



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2000

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Cover:

A sunny morning
in at the SASC
with *Mark Twain*
alongside at the
pontoon (Photo
David Salter)

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COMING EVENTS

OCTOBER 00

SATURDAY 28 OCTOBER 2000

Botany Bay Race. Third point score race for Cavalier 28 Division, first point score race for Cavalier 28 Short Series, third point score race for OK Dinghies, Classic Division, Division 1 and Division 2.

SUNDAY 29 OCTOBER 2000

Second point score race for Divisions 4 and 5 and Metre Division. First Race for Division 6.

SATURDAY 4 NOVEMBER 2000

Fourth point score race for Cavalier 28 Division, OK Dinghies, Classic Division and Divisions 1 and 2. Second point score race for Divisions 1 and 2 short series.

SUNDAY 5 NOVEMBER 2000

SASC 128th Anniversary Regatta (Gaffers day)

SATURDAY 11 NOVEMBER 2000

Fifth point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Second race in Cavalier 28 Division short series and first race in the Logan Cup Series.

SUNDAY 12 NOVEMBER 2000

Third point score race for Divisions 4 and 5 and Metre Division. Second point score race for Division 6, and the Captain Slocum Trophy Race for Gaffers.

SATURDAY 18 NOVEMBER 2000

Sixth point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Fifth point score race for OK Dinghies, and third point score race in the Division 1 and 2 short series.

SATURDAY 25 NOVEMBER 2000

Port Hacking race. Seventh point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Sixth point score race for OK Dinghies.

SUNDAY 26 NOVEMBER 2000

Daydream Shield.

SATURDAY 2 DECEMBER 2000

Eighth point score race for Cavalier 28 Division, Classic division and Divisions 1 and 2. Third race in Cavalier 28 Division short series.

SUNDAY 3 DECEMBER 2000

Fourth point score race for Divisions 4 and 5 and Metre Division.

TENDER!

**Call Robbie
on
0418 678 690**

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



Well, the Olympics are now over and I guess that life for all of us can return to some normality. No doubt many members attended some of the events and were impressed with the overall organisation of these Games. One of the outstanding features of the Games were the army of volunteers who did so much to contribute to the outstanding results. SASC members participated as volunteers in a number of areas including sailing. Congratulations on a job well done. Volunteers contribute a great deal to our society every day in many ways, and hopefully the Olympic experience will draw attention to the contribution they make.

One of the organisational details of the sailing program was that the YA Marks and ship mooring buoys that we use as rounding marks were removed and hopefully they were replaced by our first race. If they were not, please appreciate that our own Race Management Team had no control over their replacement.

The mini-series organised by RANSA prior to the Games was a great success and congratulations to those who won races. It will be good if this inter-club cooperation can continue in the years ahead. By the time you receive this News our racing program for this spring and summer will have already commenced and it is great to see a Division 1 racing again with the Amateurs. Division 2 also decided to stay with our fleet and hopefully we will see an increase in numbers racing.

Planning for the 128th Anniversary Regatta is now well advanced and *James Craig* is confirmed as the official vessel for the event. She will be the start boat for one of the events and the finishing boat for all competitors. We will not be having a separate ferry for members and they have been invited to buy a ticket to enjoy the event in *James Craig*. Ticket prices include food and refreshments.

At the end of September, our slipway supervisor Rod Phillips was involved in an accident, which once again raises the issue of safety on the slips. The board is determined to raise the level of safety awareness amongst our staff and members, and your cooperation with any changes that are introduced would be appreciated.

It is sad to report that Colin Bull died on 24 September. He will be greatly missed, and we extend our sympathy to his family.

Tony Clarkson



Sixty-four entrants lined up for the start of the 2000 Sydney to Gold Coast yacht race at 12.50 pm on Saturday 29 August. *Farr Horizons* (with seven crew on board) decided to hang back for about 30 seconds after the initial crush of starters. We hoisted the masthead spinnaker, found clean air and a gap between the leading boats and found ourselves out Sydney Heads amongst the leaders.

by
Ivan Resnekov

The first three position reporting skeds showed us as leading Division 2 PHS handsomely and still within sight of many much bigger boats. Mostly very light gradient winds dominated the majority of the race, with sea breezes and land breezes consuming the navigators' attention.

Local knowledge of the Coffs Harbour area by one of our crew proved to be less than useful with *Farr Horizons* falling into two 'holes', the first one close to the beach and the second about 5 miles east of Evans Reef where we found a real beauty. How disheartening, after sailing a good race for 2 days, to be stuck on a glass-like sea with boats who were 15 miles behind us at the last sked, sailing 5 miles inshore from us from over the horizon behind us and disappearing over the horizon in front of us. To entertain us as we patiently awaited a zephyr of a breeze, a pod of two adult and three juvenile whales surfaced just 100 m from us, resurfacing several times over the next half hour - just delightful.

As the breeze was found with the aid of a 'drifter' borrowed from *Classic Blue* (this gossamer-like sail resembles a triangle of the most delicate silk and will set in almost no breeze). An interesting duel then ensued with *Berani*, a Jarkan 42 who, with the sun behind them, showed off their inventory of the latest and greatest high tech 4DL panelled sails and their new spinnaker. It was time for our 'secret weapon' — a tried and very well tested, well aerated vintage kite borrowed as we were leaving the wharf from the bottom of *Camaleis'* inventory with the comment from the owner that he would be very surprised if it came back in one piece.

With the able Peter Ward at the helm and our amazing 'new' sail we held off the larger boat, shy reaching at first in 4-8 knots and eventually holding the spinnaker at about a 35 degree angle to the breeze up to around 12 knots. The 'secret weapon' changed shape permanently, but held together in one piece and performed surprisingly well, holding off the bigger boat for hours.

We finished 3½ days into the race, 8 minutes off the ETA we were coming, abeam of Danger Point. By and large it was a light air tactical race, unlike the characteristic hard downhill races we experienced the past three years. We didn't get our decks wet the entire race! Considering the breeze, we were pleased with our third place result

The delivery trip home proved rather pleasant. At one stage we enjoyed the magical company of over 100 dolphins, four or five deep, surfing and crisscrossing our bow wave.

Another highlight enjoyed by all was watching the memorable Bledisloe Cup rugby game over a glass of lemon squash at the incomparable Seabreeze Hotel at Yamba. Australia won by a point to the raucous sounds of 'Aussie, Aussie, Aussie, Oi Oi Oi' and the New Zealand contingent were literally in tears!

The leg from Coffs Harbour to Port Stephens was busy and exciting with just Steve Highfield and myself aboard. We learned that sometimes the weather forecast is very different from reality. In a predicted 10-15 knot north west breeze, we experienced no less than 25-40 knots from the north east. In a rolling following sea we sort of surfed all night, with just a poled out, strapped down headsail. Assisted by a 2-3 knot set we covered 178 n miles between the afternoon and morning skeds (15 hours), an average speed of 11.86 knots over the ground!

The boat continues to improve and we look forward to our next ocean race north — the Pittwater to Coffs Harbour race on 2 January 2 2001, hopefully in the company of numbers of other Amateur boats.

Farr Horizons
departing with
crew Ivan
Resnekov, Peter
Ward, Suzi
Marshall,
Jonathan
Rosenberg,
Wayne Pollock,
Steve Highfield
and Carl White.



VALE COLIN BULL AM

OCTOBER 00

Colin Bull passed away peacefully on Sunday 24 September 2000. Colin joined the Sydney Amateur Sailing Club in 1969, and had owned and raced *Magic Dragon* (a Currawong 30) since he purchased it new in 1972. He had a very successful racing record with the Amateurs winning four gold, five silver and three bronze medals. With the RSYS he twice won the season's point score and was second or third a number of times. Colin was racing to the end — it was only a few weeks ago that he was out competing in the Winter Series.



Colin served the club well. He was a member of the Board for a number of years, and was Honorary Secretary from 1987 to 1990.

In his working life, Colin was managing director and later executive chairman of Johnson & Johnson, and a director of MMI, Clyde Industries, the Australian Museum and various industry bodies. He served as president of the Chamber of Manufactures, for which he was appointed a Member in the Order of Australia.

Colin is survived by his wife Thurza (who was one of his regular crew members for many years) and three sons, Graeme, Colin and Norman. His cheerfulness will be missed around the club.

Tony Saunders

Magic Dragon during one of the RANSA/SASC winter series races.



SASC ANNIVERSARY REGATTA

by
John Crawford

You'd better be quick if you want to be part of the 128th SASC Anniversary Regatta. The SASC has secured *James Craig* as the Club's start, finish and hospitality vessel for the day. This is the first time that *James Craig* will appear on the harbour hosting such an event and hopefully will be the start of a long association with the SASC.

Our great thanks go to Kym Bermingham, Chairman of Gault Armstrong, Marine Insurance for arranging the sponsorship of *James Craig*. It is sure to be a memorable day on Sydney Harbour and it would not be possible without the generous assistance of our major sponsor.

From 10 am off the SASC pontoon there will be a display of classic yachts including the *Sayonara*, a 103 year-old Fife design restored in Melbourne, and re-launched this year, by members of the Waitangi syndicate. SASC members will recall that *Waitangi* participated in the last Regatta and was a stunning sight under full sail on Sydney Harbour. *Sayonara* was one of Australia's fastest yachts in the first decade of the last century and will be well worth seeing on Sydney Harbour.

James Craig will be moored to the Athol Bight shipping buoy as the official start vessel. As last time, the event is open to classic yachts, vessels that hoist a spar and historic skiffs. The gaff-riggers will circulate between *James Craig*, Fort Denison and Clark Island, with the classic yachts heading around Bradleys for a course that takes in Obelisk Bay, the Beashel Buoy and Shark Island. All yachts will finish at *James Craig*, before heading ashore for the post rally prize giving, tall stories, drinks, food and the raffle,

Join us for the

SASC ANNIVERSARY REGATTA

Celebrate 128 years of sailing on Sydney Harbour
onboard *James Craig*

Cost \$55 per person

Includes transport from Mosman Bay to *James
Craig*, food and drink, and return to Mosman Bay.

To book, telephone Faye Buckley on 9953 1433
without delay!

SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872

ANNIVERSARY REGATTA

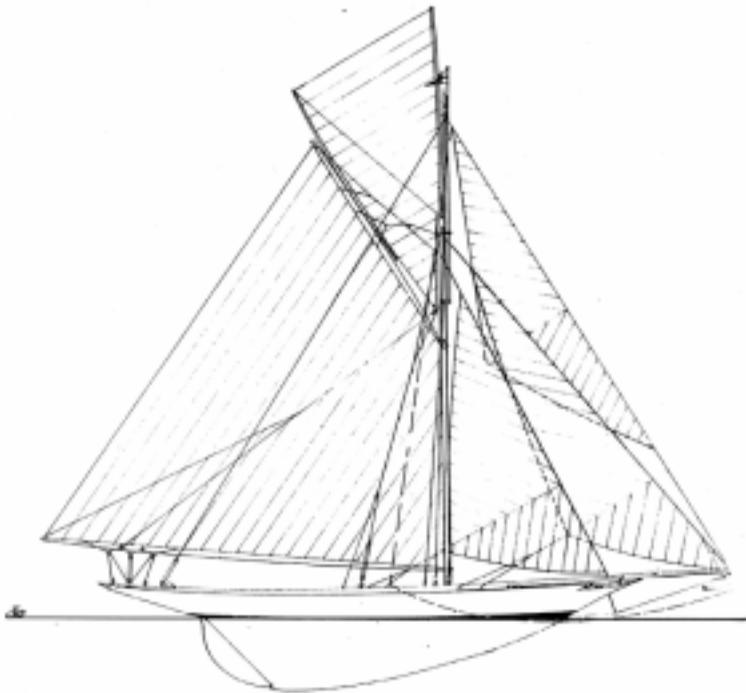
2000

128 YEARS

FOR VESSELS THAT HOIST A SPAR

&

CLASSIC YACHTS



TO BE HELD
SUNDAY 5th NOVEMBER 2000 ON SYDNEY HARBOUR N.S.W.
AUSTRALIA

FOR INFORMATION PHONE 02 9953 1433 FAX 02 9953 0898

by
Bill Merrington

The Amateurs has been part of my life for more than sixty years. It all began in 1928 when my father purchased the *Wanderer*, a Ranger type of early design. Of course he commenced racing immediately with the Amateurs - at that time there were only two Clubs racing regularly, the Amateurs and a consortium of three clubs under the RSYS (There are now about fifteen Clubs in this area).

Of course we went to work on Saturday morning, so there was a race home, board the boat and hurry down to Kurraba Point, the starting line. The course was invariably to Manly with the finish at Kurraba Point. Membership fee of the Amateurs was one pound annually.

Monthly meetings were held in the city, the first one I attended was in the Royal Empire Society Tea Rooms in Pitt Street.

Racing was suspended in the war years and the Commodore, H S Lloyd kept the Club alive. In the post-war years there was a rush to the waterways and several new clubs were formed - very often the instigators were ex-Amateur members. The Middle Harbour Yacht Club originated from our members who kept their yachts at the Spit, hurrying down to the Spit by tram, boarding, sailing round to our starting line, racing around the course, finishing at Kurraba Point then sailing back to their mooring at the Spit. The MHYC openly poached our members. Aggressive marketing made it the largest in Sydney. Incentives were offered by introducing a new-member reward. In spite of all this the Amateurs continued to prosper due to the dedication of its members. In 1946 A M commissioned *Eventide*, a design by George Griffin built by Jim Perry at the Spit. I resumed sailing with him them.

In 1957 I joined the Committee of the Club, was elected as Vice Commodore in 1959 and, on the retirement of Tony Furse, became Commodore in 1960. For many years there was agitation from many members that we obtain suitable premises and Grant Crichton, Tony Furse and I inspected many sites. The Cremorne Club was one of them. It was then a cards and billiards club with three billiard tables occupying most of the area. On our second visit one billiard table had been removed and in its place two vertical posts were supporting the badly white ant infested beam holding the roof. The Cremorne Club was in the control of a solicitor who held power of attorney for several members. He did not want to relinquish his authority.

North Sydney Council had a great interest as they were landlords until the authority was vested in the Department of Lands. The Mayor of the Council was very friendly with the tenant.

Our honorary solicitor made application to the Department of Lands

for a lease. The Government Gazette advertised for objections to the closure of the foot of Green Street. There were none. The Commodore and our honorary solicitor appeared before the Lands Department Court and our application was resolved in our favour. Meanwhile the Club was converted into a company limited by guarantee to safeguard its members.

In December 1961 a committee was formed to fully consider the changes that were involved and report to the Directors the action to be taken. A Special Meeting of members was called and held at History House where members were advised of the steps taken. Our Secretary was an enthusiastic photographer and he gave a slide showing of the premises from all angles. The members endorsed the action which we had taken and an appeal for donations was well supported and many debentures taken out.

The Boatshed was acquired from the Clover Equipment Co and with it came 15 moorings (sites only). At the meeting it was announced that the next meeting would be held at Cremorne in two months time. It was felt that the members would take exception to the general condition of the Clubhouse and two members offered to see to the necessary repairs. In six weeks nothing had happened.

A search through the register of members revealed that a recently joined member was a structural engineer, Mr C R Longworth, whose office was in Ridge Street, North Sydney. A phone call was made and he was delighted to assist. I picked him up that morning and we went down to the Clubhouse where it was quickly revealed that we had found someone who knew what was required. He would prepare a design which I could collect the next day and take it to Structural Steels who would deliver it that Friday. At the appointed time the truck arrived, the driver levered it off the truck and it landed on the side of Kareela Road with a resounding thump.

On Saturday Jim Middleton arrived in charge of two carpenters and two Trewaller jacks. A deck load of suitable 4x2 oregon arrived on Bob Wild's *Tilliara*. Work was commenced lifting and shoring up the roof and by the end of the day everything was ready to receive the new beam. On Sunday all the directors turned up, putting their shoulders to the beam, carrying it down the steps to pass it through an open window on the south western side of the Clubhouse and up on to the two king posts. With much creaking the roof was carefully lowered in place. Our next meeting took place as arranged.

The boatshed was of archaic construction. The floor and walls were supported by an unsawn log resting on a pile driven in at the outer end, the other end resting on the shore. There was no front closure and removing gear from it was a local sport. In April 1964 the Committee recommend that a tender be accepted and the construction proceed. The directors applied to the bank for a loan (which was granted) and every director signed the guarantee. A design was selected and a contractor arranged. We required a member to look after our interests and Colin Crisp volunteered to do the job. He ultimately became a director, flag officer and Commodore, also giving valuable service to the AYF as president.

With the boatshed we acquired 15 mooring sites but found that they were inadequate for our requirements. One of our members, Mr Les White (who was a friend of John Jackson) had

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a metal fabrication business in Lidcombe. It had an overhead travelling crane and he offered it to us to assemble mooring blocks. He made up 15 circular moulds about 4' 6" in diameter and 1 foot deep. We procured sufficient ¾" stud link chain from Stride Bros in Glebe. A group went up to Lidcombe one night and assembled them. Next day a load of ready made concrete was poured into the moulds. When they were cured they were loaded on to a semi-trailer, transported to Erskine Street Wharf, loaded on to a lighter and laid in Mosman Bay. We now had 15 serviceable moorings.

There was still no sign of the official lease which had to be approved by the North Sydney Municipal Council and the Maritime Services Board as well as the Lands Department. I was pouring out my woes to the Secretary of the Victoria Park Bowling Club (which had a similar experience) and he advised me to see Mr Bob Wilson at the Lands Department. (His father and the Secretary's had taught school together). I made the call as soon as I could and was advised that the delay was due to the fact that the MSB's approval had not arrived. He rang his contemporary there who advised that there was no objection. 'Would you confirm that?' was his request. The lease duly arrived. Bob Wilson was the Secretary to the Under-Secretary of the Department of Lands. He retired in 1997 as President of the Sydney Water Board.

In July 1962 the various committees were formed to take charge of the racing, boatshed and clubhouse. The original Finance & Administration Committee comprised Bill Merrington (Chairman), Jim Middleton (Secretary), Bob Warren, Nick Cassim, Brian Woods, Bill Oxby, Ken Hammond, Tony Furse and Ron Lee. This was altered as the Committee met 61 times and the Club officers changed. It was disbanded in 1972. A Minute Book was kept and is in the hands of the Club Secretary. There are 70 pages of minutes compiled at that time.

The first social event at Cremorne was organised — a cocktail party for members and their wives. Hazel Merrington was the Chairperson of the Ladies Committee comprising Mesdames Margaret Warren, Jule Cassim, Jess Middleton, Ros Furse, Jean Jackson, Jean Wild, Marg Upward, Eleanor Wrobel and Rae Cameron. The Ladies Committee catered fully for the occasion. John Shorter supplied the crockery (including exquisite Royal Doulton cups, saucers and plates), and the ladies supplied the cutlery and table linen as well as adequate food.

On the Wednesday night prior to the event Jim Middleton hired a floor sander, removed the decades of floor polish and grunge, and finally coating it with estapol. The ladies heels left their mark. David Rayment painted the kitchen wall and a refrigerator, which served the Club well for many years was donated by Gwen Bristow, Hazel Merrington's sister. We also made up trestle tables from cypress pine, some of which I see are still in service there. A fully-rigged Sabot was donated by Keith Spence of Lane Cove and was raffled on that night.

IMPORTANT REMINDER!

Have you moved recently, or changed your telephone number?
Don't forget to tell Faye Buckley at the Club on 9953 1433

Suddenly, it is all over. The flame has been extinguished, and the Olympic rings on the Bridge are out. A remarkable experience has come to an end.

If anyone had suggested to me five years ago that I would work through the 2000 Olympic games as a volunteer, I would not have believed them. For me, it all began nearly three years ago when Charles Maclurcan asked if I would like to join the race management team he was putting together for the RSYS. I was reluctant to commit, but then Charles said: ‘You realise that there are people who say that we can’t do it, and race management teams will have to be brought in from overseas?’

‘You’ve got to be joking,’ I replied. ‘What a lot of nonsense — of course we can do it!’ I was hooked. Then followed the team training and the practice, including two excellent test events in 1998 and 1999, both of which I have reported on these pages. I have lost count of the number of races we have run on the harbour for Olympic classes in preparation for the big event, but I suspect it is in the hundreds. The team settled into a routine, and the invitation to visit UDAC (the Uniform Distribution and Accreditation Centre) did not have the sense of occasion it might.

The large numbers of people attending UDAC, and the efficiency of the operation (with a slightly military feel, I expected to be issued with a hat, fur felt, at any minute) foretold the size of the event we were about to experience. The colourful shirts were not what we might buy

by
John Jeremy

Tornado catamarans waiting for launching in the boat park at Rushcutters Bay.



for ourselves, but at least we would be out of sight on the water!

The venue orientation at Rushcutters Bay (RBM) was shorter than in 1998, but we were old hands — been there, done that, but the base had a new feel — there was something in the air! On 11 September (in full uniform) some of us assembled at the Squadron to take *Gitana* and *Era* over to Rushcutters Bay. The first stop was Garden Island for an underwater security check by Defence divers, then a search by police, who gave us a clean bill of health (and a complement on our choice of refreshment stocks under the forward bunks). Then we proceeded under escort to the base to install electronics.

The large timing system (MTS) display dropped neatly into place on *Gitana* where it had been the previous year, but this time we also fitted a fore-and-aft flag gantry, complete with extra wind speed and direction gear. New equipment also included a computer for displaying and recording wind speed and direction and for internet access to get the latest weather forecasts provided by the BOM from their facility at the base. Very modern, but actually, we never logged on.

On the Friday of the Opening Ceremony we were on the water practicing our course changes and communications, and the following day we were allowed to give some competitors (Mistrals) a practice. Confident that we were ready, the events began on Sunday 18 September, with more Mistral races. Shock in *Gitana* when the meticulous David Reid (our gunner) had some unexpected discharges with one of the RSYS guns. It had been overhauled and supposedly fixed after similar problems during the winter. It was taken out of use immediately, and the

The Olympic Sailing Base in Rushcutters bay.



SASC came to our rescue with another gun. Charles Maclurcan was elected to shepherd it through the layers of security at RBM.

OCTOBER 00

The SASC gun we borrowed is not of recent vintage Unfamiliar with its tricks our gunner had another accidental discharge (30 seconds after a start), into a plastic gear box (which suffered somewhat), setting fire to one of the gun bags. The resulting consternation and clouds of smoke in the cockpit even prompted one of the competitors waiting for the next start to ask ‘Are you all right?’ Luckily no protests or need for redress.

Concentration on detail was a high priority during this regatta, for the Olympic Regatta is like no other. The atmosphere gradually built in the early days, with the spectator boats allowed on the course area making line sighting difficult for the race officers, and the media providing new race management challenges. ‘Can we hold the next start for half an hour please? The helicopters need to refuel.’

The SOBO (Sydney Olympic Broadcasting Organisation) presence was a new experience for us. Microphones were fitted in the start boat (watch those questionable jokes) and in all the rounding marks (to pick up the polite calls for water!). Three large catamarans fitted with gyro-stabilised cameras with long lenses took the pictures with several helicopters, one acting a data link between the course area and Cremorne (thence

470 action on Bravo Course during a practice race.



by land-line to RBM to join the data provided by our team on the water via the MTS). From the RBM the vision and basic commentary went to Homebush for distribution to the world.

It really felt like the Olympics on 24 September when Course Bravo ran the last Mistral races in a beautiful south easterly wind (rare in this regatta) and bright sunshine. Medals were decided and we were telecast live throughout Europe, Britain and elsewhere (but not Australia). We also ran the final race for the 49ers, and greatly appreciated the gold, silver and bronze medal winners applauding the race management team during their post race sail past. But the highlight was the final races for the 470 men and women on 28 September. We ran the women's race first, and held the men until it was finished to allow both to be telecast live throughout Australia. The wind was up to 20 kn from the north east, perfect conditions for great racing. In *Gitana* near Clarke Island we could clearly hear the cheering from the large crowds on Bradleys Head and the noise from the spectator boats when the Australians won the Gold Medal in both events was magnificent. It was great to have taken part in such a perfect day.

The Gold, Silver and Bronze medal winners in the 49ers leading the Bravo Course race management boats back to the marina.

On our last day on the water we ran the last races for the Europe dinghies in very difficult conditions as hot westerly winds battled a sea breeze. Despite a long wait between the first and second races, both races were good and for us a fitting end to the regatta. That afternoon IBM presented awards to the race management teams for electronic scoring (MTS) performance during the events, and we were very proud to receive the gold medal.



We weren't needed on the last day of the regatta, and used the time to dismantle equipment and return *Gitana* and *Era* to the Squadron. *Gitana* still carries the MTS displays and the gantry to be used during the Paralympics, although the electronic timing system for mark roundings will not be used then.

The Bravo Course team set out to provide the competitors with the best possible race management of the highest world standard. Did we achieve our aim — yes, I think so. Were we perfect? Well, no, but it is just possible that our mistakes went largely unnoticed. Quite by chance Charles Maclurcan and I met the senior Mistral official at RBM on our one day off. When told our part in the scheme of things, he said 'I want to thank you for a great job. That last women's Mistral race was not only the best women's race I have ever seen, it was the best Mistral race I have ever seen, period.' That is what it was all about. Now for the Paralympics — they deserve the very best also.

It is hard to come back to reality after such an intense experience. At the start I would not have expected to join tens of thousands of other volunteers, proudly wearing our colourful uniforms, in a parade through the streets of Sydney. To receive the thanks of so many strangers, to look up at the buildings of Sydney in the sun as people throw shredded telephone books over you, is a unique, moving experience. Thank you, Sydney, for giving us the opportunity to contribute to such a great success for Sydney, Australia and the World.

Jenny Armstrong and Belinda Stowell, Gold medal winners for Australia, crossing the finishing line in their last race.



NATIONAL RECREATIONAL BOATING SAFETY SYSTEM

The National Marine Safety Committee (established by the Council of Australian Governments to facilitate consistent marine safety standards in Australia) will progressively develop a comprehensive national recreational boating safety system covering compliance plates, buoyancy, on-board safety equipment and operator competencies for implementation as soon as possible.

The priority task will be steered by a special NMSC work group under a new work program, Recreational Boating Project 4 (Rec 4) to create a matrix of consistent national recreational boating safety requirements for implementation by state and territory jurisdictions.

NMSC endorsed the secretariat's submission on the system at its meeting in Adelaide on 31 August following a report from Director Maurene Horder and relay of poll results showing overwhelming support around Australia for national standards. The polls found that 93% of Australia's recreational boat users and 91% of Australia's recreational boat manufacturers want boats built to recognised standards.

Under the Rec 4 project's integrated approach to recreational boating

- *compliance plates* — a nationally consistent approach is to be finalised within 12 months in conjunction with industry and government stakeholders who will provide advice on which information, such as people capacity or mass weight, engine size and Hull Identification Number (HIN), should be included
- *buoyancy* — nationally consistent positive buoyancy standards are to be decided on by state and territory jurisdictions following a national workshop to be held later this year with industry sectors on development of buoyancy options and the best approach for their adoption
- *equipment* — NMSC will release a discussion paper covering on-board safety equipment shortly as a final step towards securing the approval of federal, state and territory transport ministers through the Australian Transport Council
- *operator competencies* — agreed levels of minimum core operator competencies have recently been approved by the Australian Transport Council following extensive industry input and NMSC will publish these shortly. NMSC chair, Colin Finch, said the special work group would identify boat sizes to be covered, examine options on whether the new system should be implemented through voluntary codes, self regulation or legislation and the best ways to work cooperatively with and communicate outcomes to stakeholders.

The new safety system answers the call in the Australian Transport Council's marine safety strategy for responsive and user-relevant consistent national standards to be developed and applied by all Australian jurisdictions. The Council decided earlier this year that positive buoyancy should be progressed as a priority issue as part of the program matrix to develop a national recreational boating safety system.

From NMSC Safety Lines

Effective from 1 October 2000, Penta Comstat will be operating on HF frequencies only — with some corresponding changes to their broadcast schedule. The monitoring of 2182 and 2524 kHz will cease although they will still be available if required.

Weather broadcasts

The frequencies for the broadcast of NSW coastal waters forecasts will not include 2524 kHz but channel 836 will be included to improve the coverage of 4483 kHz and Channel 608 in these broadcasts.

Voice listening watch

The range of frequencies monitored for voice calls has been extended to include channel 1234 from 0800 — 1800. The voice watch on other frequencies will close at 2000.

The proposal to extend Penta Comstats voice watch by scanning the channels above 8 MHz has not been implemented due to interference from foreign stations on the receive frequencies.

There is increasing interference on all working channels and also the GMDSS distress safety and calling frequencies. However, with the range of frequencies available, it is unlikely that Penta Comstat cannot be contacted on one or more of them at any time during our hours of operation.

Selcall watch

Selcall (Selective Calling) is available on all working channels (429, 608, 836, 1234, 1642 and 2243). This service operates 24 hours but normal hours for Selcall will be 0700 — 2000.

After hours service

The Selcall watch will generally be maintained 24 hours to enable contact for urgent calls outside normal hours of operation. Telephone calls to the station outside the hours of 8am to 8pm will be handled by an answering/message system.

SASC ARCHIVES

Whilst most of us know the two excellent books published in 1972 and 1998 to record the history of the Amateurs and the activities of the members, many members probably do not realise that the detailed history of the Club is recorded in the original records going back to 1872. As the clubhouse in Cremorne is hardly the best place to keep old records, the State Library of New South Wales is the custodian of our history, including our minute books. Members interested in researching our history (for another book perhaps?) can access these records there.

VOLVO WORLD YOUTH SERIES

The Volvo World Youth Sailing Championships will be held in Sydney from 28 December 2000 to 6 January 2001. The young sailors will be based in Manly and will compete on several course areas on the harbour. The YANSW is seeking volunteers to help with the regatta and to provide assistance at the launch area (in Manly) or in event management. Interested persons should contact Michael Darda on 9660 1266. YA members with yachts or powerboats that may be able to help with VIPs are also sought.



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NEW MEMBERS

OCTOBER 00

We welcome the following new members to the Sydney Amateur Sailing Club. Happy sailing to you all.

John Brennan
Peter Girdis
Christopher Kloster
Roger Letherbarrow
Michael Maxwell

PARALYMPIC GAMES SAILING SCHEDULE

DATE	2.4mR	Sonar
Wed 18 October	Opening ceremony	
Thu 19 October		
Fri 20 October	Practice	Practice
Sat 21 October	Race	Race
Sun 22 October		Race
Mon 23 October	Race	
Tue 24 October	Race	Race
Wed 25 October		Race
Thu 26 October	Race	
Fri 27 October	Race	Race
Sat 28 October	Medal ceremony	
Sun 29 October	Closing Ceremony	

NEWSLETTER DEADLINE

The next SASC News will be the December 2000 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 15 November 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!

REGATTA MEDALLIONS TO MARK CENTENARY OF FEDERATION

by
Peter Campbell

26 January 2001 will see the 165th running of the Australia Day Regatta, the world's oldest continuous sailing regatta. The year 2001 will also mark the Centenary of Federation in Australia.

To celebrate this significant year in our nation's history and commemorate 2001 in the annals of the Australia Day Regatta, the Management Committee will strike a 2001 Centenary of Federation Medallion for winners and placegetters in events at the Regatta on Sydney Harbour and on waterways throughout New South Wales.

Several clubs that conduct Australia Day Regattas as part of the overall 165th Australia Day Regatta are proposing to present Federation Trophies for a specific event in addition to the Medallions. Among them is the Sydney Amateur Sailing Club which is planning a perpetual trophy featuring a 1901 gold Federation Medallion owned by the club to be presented to the winner of the gaff-rigged 'Traditional' race at the Australia Day Regatta.

The gold medallion will be known as the Australia Day Regatta Centenary of Federation Trophy. It will be presented at a function at the Amateurs immediately after the 165th Australia Day Regatta races on the Harbour then re-presented at the official prize giving at the Sydney Town Hall in March 2001.

The original gold medallion, engraved with the coats of arms of each State, was won by a SASC member in the 1901 Australia Day Regatta. It will also be used as the template for the Federation medallions to be struck for winners of the 2001 Regatta – although not gold!

Return to class starts for 165th Australia Day Regatta

Following representations from competitors and race management, the 165th Australia Day Regatta racing on Sydney Harbour will revert to the traditional class or division scratch starts. Race management believes the previous "start at your own time" system led to confusion among competitors.

Racing will still be around fixed marks on Sydney Harbour, with each class or division starting together at a specified time from 1.30 pm onwards following other Australia Day events on the Harbour. This will include a spectacular air show by the RAAF including aerobatics by *The Roulettes* and a parachute jump by the Army *Red Berets*. Starts and finishes will be adjacent to the Flagship, HMAS *Kanimbla*, providing a great spectacle for guests aboard, who will include the Governor of New South Wales, Service Chiefs and the Regatta sponsors,

Skiffs – old and new – to sail on Australia Day 2001

One of the popular events of the Regatta on Sydney Harbour is the race for Historical Skiffs, some restored, and others lovingly built replicas. The Historical Skiff Association's dedicated members are currently building three additional wooden replicas of the skiffs that once raced in early Australia Day Regattas and another good turn-out is expected on Australia Day 2001.

At the other end of the spectrum is the growth of the Australian 18ft Sailing League's fleet of modern, high-tech 18-footers, with an additional dozen boats being built this year for charter to competitors. The League expects that many local and international sailors currently sailing 49ers will turn to the 18-footers once the Sydney Olympic Games are over.

Rear Admiral Sinclair continues as President

Rear Admiral Peter Sinclair AC RAN (Ret.) has agreed to continue as President of the Australia Day Regatta. Chair of the Regatta Management Committee, Mr Brian Northam, announced this at the annual meeting of the Australia Day Regatta in June when he also confirmed that the 2001 Regatta would again enjoy the patronage of His Excellency the Governor of New South Wales, The Hon Gordon Samuels AC.

The annual meeting elected Mr Dick Notley from the Historical Skiffs Association as a Life Member to mark his active association with the Australia Day Regatta since the late 1950s.

Brian Northam was re-elected Chair of the Australia Day Regatta Management Committee, with Geoff Lee as Deputy Chair, Peter Hemery as Hon Secretary and Fred Bevis as Hon Treasurer. Members of the Committee are Peter Campbell, John Jeremy, Bruce Gould, Jim Mowtoll, Steve Oom and John Taylor.

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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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Clueless (A92) showing the way during the RANSA/SASC winter series race on 5 August (above)

Mark Twain (A113) slipping by Fort Denison during the RSYS winter series race on 29 July (below)







In recent years Athol Bight has become a favourite spot to watch the fireworks on New Year's Eve (or during the Olympic Games), to anchor for a picnic in a fresh north-easter or just to enjoy the open water for sailing. It is easy to forget that the RAN reserve fleet occupied the dolphins in the Bight for many years after World War II. Reserve fleet ships were also moored in Shell Cove, Watsons Bay and Vaucluse Bay.

These photos of Shell Cove (above and right) were taken in December 1959. RAN ships moored there then included the frigates *Shoalhaven* and *Condamine* and the salvage tug *Reserve*. As these ships became obsolete and were sold or scrapped in the 1960s, the bay became the mooring area it is today.

The cruiser *Hobart* (scrapped in 1962) dominates the photograph on the left, taken in June 1959. The aircraft carrier *Sydney* lies in the background. Recommissioned as a troop transport in March 1962, she made a major contribution to Australia's involvement on the Vietnam War, unofficially christened *The Vung Tau Ferry*. She was scrapped in 1975.

We tend to think that air pollution is a modern phenomenon in Sydney, forgetting the several coal-fired powerstations that deposited layers of grit over the city on still days. Just try to find Darling Point in the photo on the left. It lies somewhere behind the layer of smog.





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