchase the required computer pieces. Back to the work-bench to commence the repair. It's nearly 11.00. Better check the beer and ice situation and load the Esky. Weather still great. Could be a terrific opportunity to spend a sunny day on the water and relax. Why not, nothing else appealed.

I reached the Club about 11.20. I had loaded the Esky and a sailing bag containing sunscreen, gloves, a warm jacket, a sweater and my harbour wet weather gear. It was so warm and sunny that shorts, T-shirt and sailing shoes were adequate clothing at the time.

Sure enough *Ramadoo II* was moored on the inner side of the pontoon and a couple of intending passengers were sipping beers already. I joined them. Bob his usual thorough self had loaded adequate supplies and my contribution ensured that no one would be thirsty for a few hours.

As we waited a parade of people passed by. The lure of such a lovely day was too much for some. Dal Wilson, Tony Clarkson and Hugh O'Neill fell foul of the bright weather and joined the group.

Running behind schedule we backed away from the wharf about 12.20. A light easterly greeted us as we headed across Athol Bight. Two SASC boats were racing north. Warren Anderson's *Wide Load* had Michal Tomaszewski on board and John Quinn was campaigning his Cole 43 *Polaris*.

There were boats everywhere. Where were our friends? Suddenly, I saw *Polaris* a couple of hundred yards from Bradley's Head. Bob altered course and about the same time I noticed a person in the water swimming towards the shore. As we approached *Polaris* it became



evident that it was one of the crew. Had he fallen over? Don't worry we can pick him up. Wait – he jumped, don't pick up – standby please – his girlfriend might join him.

I am watching Quinn's face. It almost defies description. I've seen John Quinn in many circumstances. Angry, frustrated, enthusiastic, happy, drunk but almost never totally perplexed, or was it dismayed helplessness? Twenty minutes to the start of a 500 miler and 25% of the crew gone!

'Anyone want to got to Mooloolooba?' shouted Quinn somewhat despairingly at the sea of highly amused faces on *Ramadoo II*. Blank looks all round. I thought for all of thirty seconds, why not, life is awfully mundane. I do know the boat and some of the crew. Yes I'll go, hang the expense. A quick transfer, one short step. 'Dal, would you return the Esky and inform Kate. I will phone as soon as possible'. Straight into race mode and we were off. Bill Lawler would have approved!

I made notes and rang later that afternoon off Cape Three Points. My wife seemed happy and various deputies were put in place.

It was a terrific race. Choppy at times but generally fast before the wind. I soon adopted a sea regime. It stayed warm and relatively dry. *Polaris* was in her element and the navigators placed her close to every beach and inside every rock all the way up the coast. I proudly achieved 12.4 knots in flat water under the big kite and absolutely on course, naturally. We were rewarded with third overall in the IRC division, splitting the new Farr 40s. If the breeze had not died in the last hour, we would have won overall.

As you may imagine, two days in Mooloolooba, alongside *Wide Load* and very near to the clubhouse with all its hospitable amenities passed quickly and painlessly. I purchased the necessities at the local shops and flew home on Good Friday.

It was a fantastic unplanned challenging break. If the feeling of good cheer I am currently enjoying is symbolic of the benefits of a short step off *Ramadoo II* then Bob and the syndicate will need a bigger boat and you can join the queue behind me!



HULL CLEANING & DIVER SERVICES

At your boat's mooring
Fast & reliable, specialist divers
Propellers removed, replaced and defouled
Anodes supplied and fitted
Mooring searches and inspections

Prices depend on the condition of the boat at the time of cleaning or the amount of time spent under water

Payment in full by cheque within 30 days.

Call or fax Jeannette or Anthony Powers

AMF DIVING SERVICES

Mobile: 0419 476 239 Fax: 9566 1491

Following the Race Committee meeting held on 15 May 2000 certain decisions have been made and proposals formulated for next summer's racing. Other areas are still under discussion particularly with respect to coordination with the Royal Sydney Yacht Squadron.

However, before we start next season we have been having discussions with RANSA regarding the conclusion of our winter racing schedule. Our usual four race winter series will conclude on 22 July. To fill in the long hiatus before we can gain access to the harbour post-Olympics we have been invited to race with the RANSA Winter Series on 5, 12, 19 and 26 August. The last day is a Ladies Skippers Race. The three race RANSA/SASC Pre-Olympic Series on 5, 12 and 19 August will be contested by yachts of both Clubs with trophy awarded from the SASC — hopefully this may be the beginning of a closer association with RANSA. Details will be forthcoming but I would encourage as many yachts as possible to enter to make it a worthwhile event.

During the past racing season it was apparent numbers in Divisions 2 and 7 were becoming marginal so approaches have been made to the RSYS to look at combining some of our fleets. The RSYS Division 3 (equivalent to our Division 2) has seen some declining numbers and it would therefore seem logical that these fleets may race in a combined fleet. There would also appear to be scope in researching running a short series every three weeks in the combined division. RSYS Division 2 may also be able to accommodate some SASC boats on a weekly basis or in fact short series basis as well. These thoughts have been conveyed to the RSYS, and will be discussed at their Race Committee meeting at the end of May.

Bill Gale reports that the Traditional Division may have five to eight more boats next season making a very healthy fleet and they will continue to race on Saturdays. A new 'light air' westerly course is to be added to the Traditional Division courses so they will not be stuck up the creek without a zephyr. The other divisions racing on Saturday, OK dinghies and Cavalier 28s, will race in the same format as last year. Judging by some of the respondents to the recent survey the OK's may have a couple of extra skippers interested in racing next season. If you are interested in racing an OK contact David Coleman who will be able to point you in the right direction.

Sunday racing remains unchanged except the Vintage Bermudan's will give way to a Non-Spinnaker Division. All those keen Friday Twilight racers that want to up the intensity a little but not wish to hoist one of those troublesome spinnakers — this is your chance.

Fridays, Tuesdays and other special events remain unchanged with the season kicking off with the Opening regatta on 7 October immediately

*by
Tony Waugh*



after the Olympics. The Idle Hour Race is scheduled for the Australia Day weekend and is to be held on Saturday 27 January 2001.

If you would like to race and need more information of your boat's suitability for a particular division please contact the Chairman of Racing or any member of the Race Committee. We are particularly keen to get as many boats sailing competitively next season as possible and the Race Committee is available to assist in any way necessary.

No doubt the survey results will be covered in greater depth elsewhere but I certainly gathered from the answers that there are a large number of members keen to get out on the water and enjoy sailing their boats. Some of the main points pertinent to racing are as follows:

Twilights

Some people wanted more races (addressed partly in the new Program being formulated now) and a suggestion of a pointscore series for the twilights. This latter point was not included in the survey so feel free to contact me for or against this idea. I can be contacted at racing@sasc.com.au. For those interested in twilight type racing I would suggest our new non-spinnaker division on Sundays. This will certainly get around the problem of needing a full crew for racing.

Race Format

There was interest in short race regatta style series of two to three races on a Saturday afternoon and an 'every 3 weeks' series. We are trying to organise the latter in combination with the RSYS.

Coordination with other Clubs

There was strong support for cooperation with other clubs. The Race Committee is keen to develop it.

Youth sailing

Although many want to promote youth sailing the inherent problems with our location in Mosman Bay and ferry traffic and the general infrastructure make it a difficult proposition at present. The merger with the MASC opens up opportunities for the future.

Information Meetings

We plan to organise a Rules Night before next season.

Race results on the Web

Until we have more modern race management software it will be hard to post results on the day of the race. At present we post race results on the Web by Monday evening, depending on the continuing enthusiasm and goodwill of John Jeremy who, amongst other things, is our web-master. He has changed the method of posting the results and is now posting the program for each division as sent out to members, so progressive point scores will be available as series unfold. The RSYS is developing new race management software and we hope that it will also be suitable for us in due course which should make the process easier.

1999/2000 SERIES WINNERS

JUNE 00

Congratulations to all the winners in the 1999/2000 racing season.

Whilst the full list of prize winners will be announced at the Annual Prize Giving to be held at the Mosman RSL on Friday 9 June 2000, the medal winners in each division are listed below.

GOLD MEDALS

Cavalier 28 Division 2	B Bowden R Lavers	<i>Trickerie Bay</i> <i>Manhattan Trans- fer</i>
Traditional Division Division 7	B & G Sproule J Chambers	<i>Tamaris</i> <i>Riff Raff</i>
Metre Division Heavy Division	G Stewart D Walton	<i>Pinchgut</i> <i>Second Fling</i>
Light Performance Div.	C McLellan	<i>Harlequin</i>

SILVER MEDALS

Cavalier 28 Division 2	J Rosenberg G Irwin	<i>Shoshana</i> <i>Clueless</i>
Traditional Division Division 7	D W Gale D Williams	<i>Ranger</i> <i>Paper Moon</i>
Metre Division Heavy Division	T Robertson G Irwin	<i>Wings</i> <i>Clueless</i>
Light Performance Div.	(not awarded)	

BRONZE MEDALS

Cavalier 28 Division 2	C Williams/B Moore K Tindall	<i>Joka</i> <i>Impala</i>	
Traditional Division Division 7	N Berlyn R & T Wilson	<i>Reverie</i> <i>Hebe</i>	
Metre Division Heavy Division	(not awarded) M Prentice		<i>She's Apples Two</i>
Light Performance Division	(not awarded)		

KELLY CUP

The Kelly Cup was won by *Clueless* (Guy Irwin).

LOGAN CUP SERIES

The well supported Logan Cup Series of four races concluded on Saturday 18 March. Congratulations to the place getters.

First	<i>Eventide</i>	(A W/J W Merrington)
Second	<i>Classic</i>	(Gary Franklin)
Third	<i>Caress</i>	(Graham Nock)



by
Charles
Maclurcan

Please don't feel you should not protest. It's done in all the boat circles. If you do though, make sure that you carry out the correct procedure.

Recently, a number of Protests at the Club have not been valid as the hail has not been made and the flag raised at the first opportunity. If in doubt, raise the flag and make the hail, you can always remove it and the Protest does not require hearing unless it is formally lodged.

Note: no rule states that the victim of your ire must bear the hail. Naturally, if you were close by and offended it may be difficult to prove that you hailed and displayed promptly, so there is no point in making up a story. The Committee may seek witnesses. Remember that time limits also apply. Why is haste invoked in this procedure? Simply to give the protested the best chance to remedy the situation by taking an on water penalty.

SASC ANNUAL PRIZEGIVING

The Annual Prize Giving and Cocktail party will be held in the Sirius Room on the second floor of the Mosman Returned Servicemen's Club, 719 Military Road, Mosman on

FRIDAY, 16 JUNE 2000

Cost \$25.00 per person

Bookings are essential — please telephone Faye Buckley on 9953 1433 no later than Friday 9 June 2000

The function will commence at 6.30 pm. For those who would like to dine at the Club after the prize giving there are three restaurants, *Horizons Restaurant* on the second floor, *The Terrace* barbeque on the second floor, and *The Reef Café* bistro on the ground floor.

Bookings are advisable, telephone the Mosman RSL direct on 9960 2888 for reservations.

Limited car parking is available — turn off Military Road into Gouldsbury Street, a quick turn into a car park, then left again to the entry under the building.

GENERAL MEETING OF 29 MARCH

JUNE 00

Ninety-eight members, either in person or by proxy, unanimously voted to merge the SASC and the Mosman Amateur Sailing Club at the General Meeting of members held at the Club on Wednesday 29 March.

There was considerable discussion about the opportunities presented by the merger and comments were very supportive.

A meeting of the members of the MASC also supported the merger and we welcome them to our Club. The merger will take effect on 1 June 2000.

The Mosman
Amateur Sailing
Club



YACHT GATHERING AT SASC

On Sunday 18 June there will be a gathering at the SASC of boats built by the late Billy Fisher at La Perouse. There will probably be about eight boats on display.

An excellent lunch will be available for \$20.00 per head. All will be welcome, please advise numbers to Faye Buckley on 9953 1433 for catering purposes.

THE BLUE BOOK

The new rule book (2001 to 2004) will come into force on 30 June 2001. Until then the Racing Rules of Sailing 1997–2000 will remain in force in the Southern Hemisphere. However, in the Northern Hemisphere the new racing rules will have effect from January 2001.

The Australian Yachting Federation and the Yachting Association of NSW are currently reviewing the AYF Special Regulations.

ACCEPTABLE EUROPEAN STANDARDS

The Yachting Association of New South Wales, in accordance with clause 5.1 of the AYF Special Regulations Part 1, will accept the European standard EN 396 as an equivalent or more stringent standard than AS 1512.

The Yachting Association of New South Wales, in accordance with clause 5.2 of the AYF Special Regulations Part 1, will accept the European standard EN 1095 or ISO 12401 as an equivalent or more stringent standard than AS 2227.

**Sydney Amateur Sailing Club
ANNUAL GENERAL MEETING**

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 26 July 2000 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2000.
2. To elect Officers and Directors.
3. To elect Auditors. Greenwood BKT, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board
TONY SAUNDERS
Hon. Secretary



Thursday 21 April was a beautiful Sydney autumn day, with the harbour bathed in sunshine and a light north westerly wind threatening to fade away before a late sea breeze.

Firetel, Rambull and Celeste shortly after the start (above).

Eighteen yachts gathered near Clarke Island at 1430 for the start of the 2000 Bob Brown Trophy Race to Pittwater. The leaders met the sea breeze near the heads and inevitably the fleet was considerably spread out by the time the first boat, *Azzurro* crossed the finish line in Coasters Retreat after four and a half hour's sailing. The last to finish was not to arrive for another three and a half hours. On handicap, *Azzurro* was first, followed by *Farr Horizons* (second) and *Firetel* (third).

The SASC raft-up in Smiths Creek after the race (Photo by Peter Robinson)



CAVALIER 28 CHAMPIONSHIPS

The SASC conducted the 2000 Cavalier 28 NSW Championships on 19 and 26 March. Light winds on the first day provided challenging conditions for the fifteen competitors, and there was a flurry of protests after some incidents during the day. Unfortunately, one of the day's races was subsequently abandoned, but fortunately the weather the following Sunday was kind and it was possible to run an additional race to ensure that it was a five race series.

The second day started with a light and flukey breeze from the west and the first race looked like being a long one. Starter Vic Dibben shortened the race by one leg which enabled two more races to be completed in much better conditions as the wind turned to the south-east and later east. Even the sun came out and memories of the previous week's rain began to fade. Competition was keen, with some very close finishes.

Congratulations to the winners:

On Scratch:

First	<i>Ça Va</i>	(Richard Lamrock)
Second	<i>Centaurus</i>	(Rod/Craig Mitchell)
Third	<i>Scuttlebutt</i>	(G Purcell/C Bowling)

On Handicap:

First	<i>Scuttlebutt</i>	(G Purcell/C Bowling)
Second	<i>Quambi</i>	(S Rahilly/R Cuningham)
Third	<i>Ça Va</i>	(Richard Lamrock)

After the start.





The Cavalier 28s approaching the leeward mark on the afternoon of the last day (above)

Light wind provided a challenge for the competitors during the first race on Sunday 16 March (below)



SAILING SURVEY 2000

Thank you to the 133 members who responded to the Sailing Survey 2000 by the due date of 5 May 2000. The responses included many very useful comments that will help the Board and the Race Committee with future planning. The number of members who replied yes to each of the questions is set out below.

1. Do you currently participate in weekend racing

Sailing your boat in SASC events?	55
Sailing your boat in other clubs' events?	45
As a crew member?	30

2. If you do not participate in organised club events at present, why?

I cannot get crew on a regular basis:	8
It is too expensive to compete competitively:	7
I am not interested in racing:	12
Other reason:	29

3. If you do participate, or would like to, do you prefer to race

In a point score series (whole of season/spring/summer) conducted each weekend?	35
In a point score series conducted every two or three weeks?	49
In a point score series conducted every two or three weeks with non-point score races on other weekends?	28
In short point score series conducted 2 or 3 times per season?	32
In a non-spinnaker division?	35
In regatta style events (several races over a single day/weekend)?	38
On a casual basis in non-point score events?	30

4. Which day on the weekend would you prefer to race

On Saturday?	75
On Sunday?	50

5. The SASC currently conducts special sailing events like the Idle Hour race and the Bob Brown race to Pittwater at Easter. Do you think

The number of these events is about right?	79
We should conduct more?	33
We should conduct fewer?	1

6. Racing can often be improved by combining like fleets from different clubs to form larger divisions. For example, for over 20 years the SASC and the RSYS have organised a combined Half Ton Division. Would you be in favour of wider co-operation with other clubs

By forming combined divisions for whole series?	71
By combining for special events during the season?	86
7. Do you think the SASC should organise cruising events	
Occasional picnic rendezvous at places like Store Beach?	78
Overnight cruising-in-company events in Sydney Harbour?	62
Cruises in-company to locations like Broken Bay, Port Stephens or Jervis Bay?	74
8. Would you be interested if the Club were to organise dinghy racing events for members	
On an occasional basis?	43
As a regular series?	22
In Club provided boats?	40
In your own boat?	12
9. Do you think that the Club should organise events specifically for youth	
For the children of members only?	25
For any young people who may be interested?	92
Would you actively support such a programme?	72
10. Whilst the Club is unable to do this at present, would you be interested in receiving race results by email? YES: 75	

RANSA/SASC PRE-OLYMPIC RACE SERIES

The RANSA and SASC will be conducting a combined fleet three-race series on

5, 12, and 19 August 2000

with

Ladies Day

26 August 2000

- START TIME:** 1300
- DIVISIONS:** Divisions 1, 2 and non-spinnaker.
- START AREA:** Details in the sailing instructions in due course.
- COST:** \$30.00 for the series, including Ladies Day.
- ENTRY FORMS:** Available soon — contact Maggie Stewart on 9953 6597 Monday or Friday.

CLUB DEVELOPMENT

In 1994, the Club's Development Committee prepared a plan for major projects at the SASC clubhouse and boatshed, known to those involved as the 'Wish List'. It included items for the clubhouse, slipways, boatshed and the boats and the total estimated cost of the items on the list was over \$1.2 million.

Whilst the 'Wish List' included some very expensive items that may never happen, most were necessary to maintain or improve the facilities for the existing activities of the Club. Since the plan was prepared, the work completed has included internal refurbishing of the clubhouse, upgrading of the electrical system, the provision of a slipway pollution-control system, the installation of a sewage pump-out system for boats, the upgrading of the Club's water supply, the upgrading of the Club's sewage pumping system, the provision of flammable stowage for the workshop and slipways, the installation of a sprinkler system throughout the clubhouse and boatshed, progressive repairs to the pontoon and the publication of a book to mark the 125th Anniversary of the Club's foundation. Most of this work has been completed for much less than the estimated costs in the 'Wish List', largely as a result of the considerable voluntary labour from those members who have pitched in and helped over the years.

The 'Wish List' also included a \$180,000 provision to replace *Nancy K* and *Captain Amora*. The major refits of both boats carried out in the last year has ensured that these boats are in excellent condition and replacements should not be required in the foreseeable future, provided they are regularly maintained.

There are still some important items on the list which will form a basis for a new five-year plan. The main items remaining are replacement of the pontoon, the refurbishment of the exterior of the clubhouse and the boatshed, the refurbishment of the ladies amenities and, in due course, the replacement of *Jack Millard*. A key to the preparation of a new 'Wish List' is a new Lease with the present Lease to expire the end of this year. Developments in this regard are expected soon.



CLUB CHARGES 2000/2001

JUNE 00

The Board has approved the following scale of Club charges for the 2000/2001 year. The new charges will apply from 1 June. The figures do not include GST which will be shown separately on invoices.

BOATSHED CHARGES

Moorings per metre per week	\$3.96
Dinghy storage per week	\$6.75
Locker hire per week	\$3.62

LABOUR CHARGES

Members, per hour	\$42.00
Non-members, per hour	\$49.00

SLIPPING CHARGES

Using Club Labour

Members	per metre, first day	\$11.84
	per metre, subsequent days	\$5.20
Non-members	per metre, first day	\$14.93
	per metre, subsequent days	\$7.11

Not using Club Labour

Members	per metre, first day	\$13.60
	per metre, subsequent days	\$5.77

SLIPPING AT WEEKENDS

Members,	per metre	\$16.99
Non-members	per metre	\$21.63

QUICK SLIP

Up to 9.14 metres	\$50.00
Over 9.14 metres	\$65.00

WATERBLAST

Not using Club labour (members only)	
First hour	\$18.85
Subsequent hours	\$7.21

SUNDRY EQUIPMENT

Hire, per hour (members only)	\$5.04
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SUB-CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$5.15 per metre per day will be levied.

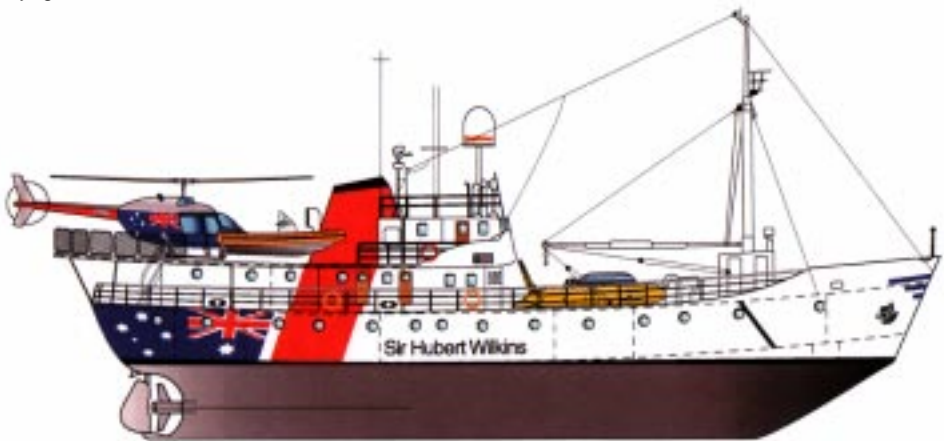
ICE SHIP FROM UPOVER FOR DOWNUNDER

Sailors and Antarctic adventurers Don and Margie McIntyre have been busy with new initiatives. Their yacht *Sprit of Sydney* is to be sold and will be replaced by five new McIntyre 55s now under construction for the Together Alone around-the-world race. These yachts will also be used for adventure sailing after the end of this event in April 2002.

They have recently purchased a 36.7 m, 600 t displacement ice-strengthened passenger ship in Finland. *Tutka* was built in 1960 for the Finnish Government and was used as the Finnish state VIP ship and regularly entertained dignitaries like the US and Russian presidents. The 30 passenger ship has a top speed of about 10 kn and a range of up to 7 500 n miles. The ship will be given a refit to comply with current IMO requirements and will be fitted with satellite communications and a helicopter platform. To be renamed *Sir Hubert Wilkins*, she is expected to arrive in Sydney in November, and should depart Hobart in mid-December on the first of two Antarctic voyages planned for the coming season.

Don and Margie are currently looking for volunteers to crew the ship for the delivery voyage starting in July. More information can be found at www.oceanfrontiers.com.au/iceship.htm.

Sir Hubert Wilkins
as she will appear
when ready for
Antarctic
voyages.



In the last SASC News, we reported the order for the new Cunard liner *Queen Mary 2*, which at 150,000 tonnes gross will probably be the largest passenger liner in the world when she is completed in 2003. If you think she will be large, how about the Freedom Ship?

Freedom Ship International Inc., Florida recently announced that they had achieved their initial goal of \$US50 million in initial unit reservations for their planned Freedom Ship. This massive ship is intended as a mobile city roaming the oceans of the world — not a cruise ship, but a place to live, work, retire, vacation or visit. The ship will have a length of 4 320 ft, beam of 735 ft and height of 340 ft. It will support a fleet of commuter aircraft and hydrofoils and the ‘airport’ on the upper deck will be capable of landing small commercial aircraft (up to about 40 passengers). Those interested can find out more at www.freedom.ship.com. Amongst the information provided is the following on the safety and stability of the proposed ship.

‘As a result of its immense size and its base of over 600 individual airtight cells, Freedom Ship will be the safest and most stable vessel that has ever set sail. Passengers will rarely sense they are on a ship. With virtually no pitch and roll, seasickness should not be a Freedom Ship experience. The ship’s unique construction is such that if all of its 98 external cells were penetrated and flooded (a virtual impossibility) the ship’s draft would increase by only 1 foot, with no significant loss in stability or safety. A typical cruise ship is taller than it is wide, while Freedom Ship is less than half as tall as it is wide, giving it dramatically greater stability. This big advantage is increased even more (and substantially) by the enormous weight in Freedom Ship’s base (over 30 million pounds of machinery and equipment). Even force-five [sic] hurricane winds would pose no threat to the ship; their only impact would be to increase fuel usage required to move through the storm. The vessel will have unprecedented maneuverability, with an ability to move forward, backward, left, right, and even rotate in place. Every unit will be protected by four-hour fire-walls and an automatic sprinkler system. The ship will be impervious to lightning.’

There seems to be a ring of familiarity about these claims. At least it will be too big to enter Sydney Harbour.

The Freedom Ship.





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The last 'From the Archives' featured the brigantine Tara Ipo. Ian Anstee forwarded the following article by Alan Norton-Smith describing the construction of his large and unconventional yacht. It first appeared in the SASC News in April 1971.

by
Alan Norton-
Smith

'Why cement?' Over the past twelve months this question asked of me many times. To have answered fully, would have taken a lot longer than I had time for because during that period Robyn — my wife — and I were building a yacht in Ferro-cement.

Tara Ipo is a moderate displacement cruising yacht, traditional in appearance of 51ft overall length, 41ft WL length, 14¼ ft beam, 7 ft draft and approximately 23½ tons displacement. She will be rigged similarly to W A Robinison's *Varua* — a modified and modernised brigantine.

Before elaborating on the method that I used, a brief comment or two on the medium in general would be in order. Historically, a version of ferro-cement was used over a century ago but due no doubt to a number of reasons it did not gain favour until 1945. Over the ensuing years there were a number of isolated instances of yachts being built and sailed successfully, until the late sixties, when dozens and even hundreds of craft were commenced by hopeful amateurs. Several countries including Australia have some commercial boat building yards specialising in the medium. China is even building ferro-cement sampans by the thousands. Before reinforced concrete can assume the flexible characteristics of ferro-cement, the steel reinforcing content must be raised to 25% or more and concentrated near the surface. In addition, the cement or plaster must be very dense to achieve watertightness. The curing process must be carefully controlled to avoid cracking. Methods of building, plastering and curing differ so much, that I found that I had to research all sources of information and eventually decide once and for all which one I would adopt and stick to, despite all criticism.

So on 14 March last year, Robyn and I erected on scaffolding hired for the purpose the wooden frames or moulds, lined them up both vertically and horizontally then nailed on ribbands or battens until we had the shape of the hull and decks. It took two months to reach this stage including fitting or the steel backbone (stem, keel, stern post etc.).

Using 18 gauge by ¾ in galvanised chicken wire the entire framework covered with three layers tailored to fit, then faired up. The extra time taken to fair up properly was well worth while, as I was able, to eliminate an ugly hump appearing near the stern. The next stage was to bend and clip some 15 000 ft of ¼ mild steel rod in the form of trans-

verse ribs 4 in apart and longitudinal stringers 3 in apart. Additional rods were clipped at stem, stern, deck edge and coamings to give extra strength where most needed. At this point special pre-stressing cables (unstressed) were tied at 4 in intervals over the full length on each side. Also two specially designed beams were fitted below the foredeck. Before any further work could be done the inside layers of mesh had to be clipped to the transverse rods using about 20 000 wire clips.

Bulkheads and floors were then made up of ¼ in. rod, the ends of which were bent parallel to the stringers on the outside of the hull. The rods were then covered both sides with 4 layers of mesh and clipped at 4 in centres. Eventually on 20 September we were able to start laying on the outer 'skin' comprising 3 thicknesses of 18 gauge by ¾ in and 1 thickness of 19 gauge ½ in mesh. By the end of November we had worked 1 800 manhours with the aid of friends and she was ready for plastering — or so we thought. It was decided to plaster the keel to a height of three feet then let it cure for a month to act as a firm foundation for the main job. It took 49 manhours to do the keel on 1 December. As the plasterers had some difficulty in screeding off because of dag ends of wire, we spent 260 hours painstakingly going over every square inch of surface pushing in and clipping off, then following up with a rubber mallet to panel-beat the hull as smooth as possible. Final plastering took place on 16 and 17 January and required the services of professionals for 180 manhours and amateur help for 150 manhours. To join the new plaster to the old, a compound known as C x B was painted on quite liberally to the edges of the old work and the new plaster was applied while the C x B was still wet. After the steel trowel finishing was complete a form of urethane was painted over the wet surface. This urethane had the effect of a curing compound as well as acting as a key to take the rest of the painting later on.

After two weeks all framing was removed completely from inside the hull and a week later painting was commenced. Three undercoats of urethane based paint and two topcoats were applied by brush, leaving 24 hours between each coat. At this stage no paint was applied to the decks or inside the hull as a fair amount of wear and tear is expected during the fitting out period.

She was launched at 1010 on 25 February at Woolwich and after the steel deckhouse skylights and foreshuttles are fitted she will be towed to our mooring in Mosman Bay.

We occupied the building site for 51 weeks and managed to spend on average 19½ hours per week actually at the site. Manhours used were: Robyn and myself: 1974; friends and helpers: 617; professional: 372; totalling 2 963 hours. For this we now have a sound, painted hull with nothing inside or on deck except bollards, skin fittings, bilge.pump and anchor, afloat at the correct trim and draft — and fully insured. Total cost to date — say \$6 000. Although only 60 ft or so from the water's edge it cost us nearly \$700 to launch her, an item to be remembered. [*Equivalent costs today would be about \$60 000 and \$7 000 – Ed.*]

Obviously it would be possible to cut some of the costs but I am certain in my own mind that professional aid should not be skimped. Only time will tell how strong *Tara Ipo* will ultimately be, however indications so far point to her being an easily maintained and powerful craft.

SELECTIVE AVAILABILITY TURNED OFF

JUNE 00

President Clinton recently announced that the intentional degradation of the Global Positioning System (GPS), known as Selective Availability (SA) was to be stopped at midnight on 1 May.

The decision to discontinue SA is the latest measure in an on-going effort to make GPS more responsive to civil and commercial users worldwide. Further enhancements including 18 additional satellites are underway. Civilian users should notice a dramatic improvement in GPS accuracy with the discontinuance of SA.

SAILING INSTRUCTIONS

Remember the Sailing Instructions — the piece of paper we all search for when we can't find the next mark or understand that strange flag flying from the starter's boat? Sometimes we suspect that race committees put some things in the instructions just to see if any one actually reads them. Take for example the reported sailing instructions of the Rush Creek Yacht Club for a regatta they conducted a couple of years ago. The instructions began in the usual way:

1. Rules

The Racing Rules of Sailing (RRS) 1997-2000, USSA prescriptions, these instructions, and applicable class rules govern races.

They continue through all the usual clauses to the following:

26. Whining

26.1 No whining will be allowed.

26.2 No boat shall be disqualified for whining.

The Rush Creek Yacht Club is in Heath, Texas, so for Australian use perhaps we should consider a 'Whinging' clause. How about it, Tony Waugh?

NEWSLETTER DEADLINE

The next SASC News will be the August 2000 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 12 July 2000. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

www.sasc.com.au

Race results, news, useful links and much more, including this edition of the SASC News in COLOUR!

THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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On Sunday 29 January 1967 Francis Chichester sailed from Sydney in his 53 ft ketch *Gipsy Moth IV* after the only stop in his solo sail around the world. Sir Francis (he was knighted for his efforts) was 65 years old, and his voyage in the Illingworth designed yacht (built by Camper and Nicholsons) attracted world-wide attention. He sailed from Plymouth on 27 August 1966 and returned on 28 May 1967 after a voyage of 29 630 miles in nine months and one day. His yacht is now berthed near the *Cutty Sark* at Greenwich, as can be seen in the lower photograph taken in the 1970s.





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