



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 1998

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Freestyle II at
anchor in the
Solomon Islands.

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

COMING EVENTS

OCTOBER 1998

SATURDAY 10 OCTOBER 1998

Second Point Score Race for Cavalier 28, No. 2 and Traditional Divisions. There will be no race on the October long weekend.

SUNDAY 11 OCTOBER 1998

Second Point Score Race for Metre Division.

SATURDAY 17 OCTOBER 1998

Third Point Score Race for Cavalier 28, No. 2 and Traditional Divisions. First Point Score Race for Division 7.

SUNDAY 18 OCTOBER 1998

Third Point Score Race for Metre Division, second for Heavy and Light Divisions and first for Gaffers and Vintage Bermudan Divisions. The gaffers will compete for the Joshua Slocum Trophy in this race.

SATURDAY 24 OCTOBER 1998

Fourth Point Score Race for Cavalier 28, No. 2 and Traditional Divisions.

FRIDAY 30 OCTOBER 1998

First Twilight Race. Twilight races continue each Friday until 18 December.

SATURDAY 31 OCTOBER 1998

Fifth Point Score Race for Cavalier 28, No. 2 and Traditional Divisions. Second Point Score Race for Division 7.

SUNDAY 1 NOVEMBER 1998

Fourth Point Score Race for the Metre Division and third Point Score Race for the Heavy and Light Divisions. Ranger World Championships.

SATURDAY 7 NOVEMBER 1998

Sixth Point Score Race for Cavalier 28, No.2 and Traditional Divisions.

SATURDAY 14 NOVEMBER 1998

Seventh Point Score Race for Cavalier 28, No. 2 and Traditional Divisions.

SATURDAY 21 NOVEMBER 1998

Eighth Point Score Race for Cavalier 28, No. 2 and Traditional Divisions. Third Point Score Race for Division 7.

(Continued on Page 4)



Commodore Tony
Clarkson

One of the privileges of being Commodore is the invitations to attend major functions at other Clubs. These are enjoyable occasions and enable networking with other Commodores and others who may prove helpful to our Club. Since the last Newsletter, our Immediate Past-Commodore Fred Bevis attended the opening day at the RSYS. I was able to attend the opening day at MHYC and RPAYC.

Our own opening regatta was a great success, despite the rain. Congratulations to all who participated. For that day our Rear Commodore arranged for a special treat namely 'Bloody Marys' at a very reasonable price. In true Amateur spirit all the Bloody Marys were consumed.

Peter Pangas, Chairman of the Adams 10 Committee, has resigned from the committee due to business commitments. Thanks Peter for your efforts in the past and we hope you will still have some time to continue in our sail training programme. Congratulations to John Sturrock who was elected Chairman last meeting of the Adams 10 Committee.

Members will note the work done on the wharf and pontoon. It has taken longer than expected due to the August weather and a lot more work than first thought. We are indebted to Bob and Mick Lawler, Keith Radford and our slipway staff for their continued efforts. Substantial progress was made with the refit of *Captain Amora* and she was launched in time for Opening Day with only a small amount of work to be completed.



Many of the older members will remember Rosemary Hay who was Race Secretary for some years. Rosemary is currently very ill and our Secretary has written to her on behalf of the Board and the members wishing her a speedy recovery.

COMING EVENTS (CONTINUED)

SUNDAY 22 NOVEMBER 1998

Fourth Point Score race for Heavy and Light Divisions, fifth for Metre and second for Gaffers and Vintage Bermudan Division.

SATURDAY 28 NOVEMBER 1998

Ninth Point Score Race for Cavalier 28, No. 2 and Traditional Divisions.

SUNDAY 29 NOVEMBER 1998

Sixth Point Score Race for the Metre Division.

OPENING DAY 1998

The Opening Day of the 1998/99 Sailing Season on Saturday 5 September was wet with a variable and unpredictable west to north westerly providing a challenge for all those who set sail. Sixteen boats crossed the starting line in the two divisions competing for the Cliff Gale and Mischief Medals.

In Division A *The Amateurs* (Rick Fitzgerald) got the gun with *Celeste* (Rob Evans) first on handicap. *King Hit* (George Kompolthy) was second and *Hebe* (Tim and Ray Wilson) third.

The Cliff Gale Medal was won by Vice Commodore Rob Evans. This trophy is a Club gold medal dated 1928/29 won by E C Gale in *Hoana*. It was worn as a brooch by Miss J E Gale for 60 years and was presented to the Club by Bill Gale in 1995.

In Division B *Clueless* (Guy Irwin) took line honours with *Rapier* (Tony Saunders) first on handicap. *Anonyma II* (Tony Curtis) was second and *Tamaris* (Greg Sproule) third. Treasurer Tony Saunders won the Mischief Medal, which is a gold medal won by Stan Spain in the 22-footer *Mischief* in 1921



The Cliff Gale Medal



The Mischief Medal

RACE WITH THE BEST

There are now several great opportunities for members to hone their racing skills with the **very best sailors in the country**. A number of lofts and professional sailors have enthusiastically offered their services on **selected** Friday night Twilight Races as skippers on the Club's Adams 10 *The Amateurs*.

The guest expert will take the boat through its paces and give tips on starting and sail trim, throughout a leisurely twilight race, followed by discussions back at the Club. Several regular Adams 10 crew will be made available to 'pull the right strings', or make up crew numbers if required.

Members should get in early for this one, and book through Maggie Stewart now, as two nights have already been booked.

SAFETY NOTES

As previously advised, the Race Committee will carry out random safety inspections of yachts during the coming season. Yachts which do not to have the required safety equipment on board in good condition may be disqualified.



Vice Commodore Rob Evans and a somewhat less than usually hirsute Rick Fitzgerald preparing *Celeste* for the start.



Once again most of the Club's offshore sailors headed north on 1 August for this year's Southport Race. The SASC entrants included *Charisma* (Jim Lawler), *Firetel* (Bob Lawler), *Ratu VI* (Jim Davern), *Wide Load* (Warren Anderson), *She's Apples Two* (Max Prentice), *Farr Horizons* (Ivan Resnekov) and *Celeste* (Robert Evans).

Firetel trying to overtake *Celeste* off the NSW coast on the second day of the race.

Unlike last year when all the race records were broken, this race was notable for its almost total lack of wind. Nearly half the fleet retired. Of the Amateur's boats only *Wide Load* finished. The rest ended up in various north coast ports, with the diehards completing the journey overland.



Since it was built twelve years ago the pontoon has transformed life at the Club in Mosman Bay. Over the last few years the pounding it has received from ferry wakes and the weather has taken its toll on the structure. Over the last few months extensive repairs have been completed which should keep it going for several more years.

Cracks were found in the steel structure between the concrete hulls near the two piles at the outboard end, and these have been repaired and additional steelwork fitted to hold the hulls together. The fenders have been repaired or renewed and the hinges between the two sections of the pontoon have been replaced.

One of the inner hulls has been gradually absorbing water (they are all filled with foam) and now has little freeboard left at the pile end. A steel buoyancy tank had been built to improve the freeboard of this end. It will add about one tonne of additional buoyancy and should help to prolong the life of the whole pontoon. A new chequer plate has also been made for the ramp.

The Development Committee is considering long-term options for the replacement of the pontoon. The location with its exposure to seas in strong southerly winds and to the ferry wakes is a challenge for the potential designs.



One of the structural cracks found near the outer piles. (above)

Michael Lawler and Fred Bevis (right) lending a helping hand with part of the repair work. (below)



MANAGING THE GPS ROLL-OVER



On 4 June the Australian Maritime Safety Authority issued Marine Notice 7/1998 which stated:

‘This Notice replaces Marine Notice 4/1998 issued on 16 April 1998 to inform users of GPS receivers of the potential for problems to occur due to the ‘GPS roll over’ issue. The original notice included an attachment providing results of some GPS receiver tests taken from a media source which, it has been suggested, may be incorrect. While these results were provided for guidance only, in light of suggested errors, it has been reissued to avoid any confusion. It remains prudent and important that all users of GPS equipment should contact their particular equipment supplier in regard to possible Roll-Over problems’.

The list referred to by AMSA was published in the August **SASC News**. Any member concerned about the ability of their GPS receiver to manage the ‘roll-over’ of the 1024 week GPS clock cycle that will occur at midnight on 21 August 1999 might be advised to contact the suppliers of the receiver for clarification of their equipment status.

RANGER WORLD CHAMPIONSHIPS



This water-churning event will be held on Sunday 1 November 1998. It is hoped that there will be six Ranger class boats taking part. It will be a no-handicap event with a flying start. All running sails may be set.

It is planned that most boats will be skippered by champion helmsmen, or those who have crewed in champion yachts. A few owners will be retiring from the tiller to let this happen.

A multiple birthday party will be held after the competition at the Club in Mosman Bay, complete with a cake. *Ranger* (A1) will be 65 this year – the youngest boat in the competition is about 50 years old.

Ranger during the 1995 Gaffers Day race.

All members are invited to watch the race, which will start at 1220, and to join the party afterwards.

Sean Langman is building a timber *Ranger* using modern technology. She will probably be the 1999 World Champion.

Bill Gale advises that there aren’t any international entries this year, but he is confident it will only be a matter of time.

Members may have noticed an unusual ship in Sydney Harbour in August towering above its berth at Garden Island. The ship was the world's largest scientific drill ship *JOIDES Resolution*, which is on a perpetual mission to explore the evolution and structure of the Earth as part of a \$90 million per year Ocean Drilling Program of international research involving 22 nations including Australia. Before coming to Sydney the ship had been drilling in an active fault zone east of Papua New Guinea known as the Woodlark Basin. The Woodlark Basin lies on the boundary of two tectonic plates and is one of the few places in the world where new ocean floor is being created.

JOIDES Resolution began life as SEDCO/BP 471 and was renamed after Captain Cook's ship *HMS Resolution*. The 143 metre long ship is fitted with a derrick standing 61.5 metres above the waterline, too high to get under the Sydney Harbour Bridge. During drilling operations the ship is dynamically positioned by 12 thrusters and the main propulsion system. The rig can suspend up to 9,150 metres of drill pipe to an ocean depth up to 8,235 metres. The drill pipe is lowered through a 7 metre wide 'moon pool' and each length of pipe is 28.5 m long and weighs about 874 kg. It takes about 12 hours to lower 5.5 km of drill string, which rotated in its entirety during coring operations.

The deepest single hole penetrated in the ship's operations since December 1985 was 2,111 metres, and the greatest water depth 5,980 metres. After the Sydney visit the ship set out to explore the south west Pacific Ocean and the sediments deposited by the Deep Western Boundary Current which runs at between 2,000 and 5,500 m with a current flow about 100 times that of the Amazon. The sediments there are expected to help understand the processes of global warming. The Earth has undergone global warming many times before. The sediments provide a record of the last 2.5 million years during which the Earth has been subjected to 50 cycles of glaciation followed by deglaciation, the last period of glaciation ending only 15,000 years ago.

JOIDES Resolution at Garden Island during its visit to Sydney.



SAIL IN THE SOLOMONS '98 BRISBANE TO HONIARA YACHT RACE IN FREESTYLE II

By
Peter Gregory

This adventure took over a year in the planning. Who would come with me in what looked like four separate parts? Get the yacht to Brisbane - the race - a cruise to the Solomon Islands - and the trip home.

Getting *Freestyle* up to the standard I thought required was time consuming and expensive. Category 1 Safety, new sails, a water-maker, fans in the cabin, yet another solution on dinghies, etc.

The organisers, the Royal Queensland Yacht Squadron, wanted competing yachts to be at Manly (a suburb of Brisbane near the mouth of the Brisbane River) by the morning of 4 May even though the race did not start until 9 May. They were expecting 22 boats but due to cancellations only 16 started.

Apprehensive about getting there on time, and not wishing to bash up the coast in a north-easter, three of us sailed out of Sydney Heads at 10.00am on Saturday 25 April. A fresh SW had us in Coffs Harbour by late afternoon the following day, and I had visions of writing incredible new records of sailing achievements. It turned out this was the only real bit of downhill sailing for the next 4,000 nautical miles. In fact, we had to motor all the way from Coffs to Brisbane. We chose to go the inland route from Southport. Coastal cruisers will be interested to learn that dredging has made this much easier than it used to be.

Freestyle II
anchored at
Anuha.



We ended up with a 9-day wait in Brisbane for the race to start. However, we were entertained during our stay by well-wishers who assured us that our GPS had passed its use-by date and was sure to fail, that the water in the Solomon's was undrinkable, diesel difficult to get and so dirty that we would need many extra filters, malaria was so rife that the anti-malaria tablets no longer worked, but not to worry - we would be compensated by magnificent sailing, fishing and snorkelling.

None of the above proved to be true, although one can understand why the comments were made.

The 'absolutely totally reliable' SE trades became NE for the 7.5 days of the race. At about 50 degrees to the wind of 25-35 knots with waves running across the swell it was wet, wet, wet! (The southerlies did not start until we decided to go home.) Leaking hatches added to our discomfort. The atmosphere in the cabin would have killed a canary! Anyway the yacht performed well - we came third in the cruising division (the bulk of the fleet) - and in spite of taking a week to dry out we were a happy crew.

Honiara, the capital of the Solomon's, situated on the north coast of Guadalcanal is a small, dirty, sleazy town. Its redeeming feature is the local population, who are very happy lot and friendly to visitors. Our hosts - the Point Cruz Yacht Club in conjunction with RQYS went to a lot of trouble in making us welcome and our stay comfortable. PCYC does not actually have any yachts or marinas so they laid 25 moorings as there is no natural harbour.

Discovering that there was only one shower (cold and without much water at that) I was guilty of booking myself into the 5 star hotel next door. This turned out to be the best of all worlds. I could look out the air-conditioned hotel window at those on their yachts rolling about on the swell, and drink in the yacht club which is a sort of haven for the expats who look for relief in the bar from the extraordinary heat and humidity.

Five of us - two women and three men - cruised the surrounding islands, known as the Florida's, for the next three weeks. For me this was a mixed experience. There are some magic spots. The best for me was our three days at a resort called Tavinapoopoo. No - I stayed on the yacht - which was anchored in a quiet lagoon. but enjoyed the food in the resort dining room. The snorkelling was good according to those who dived but I was already suffering from water borne infections.

Outside the resort life is very primitive indeed. The natives live in huts near the beach and have zero material possessions. No electricity, communication, medical facilities, books, paper, shops - nothing. Transport is by dugout canoe. In most villages the chief has a 10 foot aluminium runabout powered by an outboard, but often no fuel. Because of this, the natives are extraordinarily pleased to receive 'gifts' of the simplest nature. T-shirts, pens, writing paper, etc. excite them - money is not much use. Unfortunately this leads to a cargo cult mentality and it is my personal belief that future visitors in yachts will have a difficult time with scores of the locals demanding gifts. The fishing is dismal. The explanation would appear to be the plethora of Japanese fishing vessels who with the blessing of the Solomon government have turned the ocean into a desert.

The trip back with four on board to the Australian coast (land fall at Bundaberg) was to windward. Hard on the wind but mercifully with gentle breezes and flat seas. We had about eight hours of real blow – storm jib only - but the rest was easy.

My partner, Jane, and I sailed the yacht back to Sydney getting stuck for five days behind Double Island Point and another five days at Ballina. The Ballina bit was frustrating. Just out of Southport a priority wind warning of a strong southerly in the next 12 hours. Looking for a no risk solution, we sailed into Ballina through an entrance as smooth as a lake. The following day, by which time we could easily have got to Coffs, there was still no wind. Then bang, big winds and seas! The lake-like entrance started to look like the surf of the Hawaiian Pipeline and refused to go away day after day. After five days I was so frustrated we went back out through the surf. Not something I have done before and won't do again. Very spooky.

Did I enjoy the whole adventure? Very much so. Would I do it again? Probably not - there are many other destinations in the Pacific that I think are easier.

A typical Solomon Islands reception committee.



On 24 May six yachts from the Cruising Division of the Middle Harbour Yacht Club visited the Club and rafted together at the pontoon in Mosman Bay. The visitors enjoyed a barbeque lunch in beautiful weather.

The Vice-Chairman of the MHYC Cruising Division, Bill Humel has written to the Commodore in thanks, and has invited SASC members to visit the MHYC for an hour or two on Sunday afternoons. On most Sunday afternoons the MHYC has Jazz bands entertaining members and visitors between 4pm and 7pm. Bill Humel can be contacted on 9949 9169 and would be pleased to arrange a visit.

The MHYC raft-up at the pontoon last May.



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After 27 years it is time to part company with my Yachting World winning design by Van de Stadt – a Sea Horse. I have raced and cruised with the Amateurs aboard *Elaine* throughout its life and I am looking for a new skipper to carry on the tradition. All gear plus original plans available.

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One of the pleasures of a leisurely visit to the club is to sit reading the range of yachting magazines provided for members. Unfortunately, some readers are so attracted to *Classic Boat* that they can't put them down, and remove them from the premises. Surely, these thoughtless people can't be members, but if there is a member reading this - feeling, quite properly, guilty - please bring them back. The magazines are for the benefit of all members - when they are about a year old Faye Buckley puts the old ones in a box with an invitation for them to be taken - but not before.



ANNUAL SUBSCRIPTIONS

Some members have not yet paid their annual subscriptions for 1998-99. They are now **well overdue**. If you happen to be behind in your cheque writing prompt action would be appreciated.

SAIL FOR CANCER

A number of members regularly support the Leo & Jenny Leukaemia and Cancer Foundation by participating in their Sail for Cancer Research. Next year the event will be held on Sunday 14 February - you might like to put it in your diary.

NEWSLETTER DEADLINE

Contributions from members for the SASC News are very welcome. The deadline for material for the December edition is Wednesday 11 November 1998.

VINTAGE BERMUDAN YACHT SERIES

The SASC will be conducting a four race series for vintage bermudan rigged yachts on Sundays in association with the Gaffers races.

The first two races are on 18 October and 22 November. Starts will be flying with handicaps applied at the finish. A special handicap will be applied for yachts not flying spinnakers.

The start time will be 1220 and Sunday racing on Sydney Harbour is particularly good.

There will be a barbeque at the Club after the race for all to enjoy the social atmosphere.

Yachts from other clubs as well as the SASC will be most welcome.

BENEFITS OF YA MEMBERSHIP

Members of the SASC are also members of the Yachting Association of New South Wales. YA Membership cards for 1998/99 are now available for collection from the SASC office. Faye Buckley will mail the card to members on request.

The primary role of the Yachting Association is to administer and promote sailing in NSW, to provide participation opportunities for sailors and officials at all levels, and to ensure the waterways of NSW are safe and well regulated. Some SASC members may not be aware that YA also provides members with a range of other services and benefits.

One benefit of YA of NSW membership is that members are covered by a Sports Accident Insurance Policy. The policy is arranged through Insurance Exchange of Australia (IEA) for people who engage in sailing and related activities. Details of the policy and the cover it gives can be obtained from the YA office on (02) 9660 1266. Subject to the policy, benefits include a death cover of \$100,000, some income protection cover, a parent's inconvenience allowance, funeral expenses, non-Medicare medical expenses and specific broken bone benefits.

A number of other services and products are available to YA members on production of their membership card. These include:

10% discount on all books and charts – produce your card or quote your membership number at Boat Books (02) 9439 1133.

10% discount on mooring service and salvage – from Jubilee Marine (02) 9817 3232. When getting a quote mention your YA membership.

Discount on all tyres, services and products from all Bob Jane T Mart outlets. YA members who produce a card or quote their membership number will be quoted the 'fleet rate'.

\$5.00 discount on overnight berth fee at d'Albora marinas at The Spit, Akuna Bay Nelson Bay and Rushcutters Bay, subject to availability.

7.5% discount on flags and burgees (Personal orders only) from Australian Flags (02) 9958 3246. Produce your card or quote your membership number when visiting the shop or calling for mail order service.

10% discount on Sydney Harbour Cruises and Sailing Safaris in Fiji from Captain Cook Cruises (02) 9206 1111.

25% discount off standard rates for Avis car hire worldwide – when booking produce your membership card or quote your membership number and quote P507900.



AN AIRCRAFT CARRIER IN THE BAY

Luckily we have no need to accommodate aircraft carriers in Mosman Bay today or things could get a bit tight. During the Second World War ships were moored in all suitable locations around the harbour and these photographs were taken in 1945 as the Pacific war was drawing to an end. The ship in the bay is HMS *Fencer*. Built in the USA and converted from a C3 cargo ship the small escort carrier was first commissioned as USS *Croatan*. She served in the Royal Navy as *Fencer* from March 1943 to December 1946.

Fencer came to Australia with HMS *Striker* in December 1944 delivering a squadron of RAF Mosquito bombers. They were intended for a strike against the Japanese fleet using a spinning bomb, the Highball. They were not used for that purpose and the 125 Highballs were destroyed, mainly because of fears that the weapon's unique design might be revealed in combat.



HMS *Fencer* in Mosman Bay in 1945. *Fencer* was sold in 1947 and entered commercial service as *Sydney*. As a carrier she had a full load displacement of 13,890 tons and was 496 feet long.



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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1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long-term work on yachts during the weekend should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the club tender and other vessels.
4. Owners/skippers must remain on the club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored at the wharf.
5. Members may use the club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may the club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the clubhouse. Long term work on masts is not permitted on the wharf.

HOUSE RULES

1. Non-members shall not be allowed on the club premises unless introduced and accompanied by a club member. The member shall remain with the visitor until the latter leaves the club and shall be responsible for the visitor's conduct.
2. No club property may be removed from the club without the permission of a Flag Officer.
3. No visitor is permitted in the club kitchen.
4. No animals shall be brought in or permitted to remain in the clubhouse.
5. Children must be under the control of a member and under no circumstances are children permitted on the pontoon without an accompanying adult.
6. Dress for all areas of the club premises shall be determined by the Board of Directors from time to time. Dress should however be neat and a shirt should at all times be worn in the clubhouse. Hats may not be worn in the clubhouse, except by ladies.
7. At night noise levels must be kept to a minimum.
8. Members and guests, to have consideration for the neighbours, are to make sure that cars are parked clear of driveways at all times and to minimise noise when leaving, particularly at night.



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