



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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December 2000

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**Cover:**

*Sayonara*  
approaching the  
finish during the  
Aniversary  
Regatta.

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# COMING EVENTS

DECEMBER 00

## SATURDAY 9 DECEMBER 2000

Ninth point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Seventh point score race for OK dinghies, and second race in the Logan Cup series.

## SATURDAY 16 DECEMBER 2000

Tenth point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Eighth point score race for OK dinghies, and fourth race in the Cavalier 28 short series and Division 1 and 2 short series.

## SUNDAY 17 DECEMBER 2000

Fifth point score race for Metre division and Division 4. Third point score race for Division 6, and second race for the Gaffers Division.

## FRIDAY 22 DECEMBER 2000

Last twilight race for 2000.

## FRIDAY 12 JANUARY 2001

First twilight race for 2001.

## SATURDAY 13 JANUARY 2001

Eleventh point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Ninth point score race for OK dinghies.

## SATURDAY 20 JANUARY 2001

Twelfth point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Tenth point score race for OK dinghies. And fifth race in Divisions 1 and 2 short series.

## SUNDAY 21 JANUARY 2001

Sixth point score race for Metre Division and Division 4

## FRIDAY 26 JANUARY 2001

Australia Day Regatta, including the SASC Centenary of Federation Trophy Race.

## SATURDAY 3 FEBRUARY 2001

Thirteenth point score race for Cavalier 28 Division, Classic Division and Divisions 1 and 2. Fifth race in the Cavalier 28 short series.

## TUESDAY 6 FEBRUARY 2001

First race in the Tuesday Twilight series.

**NEED TO  
GET  
ASHORE?**

**Call Robbie  
on  
0418 678 690**

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



## SIGNALS FROM THE COMMODORE

The summer season is now well under way and it is pleasing to note the increased participation in our Division 2. We also have a Division 1 racing with us for the first time in a number of years. The success in these divisions is largely due to the enthusiasm of their division representatives who have spent a considerable amount of time chasing up potential competitors. Well done! Some of our Sunday divisions are suffering from lack of competitors. We would ask those of you who raced last year to please consider joining our fleet again this year.

The highlight of our season so far was the 128<sup>th</sup> Anniversary Regatta on 5 November. From all reports it was an outstanding success. Those of us who were fortunate enough to be on *James Craig* had an enjoyable day. Our fleet, whilst not as large as we thought it might be, was a spectacular sight on the Harbour and *James Craig* was the icing on the cake. A day such as this cannot be undertaken without a lot of support and to our sponsors, including:

Gault Armstrong Pty Ltd  
 Berny's Retravision  
 Classic yacht Association of Australia  
 Eastern Engine Pty Ltd (Volvo Penta)  
 McDiarmid Sails  
 Noakes Pty Ltd  
 Waratah Tugs  
 Stannard Bros

We give them our deepest thanks. We are also appreciative of the efforts of the Regatta Committee led by John Crawford. It is also appropriate to mention the efforts of Bill Gale who continually chased up potential competitors for the event.

As most of you know, I have encouraged an award for the 'Club Member of the Year' to recognise the contribution of the volunteers. However, those of you who did not attend the Annual General Meeting this year would not know that we awarded the prize for last year to Mike de Burca for his efforts in repairs to *Jack Millard*. Congratulations Mike.

We are now approaching the Christmas sailing period, and to all who are racing northwards or southwards, and to those who are simply cruising, may you have favorable winds and an enjoyable voyage.

I would also like to wish all members and their families a most enjoyable festive season.

*Tony Clarkson*



An Amateurs' Division One fleet is again gracing the waters of Sydney Harbour on Saturday afternoons, following a seven-year absence. This resurgence was in some way the result of a friendly challenge at the AGM to emulate the success of Bill Gale with classic yachts. Peter Chapman and Peter McCorquodale heeded the call, and having grown up at the club racing on Saturdays, decided to get things moving.

*by  
Peter  
McCorquodale*

Since 1993 a number of members had bought yachts that did not fit any of the existing Divisions, and were looking for some competition within their own club. After a few meetings and innumerable phone calls, a nucleus of a new fleet emerged. As these yachts are faster than the yachts that have traditionally made up Division One at the Amateurs, it was decided to try and rethink a few of the courses. This was not just to make them longer, but also hopefully more interesting and challenging, and also attempting to avoid some of the traditional Saturday afternoon bottlenecks!

A few people expressed interest in sailing Division One when not offshore, so as well as the normal long pointscore there is also a ten-race short pointscore, with races scheduled outside the dates of the SOPS series. It was seen as a way for these yachts to hone, or maintain crew skills when not offshore.

There is quite a divergence in the fleet, with a few Adams Tens, a couple of Sports 30s, as well as some larger cruiser/racers. With *The Amateurs* the perfect addition to the fleet we are hoping to build a crew-training scheme, not just for this division but for other yachts. Certainly you learn very fast in *The Amateurs* in any sort of breeze! Anyone who has a suitable yacht but is short on crew should talk to us and we may be able to help. We would also love to hear from any members, or crew of members, who would be available to sail with us, or who may have any leads as to other yachts in the Harbour who may want to race with us.

We are especially delighted to welcome new member Peter Horn and *Mezzaluna*, a Scan Yachts 391 cruiser/racer. She is brand new, and with some new sails on order, we look forward to seeing her from the rear soon!

For information about the Division contact the Division representative Peter McCorquodale on 9552 4484.



The skies were overcast but the rain stayed away for the SASC's 128<sup>th</sup> Anniversary Regatta (Gaffers Day) on Sunday 5 November.

Early that morning the beautifully restored barque *James Craig* secured to the buoy in Athol Bight, ably assisted by *Nancy K*, to be the regatta flagship on her first official outing. *James Craig* was built in Sunderland, England as *Clan Macleod* in 1874, just two years after the SASC was founded and has been restored over the last few decades by her present owners, the Sydney Heritage Fleet.

The atmosphere at the Club grew as owners proudly moored their boats alongside the pontoon and wharf, or anchored nearby. By the time the Commodore welcomed the guests, including the guest of honour, Jim Dunstan, Commodore of the Royal Sydney Yacht Squadron, the crowd and yachts presented a fine display for the occasion.

Some 43 boats competed in three gaffers divisions and the historic skiffs division, with 40 boats in the classic and veteran yacht divisions. Whilst the classic and veteran yachts were started by Vic Dibben in *Captain Amora*, the gaffers were sent on their way by John Jeremy in *James Craig* using a bronze cannon lent for the day by the RSY.

*James Craig*  
moored in Athol  
Bight (opposite).

*Windward Bound*  
crossing the  
starting line  
(below).



The magnificently restored *Sayonara* (built 1897) was undoubtedly the star of the show, but all the competitors looked the part as they sailed around the course. Other notable boats in the regatta this year included *Tribal Warrior*, a 100 year old pearling lugger now used to train Aboriginal people as licensed coxswains, all on a voluntary basis without any Government support. The square-rigged *Windward Bound* started in the gaffers division 3 and was possibly the first competitor to set square sails in a SASC event.

The historic skiffs were dominated as expected by the replica 18 footers *The Scot*, *Tangalooma*, *Aberdare*, *Top Weight* and *Australia*. Bill Gale's brother Brian was a top forward hand in the 18s from 1935-49 and was delighted to be able to step in one again after 50 years.

There were many notable boats amongst the classic and veteran yachts, including Neville Crichton's varnished *Plym*.

All divisions finished in Athol Bight between *James Craig* and *Captain Amora*, and provided a fine spectacle for the members and guests in the flagship.

Many people returned to the Club after the sailing to enjoy the good camaraderie and review a memorable day. Congratulations to the organising committee chaired by John Crawford for all their work. These events also place considerable demands on the Club staff and special thanks must go to Faye Buckley, Maggie Stewart and Denise Macin-

Rounding the Robertson Point mark with *Sayonara* having an inside overlap was a challenge for *Kate* and *Monsoon*.





tosh who worked hard to turn the organising committee's dreams into reality. Despite being taken to task by a few members over matters quite beyond their control, they managed to come up smiling on the day.

Once again the SASC's 'Gaffers Day' was a great success and hopefully many of the gaffers will set sail again on Australia Day 2001 to celebrate the Centenary of Federation and compete for the SASC's Centenary of Federation Trophy.

This is how they did it (above and below).





A busy time for the *Captain Amora* crew as *Mermaid* and *Celeste* cross the finish line, with *Scarlett*, *Lorita Maria*, and *Karalee* close behind (above).

Yachts gathered at the SASC (opposite).

*Reverie* and *Ranger* approaching the finish (below)





# SEASON'S GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON, AND GOOD SAILING FOR 2001

BEST WISHES TO ALL OUR STAFF ON BEHALF OF ALL MEMBERS WITH THANKS FOR THEIR SUPPORT AND EFFORTS OVER THE LAST YEAR

SEASONS GREETINGS FROM FAYE, MAGGIE AND DENISE (ADMIN AND RACING), ROD AND HIS TEAM (BOATSHED), PATRICK (CLUBHOUSE), NINA (FRIDAY TWILIGHTS), ROBBIE (TENDER DRIVER) AND THE STARTING TEAMS



# WITH 13 WINCHES (AND ONE WENCH) TO LORD HOWE ISLAND

DECEMBER 00

*David Salter reports from Mark Twain on the old girl's 4th on PHS and teams win for the SASC in the recent Gosford to Lord Howe Island race.*

Our beloved owner/skipper, V.H. O'Neill Esq, couldn't make the trip this year. Instead, he chose to take his mum on a sentimental tour of Ireland. This spared us from Hughie's relentless political tirades, but meant Dal 'The Worrier' Wilson was left in command. Oh well, you can't win 'em all...

In truth, Randall led a happy, well-balanced crew with quiet authority and skill. Chris Oh navigated, in consultation with 'Thommo' Tomaszewski and Steve Grellis. Trish Osborne (the lone female on board) and I looked after the middle of the boat while Reto Ambuhl and 'Slammer' Jordan took care of business for'd of the mast. At least that was the broadly agreed division of labour before the start. In the end, as always happens during a long race, everyone spent periods working all over the boat. (Except, of course, Thommo. I was off watch at the time but later received reliable yet unconfirmed reports that 'The Man from *Trangie*' had been briefly observed in a position slightly North of the cockpit. Maybe it was just a sudden 'call of nature'. )

*Mark Twain*, the venerable S&S one tonner, is close to the perfect yacht

The skipper takes the wheel for some hard running.



for the Lord Howe. A113 is built strong and heavy. The displacement hull and robust masthead rig make her both powerful and seakindly. But she does have some notable eccentricities. There are 13 winches for the rig, but just two cleats.

A 408 nautical mile thrash into the Tasman is Cat One racing in anyone's language so none of the fleet minded having to set their storm jib and trysail before the 'off' to show the Committee we were prepared to cope with the worst. Dal, who's usually a conservative starter, delighted his crew by hitting the line off Lion Island at full steam and right on the gun. We had 20+ knots of Sou'easter — good *Mark Twain* conditions — and reached strongly on an 070 heading with one reef and the No. 1 heavy genoa. Seas were moderate with a pattern of long, beam-on swells. As we switched to our 3-on 3-off night watch pattern Australia sank from sight over the stern and the aroma of Slammer's delicious Boetif Bourguignonne dinner wafted up from the galley. There's nothing quite like settling into a genuine blue-water passage race.

Of our SASC team-mates, *Fidelis* was over the horizon before sunset but *Polaris*, a Cole 43, didn't really shake us off until after dawn. During the night the breeze had clocked to well aft of the beam and we romped along under our biggest kite. Over mugs of tea at dawn we swapped hopes of cracking the magic 200-mile barrier for the first 24 hours. (In the end we managed 187 — not a bad run for a 30-year-old 39 footer.)

Chris Oh  
navigates from  
his quarter berth.



But light on the second day also revealed a problem. We noticed the hydraulic boom vang wasn't delivering enough downward pull. A closer inspection revealed oil leaking onto the lee deck from a ruptured top seal. Within minutes Steve emerged from below with a fistful of blocks, shackles and a length of retired Spectra from which he jury-rigged a manual vang that did the job flawlessly all the way to Lord Howe. Reto betrayed his Swiss passion for neatness by declaring the hydraulic oil on deck 'wery tenerous'. A bucket and scrubbing brush were promptly dumped in his lap and Reto spent the next half-hour on his knees while the rest of us provided ever-so-helpful suggestions from the windward rail.

The breeze began to ease toward nightfall - just as we entered the tricky currents around the Barcoo Seamount. Navigating from his quarter berth (there's no proper 'guesser' station on *Twain*) Chris pored over the latest CSIRO thermal satellite photos for the Tasman as we kept an hourly check on water temperature and the difference between our raw boat speed and true speed over the ground. The tactical 'brains trust' of Dal, Chris, Steve and Thommo must have got something right; by the morning sked we'd put a good 20 miles on the other boats in our pack.

OK! We're *racing!* Let's go! Morale soared further as the wind strengthened and came right on the nose — wet and uncomfortable maybe, but a 30 knot dead muzzler is ideal *Mark Twain* weather. We settled in for a hard night's sailing. Our hearts leaped again mid morning when we caught the first glimpse of Lord Howe's magnificent twin peaks through the rain.

The crew of the Olsen 40 *She II* had bet us a bottle of rum we wouldn't finish within four hours of them. Now we had her in our sights and were gaining on every tack. Just when we'd got close enough to count bodies in their cockpit — BANG! The brand new Kevlar No. 3 came flogging down the head-foil. A sturdy wire rope halyard had parted a foot above the swage - most probably where it worked on the masthead sheave. The jib went straight back up on the spare halyard but the damage had already been done — *She II* finished 10 minutes ahead of us. We'd easily won our bet, but beating her over the line as well would have been so much sweeter.

After three days and four hours of hard racing we were grateful to be riding safely at anchor in Lord Howe's beautiful lagoon. Finish after dark here and you'll spend the next 12 hours stooging back and forth outside the reef waiting for the pilot to down his breakfast before motoring out to lead you in.

Without going into all the gory details, suffice to say everyone had a splendid three-day holiday ashore. We'd missed out on third place PHS by just five minutes but were delighted to be part of the SASC winning team. None of the drinkers at the Bowling Club, Trader Nick's or the Blue Peter were left in any doubt whatsoever as to the extraordinary talent, bravery and sheer seafaring genius of *Mark Twain's* gallant crew. Indeed, conversation eventually became so relaxed, comfortable and well-lubricated that the name of our land-fall started coming out as 'Loud Whore Island'. 'Nuff said, really.

## PARALYMPIC POSTSCRIPT

by  
*John Jeremy*

After several weeks coming back to earth after the Olympic experience, once again, on 19 October, we took the RSYS committee boats *Gitana* and *Era* to Rushcutters Bay to prepare for the Paralympic Games. Only one race management team was needed for these Games, and the sailing base seemed deserted compared to the Olympics. The mood was not helped by the presence of Pickles auctioneers who were sticking labels on everything that didn't move for the great post-games auction. 'No! No, not that, we need it for the Paralympics!'

It soon became evident that we were privileged to be taking part in a very special event. Unlike the Olympics, competitors, volunteers and officials mingled freely, and the friendly atmosphere and team spirit throughout the base together with the determination of the sailors (despite their differing abilities) made it a regatta to remember. The Bravo Course race management team was practiced and relaxed, and everything worked like clockwork. The sailors proved as competitive and skilled as any (they included very experienced sailors), and racing in the two classes (the single handed 2.4mR and the three-person Sonar) was very close. Most of the medals were decided in the last races.

The Sydney Paralympic Games were the first to include sailing as a sport (it was a demonstration sport in Atlanta). By the medal presentation ceremony at RBM on Friday 27 October it was clear that sailing had found a secure place at these Games. That presentation by the water as the sun set will remain a lasting memory. So will the exuberance of the Armenian Sonar crew when they came second in one race, and the young crewman (who has no arms) who executed a perfect high-five with his skipper — with his foot.

Close racing in the Sonar fleet during the Paralympic Games.



Unlike last year when failing winds caused the Captain Slocum Trophy race to be re-sailed in more favourable conditions, a pleasant north easterly breeze greeted the starters on 12 November.

Unfortunately there were only six starters this year, but the race was closely contested on corrected time. The winner of the Trophy was *Monsoon* (Peter Hemery), with *Hoana* (Martin Van Der Wal) second and *Reverie* (Nigel Berlyn) third. Line honours went to *Sylvia* (Philip Kinsella).

*Sylvia* approaching the finish with *Monsoon* close behind.



## AUSTRALIA DAY REGATTA

As reported in the last edition of the SASC News, the 165<sup>th</sup> Australia Day Regatta on 26 January 2001 will be a special occasion celebrating the Centenary of Federation. To mark the occasion, the Regatta Management Committee has decided to strike a special medallion to be presented to the winners and placegetters of events in the Regatta.

The template for the special medallion is a gold medallion won by a member of the SASC in the 1901 Australia Day Regatta. The original medallion is to become the SASC Australia Day Regatta Centenary of Federation Trophy as a perpetual trophy for competition amongst gaff-rigged yachts each year in the Australia Day Regatta.

On 26 January 2001, the Trophy will be presented for the first time at an informal function at the SASC Clubhouse after the racing. It will be re-presented at the official prize giving in the Sydney Town Hall in March 2001.

SASC members are always good supporters of the Australia Day Regatta, and all are invited to enter and enjoy the sailing on this special day.

## **CHRISTMAS AND THE NEW YEAR HOLIDAY PERIOD AT THE SASC**

We had the rehearsal for the new millenium last year, and this year there can be no question that 1 January 2001 is in the new century. No doubt many will want to celebrate the New Year and join in celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during the busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible.

The kitchen and barbeque facilities will be available, but the bar will not be open.

### **TENDER SERVICE**

No service on Christmas Day or New Year's Day

Saturday	23 December	0900 – 1700
Sunday	24 December	0900 – 1700
Tuesday	26 December	0900 – 1700
Saturday	30 December	0900 – 1700
Sunday	31 December	1300 – Sunset

The office will be closed from COB 22 December to the morning of 8 January 2001

## **FRIDAY TWILIGHTS**

Whilst the weather during November was not always favourable, regular Friday sailors have enjoyed some pleasant evenings. Unfortunately it has been very difficult to predict how much food should be provided each night, as some people do not book, relying on good luck to secure somewhere to sit and food to eat. When there are only sixty booked, and 120 people turn up, some miss out.

If you plan to come sailing on Friday nights, please ring Faye or Maggie before 1200 on the day to secure a table and ensure there is enough food to go around. A booking-sheet is also available on the notice board if you are passing.

We regret to advise that Life Member Harold Halvorsen passed away recently. He was the oldest member of the Club, having joined in 1927.

Born in Norway, Harold Halvorsen came to Sydney from Norway via South Africa with his father Lars Halvorsen and family in 1925. Lars set up a boatshed in Drummoyne and started boat building assisted by his eldest son, Harold, who had sailed to Sydney separate from the rest of the family as a cabin boy in the sailing ship *Mozart*.

When Lars died in 1936, the family company Lars Halvorsen Sons Pty Ltd was formed, with Harold as managing director. Before the outbreak of World War II the company moved to new facilities at Ryde, where they developed the reputation for quality always enjoyed by Halvorsen boats.

During the war, up to 350 people worked three shifts at Ryde, where 247 boats were built for the armed forces of Australia, the USA and the Netherlands. They ranged from 22 foot utility boats to 112 foot Fairmile patrol boats. One class, of which nearly 150 were built, was designed by Harold, a 38 foot service craft widely used as seaplane tenders and for air-sea rescue work.

Many of the pleasure boats built by Halvorsens before the war saw war service, and several took part in the action defending Sydney from the midget submarine attack in 1942.

Production returned to pleasure craft after the war, and many famous motor boats and yachts were built at Ryde, including Australia's first America's Cup challenger *Gretel*, and the last to be built there, the 90 foot luxury motor cruiser *Emma*, completed in 1980. By then over 1 300 Halvorsen boats had been built in Australia.

Over the last twenty years, the business has shifted overseas, with boats built in Asia. Today boats built in China are marketed world-wide.

The Halvorsen presence in Australia has continued at Bobbin Head and many Halvorsen boats are classic wooden craft much prized by their owners.

Harold's 90<sup>th</sup> birthday was celebrated on 9 April this year with a gathering of 90 Halvorsen boats. Harold was the guest of honour on board *Silver Cloud II*, with family members and the Governor of NSW, the Honourable Gordon Samuels.





# **YACHT INSURANCE**

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or complete the following and return for personal diarised attention six weeks prior to your next renewal.

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Name: \_\_\_\_\_

Contact No's - Business: \_\_\_\_\_ Home: \_\_\_\_\_

Vessel Name: \_\_\_\_\_

Current Insurer: \_\_\_\_\_

Renewal Date: \_\_\_\_\_

Division 2 is now well into the spring racing program and it is becoming very apparent that if we don't hobble Bill Hogan and his crew in *Hotspur*, nobody else will pass the post first. The only race Bill hasn't won on scratch was when he was sunning himself overseas and missed the first race. This race was also the first race for the short-series division (previously Division 7) and was won on scratch by Charles Maclurcan in *Qui Vive*, hotly pursued by Jim Chambers in *Riff Raff* and Tim Ingham in *Aquarello*. We will look to one of these guys to give Bill a bit of a shake in future races. I know Bill is keen for some close racing.

Welcome to Tim Ingham, a new entrant in Division 2. Tim's boat *Aquarello*, at 33 feet is large enough to travel the world on, and is beautifully fitted out. Tim says he is happy sailing with the Division 2 fleet and enjoying the very competitive racing.

A new entry to the short-series is Simon Coventry in *Gannet* (a Halverson 25). Simon is a member of the Squadron, hopefully we will see other members of the Squadron join us next season. *Hoo Ha*, another Halverson, owned by Peter Howes has also joined us. Peter is famous for his Sea Rugs, and his crew of lovely ladies. Peter says, however, he struggles for crew every week. So if anybody has spare crew, or know of somebody wishing to crew regularly, call Peter on 9887 3755.

Welcome also to Darryl Hodgkinson and his wife Kathryn, members of the CYCA in their boat *Corinna* (an Endeavour 24). Normally Darryl sails his other boat a J35, but unfortunately (or fortunately for us) the mast broke on this boat at the beginning of the season, so Darryl decided to bring out the big gun and sail with Division 2 at the Amateurs. You may have seen Darryl on TV recently. He is a plastic surgeon and was featured on the Good Medicine show on Channel 9. I am sure there are a few of us old weathered salts who could do with his services.

Others who have joined us include Mark and John Brady with their new boat *Wind Shadow*, (a Lidgard 29). Watch out Bill, Charles and Jim when the Brady Bunch shape up, this boat looks very fast. Welcome also to Andrew Hahn on *Honey Bee*. Andrew now owns the boat, which he used to sail on as crew. Also a warm welcome to Michael Harris in *Orpheus*, Michael hails from RANSA and has now won two races this season I think I will have to have a close look at Michael's handicap. Another from RANSA sailing in our short-series, is Phil O'Sullivan in his S80, *It's Magic*. We are actively trying to encourage some more RANSA boats to join us.

Race 3 on Saturday 28 October finally saw Fred Bevis on *Brigadoon* and Simon Poole on *Lap of the Gods* out on the water. Yours truly,

by  
Guy Irwin

*Clewless?* had a great race around the marks with Fred and Simon. Simon crossed the finish line first between the three of us; Fred was next, and then me. At the end there were only a couple of minutes separating us. Fred ended up in second place overall on handicap, with one of the most consistent boats in the fleet, *Impala* (Kevin Tindal) third overall on handicap. Kevin also won race one on handicap, and he tells me his crew is the oldest (by age) racing on Sydney Harbour. Perhaps that's why they do so well, they seem to know every nook (or should I say knock) and cranny around the marks.

Richard Lavers (*Manhattan Transfer*) says that he considers *Impala* one of the best-sailed boats under spinnaker. That's a big wrap coming from Richard.

Congratulations to Richard for his first place overall on handicap in race 3. Richard always sails well, and *Manhattan Transfer* seems to be going faster and faster. Every time I think I am catching up with him, Richard just puts *Manhattan* in another gear and sails away from me. I must say it's unfortunate that Richard has left the Amateurs to join the CYCA. Richard said the reason for the change was that he was getting too old to get the tender out to his boat on a mooring and that he now needed a walk on marina berth, poor old bloke. Apart from that, a big thanks is due to Richard from all of us who have sailed in the division previously. Richard put a lot of time and effort over many years as Divisional 2 Rep.

Race 4 on Saturday 4 November saw the short-series sailors join our weekly regulars again for their second start. This resulted in 18 boats at the start line. Even Vic Dibben, our starter, was overjoyed to see so many boats in the division. The start at Athol Bay in SSE winds 10 – 15 knots was quite exciting, as you would expect with so many boats. To make it even more exciting Vic set a very short start line close to Bradleys Head. Even so everybody seemed to get away without too much bother, all except *Hoo Ha* who was forced to cross the line early and was recalled. Bill Hogan got another good start and wasn't headed during the race, crossing the finish line first on *Hotspur*. Bill did not have it all his own way though as he was hotly pursued by *Runamuk*, *Manhattan Transfer* and *Riff Raff*. Charles Maclurcan in *Qui Vive* told me later, that he, or his crew, (he wasn't to clear on whom exactly) stuffed up and they couldn't keep up with the leading bunch.

In the middle of the fleet we saw some close racing between *Orpheus*, *Lap of the Gods*, *Clewless?*, *Hebe*, *Its Magic*, *Gannet*, *Wind Shadow* and *Impala*. On the first lap all these boats reached the bottom mark together, rounding at least five abreast. Following closely behind them were *Hoo Ha*, *The Entertainer* and *Corinna*. Further back having a close duel was *Wangi Girl* and *Honey Bee*.

It was good to see Ian Hamilton in *Runamuk* racing with us again. It wasn't until the end of race 4 that I realised that *Runamuk* was even in the fleet. She was previously a red boat but has had her topsides painted white since last season. I must admit I thought I saw four S80's during the race, but dismissed the notion, as they all look the same, and I thought I had double counted. After the race when I met Ian at the club he told me the reason he hadn't been racing with us was because he had been enticed to race offshore in a big type boat. But had now become disillusioned with that, and after a taste of round the marks harbour racing said he would be back to racing with the Amateurs full time.

There are a number of S80's in the fleet now, and Bill Hogan, who just happens to be the

Chairman of the S80 Association, is trying to entice a few more of the class to race in a short S80 championship series within the Division 2 series. It will be a seven race series, with three races to count, and will coincide with the short-series dates, commencing November 4. Our Racing Committee Chairman, Tony Waugh, actively encourages this and it appears the club already has a suitable trophy.

Race 5 on Saturday 11 November finally saw a nor-easter at 10 to 15 knots, the first NE of the season for Division 2. Although the numbers were down from the euphoria of the previous week, the racing was just as keen. *The Entertainer* surprised everyone by being in forth place rounding the first windward mark and hung on to win the race on handicap. *Orpheus* again performed well to take second place on handicap followed by *Clewless?*.

Michael Morris said their improved performance was due to cleaning the hull prior to the race. That was *The Entertainer's* third top 3 placing this season, so regardless of the clean bottom, Michael and his crew are sailing the boat very well. Whilst mentioning Michael I would like to add my thanks to him for his assistance helping me organise the division at the beginning of the season. Michael was also part of the driving force to retain Division 2 at the Amateurs this year.

*Hotspur* headed up the fleet in race 5, (as usual) and was first to cross the line. Showing the way to *Manhattan Transfer* who was being tailed closely by *Clewless?*. *Orpheus* led the way in the middle of the fleet, followed by *Impala* and Fred Bevis in *Brigadoon*. I must admit I was a little puzzled to see Fred out on the course during the race, as I didn't see him at the start. Fred said that he missed the start by a minute. Heres a tip Fred, you can't still be at the bar drinking rum & coke, when the ten-minute gun goes off (only joking, I know Fred doesn't drink rum & coke until at least 1600hrs).

Frank Heatherton on *Bandersnatch* with *Ho Ha* brought up the tail of the fleet. Although I noticed Frank only had himself and one crewman on board, so obviously did not fly his spinnaker. Frank has been a long time campaigner in the division, so it was good to see him out for his second race for the season. I also noticed that David Brown *Wangi Girl*, has joined us as a casual entry for some races. Well done David, we hope to see more of you. We still have a couple others to get out on the water and they include David Pryke with *Snowgoose* and Frank George in his Endeavour 24, *Pajo*. Frank said he would be with us in the New Year for the Summer Series.

Division 2 looks very healthy at the moment. There are 16 boat's entered for the weekly series, increasing to 22 when the short-series boats join the fleet.

There is always room however, for more entries, and we encourage anybody with a boat from 20 to 33 feet to join us. We are happy to have casual entries, or some Skippers may consider entering the Summer Series of 12 races, commencing 12 January 2001.

If anybody needs information, or just wish to have a chat about Division 2 racing, please don't hesitate to call me at any time on 0401 710 631.

Finally, On behalf of Division 2, I would like to extend a big thanks to Vic, Russ and the crew in the Start Boat. Every week we go out to race they are always on station and on time, unfortunately, sometimes we all tend to take them for granted. Thanks also to Maggie Stewart whose tireless effort ensures the results and handicaps get to the skippers each week.

***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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During the Olympic Games the biggest aluminium ship ever built in Australia was moored in Pyrmont (above). The 98 metre *Incat Tasmania* (designed to carry 900 passengers and 260 cars at over 40 knots) was chartered by Austrade and used by Business Club Australia members. The ship returned to Hobart after the Games for final fitting out, and has since been chartered by Tranz Rail NZ and will enter service between Wellington and Picton on 10 December as *The Lynx*.

In complete contrast, the photograph below shows *Batavia* passing *Endeavour* off Sydney heads during her first sail on 4 October.



## **NEW MEMBERS**

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

Jefrey Bunton  
Philip Kiely  
Jorgenson Ole-Thomas  
Eric Sweet

## **REFLECTIONS ON A MARITIME CITY**

The Interim Sydney Harbour Federation Trust has released an appreciation of the Trust Lands on Sydney Harbour. *Reflections on a Maritime City* highlights the special and important qualities of these lands, their histories and what remains there today. The document discusses the future of these properties and the planning process necessary to decide their future.

Copies of *Reflections on a Maritime City* can be obtained from:

Interim Sydney Harbour Federation Trust  
PO Box 607  
MOSMAN, NSW 2088  
Tel: 8969 2100 Fax: 8969 2120

Cost: \$16.50 per copy (incl. GST and postage and handling)

## **STOP PRESS**

Member Sean Langman took line honours in the recent Cabbage Tree Island race in his 60 foot yacht *Zena* (A99).

Bill Gale advises that the Ranger World Championships will be held this season on 25 March 2001, not 3 December as shown in the Sailing Programme. The delay will allow the brand new boat *Vanity* to compete.

## **NEWSLETTER DEADLINE**

The next SASC News will be the February 2001 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 17 January 2001. 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!

With the barque *James Craig* playing such a prominent part in our 128<sup>th</sup> Anniversary Regatta, it is appropriate that she should also appear in *From the Archives*.

The photo on the right shows her under sail off Sydney in the 1920s, a sight soon to become familiar to Sydney-siders once more. (Photo Sydney Heritage Fleet)

Her transformation from the hulk that arrived in Sydney on Australia Day 1981 (below) is remarkable and a credit to all those who have worked so hard over the last few decades to restore the ship.





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