



December 2025



The Newsletter of the Sydney Amateur Sailing Club

"Celebrating Our Sailing Spirit"

A month of camaraderie, tradition and shared achievements

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Cover photo - "Cherub racing in the Saturday Classic series" photo Geraldine Wilkes

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NEED THE TENDER?

Nancy K
0418 678 690
or
Jack Millard on
0418 678 819
(race days)

Coming Events

	Day	Date	Description	Friday	Saturday						Sunday
					S30	Cav 28	CR	MF	CC	Classic	
JAN	Fri	9	Twilight	11							
	Sat	10	Saturday 1		10	10	10			15	
	Sun	11	Sunday Series								6
	Fri	16	Twilight	12							
	Sat	17	Saturday 2 (SS2)					6		16	
	Sun	18	Womens Keelboat Series								4
	Fri	23	Twilight	13							
	Sat	24	Saturday 1 - Round The Islands		11	11	11			17	
	Sun	25	Sunday Series								7
	Mo	26	Australia Day Regatta	All Yachts invited to enter the Australia Day Regatta							
	Fri	30	Twilight	14							
	Sat	31	Saturday 2 (SS 3)					7	5	18	

The Sydney Harbour Women's Keelboat Series 2025-2026 is now a seven race interclub series. The SASC is hosting Race 4 on 18 January. 'Yvonne' and 'finesse' have been competing in the series.

We encourage as many SASC yachts as possible to register for casual entry on 18 January to showcase our support for women in sailing to the other Sydney Harbour yacht clubs.

Even if you are not sailing, come join us for the after race social event.



Finesse sailed by Leone Lorrimer. Photo Marg Fraser-Martin of Images Marg's yacht Photos

Signals from the Commodore

It's undeniably true, the Amateurs is a club that likes to celebrate its sailing.

Two special events hosted in recent weeks, the Centenarians Rally and the Water Women's Rally, both proved to be a happy success in introducing the spirit of the club to a wider audience. Membership of the club flows in from events like these and the goodwill and friendship on those days is palpable.

Exciting racing at the Amateurs is a given with high levels of participation in our many race series on offer. Normally, our racing fleets sail with awareness and in good spirit – conduct that becomes us. One area we could all pay more attention to is safety before the start. I noticed whilst racing in the CYCA Wednesday twilight that each division stays well clear of the start area until it is their turn. We should extend that same courtesy of space to our fellow competitors in the preceding divisions of the start.

Whilst most of us were enjoying the comforts of home an intrepid group of our members and yachts cruised up the coast through Newcastle and on to Port Stephens. At Soldiers Point the group celebrated the joy of cruising in company and then departed heading South on the return voyage to Sydney. However, in the spirit of Bernard Moitessier, a smaller group of sailors including Chris Manion, Phil Tanner and Herschel Smith kept sailing East to Lord Howe Island for the annual BBQ. Looking forward to their exciting stories from the sea!

Last weekend in race #3 of the Commodores Cup there were five "Ranger's" racing together in a regular club series for the first time in many years – that Saturday would have been Bill Gale's 100th birthday and he would have been so thrilled to see it. After the race those at the club offered three cheers to Bill and the Gale family.

Together this year we have accomplished some outstanding projects including the SE Wall rebuild, run a working bee, updated a fabulous archive section to the website, trained new tender drivers, extended our lease on the Green Shed, applied for grants, increased women's participation and kept our accounts in good order.

Amongst our outstanding volunteers, we have several dedicated ex-Commodores who still put in long hours to keep the buildings standing, drive the tenders and continue to plan ahead for the necessary works to keep the place going. It was recently commented upon that of all the sailing clubs on the harbour only at the Amateurs will



you see the Commodore driving the tender and packing it away – we wouldn't want it any other way.

On behalf of all members, I would like to thank our wonderful staff and numerous volunteers who continue to do so many unseen jobs to keep our club and our spirit alive.

Happy Christmas and best wishes to you all for a safe New Year

Peter Scott

Commodore



Commodore's Cup Start

Centenarian Display and Rally

It's come, it's gone, so how did it go? Like everything it had its ups and downs. The stated goal from the outset was a profile raising exercise. Raising the profile of 'heritage'! The heritage of the Club, the boats, even the Harbour itself, as an important arena for more than just revenue raising by the government of the day. It joins a list of other events which attempt similar outcomes. These range from the start of the Sydney to Hobart, through to Australia Day and all the more humble events run by the many Clubs and organisations, who like us, see the harbour as a birthright gifted to the citizenry.

Our particular event focused on continuity. The continued presence of our Club and the continuing presence of vessels over one hundred years old; these are quite rare, personally I was surprised at how rare. We suppose that many old boats who were getting a bit ripe at the start of the Second World War either had their lead keels turned into bullets, were requisitioned never to return, or the owners came back from the Front without the wherewithal to keep them afloat.

Hard chasing from a dedicated committee had identified a potential fleet of twenty-five boats. Of these thirteen were displayed at the ANMM Heritage Wharf for two weeks, this included four of the Museums own fleet. Fifteen boats participated on the day of the rally, with the *James Craig* the only ANMM Heritage vessel to join the harbour activities. Let's compare that to the turnout for what is the UK's premier event for classics, the Cowes Classic Week where seventeen boats crossed the Start-line in its mixed fleet division. This makes the participation rate at our much more exclusive Centenarians event look pretty respectable. The potentials who couldn't make it this year mostly assure us they will be ready for the next one. This is heartening. We hope the involvement of the Australian National Maritime Museum, the Sydney Heritage Fleet and the Wooden Boat Association continues and expect that this biannually run event will grow steadily going forward.

The weather on the day was the only variable we couldn't control. It turned out near perfect, a light Sou'wester freshening a little towards the end of the short Parade of Sail on a warm sunny day. It wasn't going to last! On our return to the Club a television crew from Channel Nine interviewed me for a surprisingly long segment that was shown on the News that night. Seems that the event ticked some boxes for what the Media industry call the "Kicker", a feel-good piece they use to wrap up the daily dose of misery. With an audience of 200,000 people, money could not buy the exposure this gave to our Club and the participants.

Events proceeded smoothly at the club, then a frisson of alarm began spreading amongst those who had joined from up-river. A particularly vicious Westerly front was on its way. Off they went hoping to beat it home, Simon Sadubin skippering the 1905 SAO told me later that with forty plus gusts it took two hours to get to her Balmain mooring. Back at the Club, the Commodore gave a little speech, the cannon went off with a satisfying bang, the day was wrapped up. A spray tossed motor back to Rose Bay, a grim tussle with the mooring, followed by a wet row ashore finished my day off nicely.

Can't wait for the next one!

Martin van der Wal



ANMM Heritage Pontoon welcomes Centenarian yachts. Photo Alice Murphy



Centenarians display at the ANMM. Photo Alice Murphy



Tall Ship *James Craig* leading the Centenarian Flotilla from the ANMM to Athol Bay. Photo Michelle and John Bowen



Oenone and tall ship *James Craig*. Photo Wayne Grundy



Hoana celebrating her 100th birthday with friends. Photo Wayne Grundy



Ventura, built in 1893, was the oldest boat in the rally leading a few modern design yachts. Photo Alice Murphy



Commodore Peter Scott and Rear Commodore Alice Murphy congratulating Martin van der Wal on *Hoana's* 100th birthday. Photo Wayne Grundy



A traditional end to the festivities – Martin lighting the fuse of the Les Ardouin Cannon. Photo Wayne Grundy

Cruising in company – Soldiers Point and Lord Howe Island

‘ By Chris Manion – *Samphire* ‘

This year the crew of *Samphire* decided to attend two BBQs before returning to Mosman Bay. We originally had six yachts organised for the cruise in company to Soldier's Point Marina (SPM) with a stopover in the Hawkesbury, Newcastle (NCYC) and onto SPM.

From Wednesday 5 Nov the yachts cruised north with a small gathering on the Friday evening at Refuge Bay – *Samphire*, *EZ Street* and *Opal Leaf* (NHYC). We had looked forward to *Out of Africa* coming along again this year, but they were unable to join us, so David jumped on *Samphire* to SPM.

The long sailing day is always the Pittwater to Newcastle sail with a variable strong wind forecast that did eventuate. We motored out early and found we were in company with several RPAYC boats heading to a state championship on Lake Macquarie and one of them registered a 40kt gust. *Samphire* registered a 35kt gust. We arrived at our destinations safely.

There was a good crowd of 25 for dinner and a few drinks at the NCYC after we tied up in their marina. The NCYC amenities were enjoyed by all. We awoke to a beautiful day with a SW wind; it kept building as we sailed alongside Stockton Beach with two reefs in the main and a small heady and recorded a max. hull speed of 12.2kts. The small fleet arrived safely at SPM – *Samphire*, *EZ Street*, *Opal Leaf*, *As You Do* and *Anitra V*. As always, the marina team was there to take a line and welcome us all.

On Monday 10 Nov, 23 of us enjoyed the hospitality of SPM. We started with a breakfast of fruit, juice, coffee and bacon & egg rolls, local oysters and salads for lunch and dinner was a Hawaiian themed BBQ – cocktails at 5pm were followed with salads and BYO meat/fish and drinks – what a great evening out on the marina.

Port Stephens to Lord Howe Island

On Tuesday morning, the yachts started to leave SPM for Sydney and Newcastle and the crew of *Samphire* made final preparations to ready us for the trip to Lord Howe Island (LHI) – food, fuel and water for the 380nm trip. We had a great passage with five onboard – Phil Tanner, Herschel Smith, Tony Hughes, Matt Upton and me – all SASC members. The trip across took 54 hours and followed with 2 nights onboard in the south passage. We then had 5 nights on the island enjoying everything it has to offer.

Nine yachts (66 people) arrived for the LHI BBQ on Tuesday 18 Nov which was great to see and we were joined by other visitors and residents plus the school community who plan and organise the event. Thanks to Alex and Felicity who get all the yachties together in the months before and assisted with our questions. About \$7k was raised from the BBQ dinner and the games and raffles which was terrific for the school on the island.

We dropped the mooring line at LHI 10.30am on Friday 21 Nov and were tied up at the green shed by 9.30pm on Sunday 23rd – 59 hours which was a quick trip. Phil Tanner as the navigator found us the currents to help with our passage. *Samphire* was well prepared by all (special thanks to Tony) with no issues. Herschel is an excellent caterer, so we ate very well. Matt and I assisted the experienced team of three who had completed many previous passages to LHI. All five sailors had a great experience.

Amateurs Cruise in Company to Port Stephens – November 2025

by Philip Brown *Anitra V*

In what has become an annual event, a small fleet of five yachts cruised in company to meet at Soldiers Point Marina on Port Stephens over 2 days – 9th and 10th November.

This year, the participating boats were *Samphire*, *Easy Street*, *Anitra V*, *As You Do* and *Opal Leaf* from North Harbour SC. Numerous Amateurs members and some spouses/partners joined the festivities by road trips and there were also several crew shuffles made possible by road trips. Ross Littlewood on *As You Do* made both passages up and back single handed.

The cruise was broken into day sailing passages from Sydney Harbour to Broken Bay, then to Newcastle with a night at the Newcastle CYC Marina and dinner in their Clubhouse, followed on the third day for most of us, a sail across Stockton Bight to Fingal Head, into Port Stephens and up to Soldiers Point.

The channel markers inside Port Stephens are very clear but there are large areas of sand banks to be avoided by carefully sticking to the channel.

The cruise event, organised by Vice Commodore Chris Manion, included a day of relaxing at the Marina on the Monday on their Entertainment Pontoon at which the marina management provided a cooked breakfast and then lunch of local fresh oysters. To cap off a day of some local touring and swimming in the clear Port Stephens waters on the high tide, in the evening we had a BYO BBQ with salads etc. provided by the Marina management. The partying started seriously in the late afternoon and continued well into the evening.

For those interested in a bit of local touring – especially to visit the oyster farm to buy more oysters and prawns – the Marina provides a courtesy car and electric bikes for Marina guests.

The weather conditions were a little testing, as always to be expected when coastal or offshore cruising, but also provided some exciting sailing on Sunday afternoon when sailing from Newcastle to Port Stephens with a 25 Kn Sou'westerly breeze in clear sunshine. Earlier in the cruise we experienced several Westerly storms with heavy rain and gusts of 35 Kn. Again, on the return trip on Tuesday afternoon we experienced another 35KN Westerly storm just as we were heading into Broken Bay for a night at Refuge Bay which offered protection from the gale force wind. The final run back to Sydney Harbour on Wednesday was a delightful reaching sail in clear sunshine with a 15-18 Kn ENE breeze.



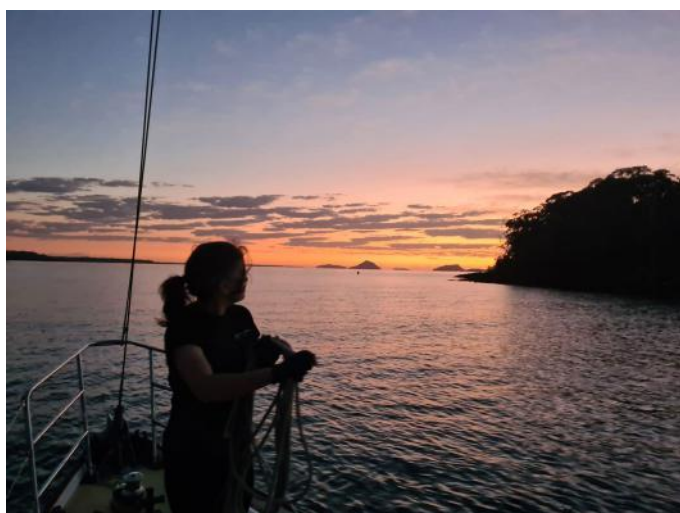
Anitra V crew enjoying the Port Stephens BBQ

Overall, we had five terrific days of varied and interesting coastal sailing in a range of weather conditions, combined with plenty of social events and sailor camaraderie. The Marina arrangements at Newcastle CYC are very accommodating and the management hosted hospitality at Soldiers Point Marina was excellent. The Port Stephens local fare of oysters and prawns were a great starter to set the party mood.

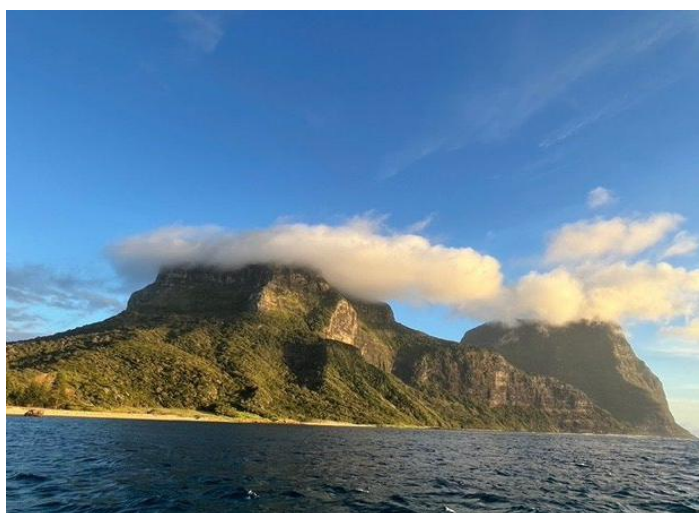
Note to Skippers: for those visiting the Soldiers Point Marina be aware that the tide rips through the floating marina at 5+ Kn on the ebb and flood making manoeuvring inside and around the marina particularly dangerous. If the wind and tide make conditions unfavourable the best option on arrival – as wisely adopted by Bruce Dover with *EZ Street* – is to wait in Fame Cove (where there are some public moorings) for easier conditions before entering the marina. *Opal Leaf* and *Anitra V* both suffered damage entering the marina in the strong wind and tide conditions on the Sunday afternoon. Skippers should make their own judgements about entering the marina rather than simply taking advice from the Marina Manager.



Samphire Crew at the BBQ



Leaving Port Stephens at dawn. Photo Teresa Ferreir



Lord Howe Island from Samphire's mooring. Photo Chris Manion

Around the Club House

The SASC volunteer "Salvage Team", led by Trevor Cosh, has successfully tackled the complex job of repairing potentially hazardous subsidence in one of the club's two slipway rails.

The project was particularly difficult because the section to be repaired remained well underwater, even at low tide. A pile supporting the rail had failed and needed to be "sleeved" with a new pre-fabricated steel section, then secured with concrete.

Club members Bob Langley and Bruce Dover formed a scuba dive team using the *Nancy K* as "mothership". Above water, Bruce Brown, Rod Phillips and the slipway staff were supported by Chris Manion, David Field and David Salter, providing coordination and assistance throughout the works. The team worked for three days preparing the section underwater before quick-set concrete was inserted by tube.

The correct final level was then determined using a temporary work platform on the slipway cradle as reference.

David Salter



Determining the correct level. Photo David Salter



The dive team, Bob Langley and Bruce Dover spent 15 hours in the water. Photo David Salter

The Derwent Class Resurgence

People have always told me that if you can sail on the Derwent River in Hobart you can sail anywhere. I now believe that if you can sail on Sydney Harbour in a yacht race on the weekend you can sail anywhere. My husband, Scott and I spent a Saturday sailing on Cherub, Peter Scott's delightful 78-year-old Ranger on a somewhat fickle and blustery day, surrounded by myriad racing boats, cruising yachts, party launches, kayaks, ferries, etc, etc. We were wide-eyed with sensory overload only to be told by the Cherub crew that this was actually a quiet day – we didn't even sail downwind with a spinnaker through a class of tiny lasers! We were struggling just to identify the course with all the buoys (including "Wedding Cakes") and were certainly surprised that the course included an island as a rounding mark. All this was happening as I was busy taking in the sights as a bone fide tourist having recently sailed from Tasmania, learning the fascinating history of the Sydney Amateur Sailing Club and remembering not to oversheet the headsail each tack.

We were lucky enough to experience this iconic Sydney pastime after meeting Peter and Sarah at the National Maritime Museum. I was standing on the baking (remember, we are from Tasmania) decks of the *HMAS Vampire* when my "wooden boat tragic" heart skipped a beat upon seeing a collection of beautiful wooden boats berthed on the jetty right below us. Within minutes Scott and I were sitting on the stunning *Utekiah II*, courtesy of her gracious host, Tanya and in the company of Peter and Sarah. Naturally conversation revolved around wooden boats and Peter told us about the Centenary Celebrations for Hoana's birthday at the Sydney Amateur Sailing Club, for which the boats around us were on display. Peter invited us to the party and, of course, we accepted. Peter also told us about Cherub and about Sydney's iconic Ranger class. Shortly after we parted company I received a call from Peter inviting us to sail with him on the Saturday race. Of course we accepted.



Merlin

My excitement to sail on Cherub was enhanced because I am also the current custodian of a gracefully old wooden boat – a sprightly 79-year-old Derwent class yacht called Salamis. Living in Tasmania, we are blessed in the same manner as Sydneyites to be surrounded by a wealth of wooden boats still sailing our waters, loved and cherished by their owners and crew. Apart from just admiring wooden boats, I also see a lot of similarities between the Rangers of Sydney and the Derwents of Tasmania. Both are single-class designs dating back 100 years and both were designed with the sailing conditions of their local areas in mind. Both were also considered to be within reach of the average person to build and were designed to encompass not just speed on the water but also pleasure with friends and family onboard, picnicking and holidaying. The Derwents, designed by A.C. Barber, were seen as a stepping stone from dingy racing to full-size yachts and, as such, they are extremely fast for their 24-foot waterline (plus bowsprit). They have a huge mainsail and a “gentlemen’s agreement” never to reef. Unlike the Rangers, they are close to the water and can be very wet, a great thing in Tasmania!



Salamis

Out of the 26 Derwents built from the late 1920s, there are currently thirteen yachts on the water in Tasmania, all based in Kettering, with several more on their way to being restored to their original designs by local shipwrights. Interest in the class grew after young sailors reinvigorated the Derwents in Kettering and, with the backing of a generous local benefactor, the hunt went out to find the missing yachts. One of the most recent restorations, Mermaid, was found in Sydney and brought back to Tasmania during Covid. She had been dismasted in a race and suffered such damage that 20 years later she was relegated to being cut up for firewood. She is now fully restored and highly distinctive with her hot-pink hull and spinnaker. Another yacht was found behind a pub in Tassie, another in a paddock and one stuck in the mud in the Tamar. Many had been hugely modified, lengthened or just neglected. Local shipwrights throughout southern Tasmania have been given the opportunity to undertake the extensive restorations with stunning results.

The resurgence of the Derwent Class, or the Ds as they are affectionately known, has generated a huge fan club. As a single-class yacht, we are able to challenge each other in our tongue-in-cheek "World Championships", held every year either at the Kettering Wooden Boat Rally or the Australian Wooden Boat Festival. This past "Worlds" at the AWBF saw the largest fleet in recent times out on the water, with the latest restored boats racing the oldest in fierce competition. The boats, all berthed together with their brightly coloured hulls and beautiful timbers and their mystical names such as Goblin, Merlin and Gnome, attracted a lot of attention and brought out many stories from people who had sailed them in their heyday on the Derwent. These connections help make the Derwent class such an enduring legend. And they even have their own pin-up calendar by well-known boating photographer Andrew Wilson.

For me one of the best things about the Ds is the incredibly supportive community that brings together sailors of all ages and experience and where the emphasis is on participating and having fun rather than just winning. The Ds race in the twilight and winter series in Kettering where they have their own class start, as well as an annual regatta put on by the Derwent Sailing Squadron. The camaraderie is infectious



The Derwent Worlds

and genuine and everyone is willing to help each other, often with some last-minute interesting fixes to get boats out racing. I am extremely lucky to be able to lease Salamis from the Derwent Trust. Their intention is to provide an avenue for people who might not otherwise be able to get out on the water or who might be intimidated to start sailing. The Kettering Yacht Club, which like SASC is made up of volunteers, has also been extremely supportive, as has the Oyster Cove Marina, which has made room to berth the Ds all together in Kettering.

Sailing on Cherub I felt the same delight in admiring an old design that got it right in so many ways other than just racing fast and I felt the joy of keeping that tradition alive. People will always ask "why have a wooden boat" (and sometimes their owners, too) but you only have to get out on the water with a flotilla of grand old boats and to attend the

party afterwards at the best-kept sailing secret in Sydney, to understand how it brings people of all ages together. And as with many journeys, it is often mostly about the people you meet along the way. I'm sure if you ever find yourself in Kettering, chances are you could get a ride on a Derwent (bring your wet weathers!). So, as Peter so aptly concludes: Hurrah, hurrah, hurrah, for all the old boats and the people who love them.

By the way, folk lore has it that the Derwents are able to fit 176 longneck bottles of beer (*Cascade, of course*) in their hold. *What do you reckon the Rangers can hold?*

For more information on the Derwent Class and their resurgence, please look at the many articles on:

Tasmanian Derwent Class Yachts - Facebook page

Australian Wooden Boat Festival

Southern Wooden Boat Sailing

Australian National Maritime Museum

Australian Broadcasting Corporation (ABC)

Kate Wilson – all photos courtesy of The Derwent Class Association



L to R Gremlin, Salamis (behind), Goblin, Merlin

Pagan

Lost loves and broken dreams lie low in backwaters all over the world. Most have little to recommend them. Sure they meant something to someone once, but now their days are over. Entropy will drag them back into the cosmic soup. No-one will weep their passing as they either rot into an organic sludge or decompose into nano-plastics. Another nuisance littering the waterway gone! Perhaps a photo lingers in a family album, maybe a name mumbled on dying lips. Occasionally; as the last rites are read over one of these floating vagabonds their past resurfaces. Sometimes this past enshrouds the hobo in a golden aura. A mythical past of heroic journeys, survival against the odds, human cargo saved from the abyss, home-comings of Homeric proportions: Resurrections!

Huon pine strip planked, Resorcinol glued, sheathed inside and out with epoxy heavy chopped strand fibreglass. Put her in a shed — fix her up — know her inside and out — keep it simple — go adventuring — she will look after you in style. And that is exactly what is happening, she is being saved by a person committed to restoring her to her former glory; 'Three Cheers'— to her and her new owner.

Particulars - LENGTH 8.4 —LWL 7.6—BEAM 3.1— DRAFT 1.6

Martin van der Wal

A PIECE OF AUSTRALIA'S SAILING HISTORY
THE GAFF RIGGED CUTTER
PAGAN.

Built in 1939 in Portland, Oregon, USA by Bill Weld this sturdy Colin Archer Design Cutter has been across the Pacific three times and competed in the 1948 Trans Tasman finishing fourth. PAGAN was completely restored in 1991 using Huon Pine and Philippine Mahogany



Water Women Rally

The biannual Rally for Fun, run by the SASC Water Women, was well attended on Sunday November 4th.

It was a great day out sailing, training and socialising.

12 SASC boats with skipper and crew took an additional 32 female guests out. The guests included 9 experienced crew, 14 medium level and 9 beginners. The water women team had made a particular effort to align the right boats to the right crews and thus had requested people's experience and agility levels before assigning them to a boat.

The weather was initially not very promising, with not a breath of wind but luckily this changed by the time the boats assembled and it turned out to be quite perfect, not too hot and a gentle to medium wind. On *Cherub* my first job was to manoeuvre her off the mooring and out to the harbour, then our guests took turns practising skippering, foredeck work and trimming the sails from the cockpit.

After the sailing everyone returned to the clubhouse to share a plate, a drink and stories. There was quite a buzz in the air and lots of positive feedback and lots of happy faces! Louise Macauley explained how to sign up to crew at the club, whilst Kylie Twible explained the benefits of crew membership.

It was a great day that created a genuine vibe of the Amateurs being a female friendly club that encourages new sailors.

Sarah Scott



Tish at the helm of *As You Do*. Photo Sue-Maree Olsen



Camilla Team. Photo Maggie Loaney



Cherub Team. Photo Sarah Dixey

Hull Speed

Most sailboat skippers have a solid understanding of their yacht's maximum speed, commonly referred to as hull speed. This is the theoretical top speed a displacement hull can achieve before it would need to start planing—rising up and skimming over the water's surface.

As a displacement sailboat moves forward, it creates a bow wave at the front and a stern wave at the rear. At hull speed, the boat becomes trapped between these two waves. Pushing past this point requires significantly more energy, as the vessel would need to climb over its own bow wave. This energy demand makes speeds beyond hull speed impractical for typical displacement hulls under sail power alone.

The hull speed (in knots) is commonly estimated with the following formula:

$$v = 2.43 \times \sqrt{\text{LWL}}$$

Where:

- v = hull speed in knots
- LWL = length of the waterline in metres
- 2.43 = a constant derived from wave physics, see below

For example, a sailboat with a waterline length of 10 metres would have a hull speed of approximately:

$$2.43 \times \sqrt{10} = 7.68 \text{ knots}$$

This formula provides a useful rule of thumb for understanding the speed limitations of traditional displacement sailboats

DERIVATION OF HULL SPEED

Step 1: Relationship to Wave Speed

The hull speed of a displacement sailboat is fundamentally linked to wave speed—specifically, the speed of the wave the boat creates as it moves through water. In deep water, the speed of a wave depends on its wavelength (the distance between crests). The longer the wavelength, the faster the wave travels.

For a displacement hull at hull speed, the wavelength of the generated wave is equal to the length of the boat's waterline (LWL). Therefore, a boat effectively rides in the trough between its bow and stern waves. Exceeding this speed would require the boat to climb over its own bow wave, which demands a dramatic increase in power.

The wave speed in deep water is given by the formula:

$$v = \sqrt{(g\lambda / 2\pi)}$$

Where:

- v = wave speed (in m/s)
- g = acceleration due to gravity = 9.81 m/s^2
- λ = wavelength (in metres)

Step 2: Set Wavelength Equal to Waterline Length

At hull speed, the wavelength of the wave equals the boat's LWL. Substituting:

$$\lambda = \text{LWL}$$

So the wave speed becomes:

$$v = \sqrt{(g \times \text{LWL} / 2\pi)}$$

This gives the speed in metres per second.

Step 3: Convert to Knots

To express the speed in knots, use the conversion:

$$1 \text{ m/s} = 1.94 \text{ knots}$$

So:

$$v \text{ (knots)} = 1.94 \times \sqrt{(g \times \text{LWL} / 2\pi)}$$

Substituting $g = 9.81 \text{ m/s}^2$:

$$v \text{ (knots)} = 1.94 \times \sqrt{(9.81 \times \text{LWL} / 2\pi)}$$

$$v \text{ (knots)} = 2.43 \times \sqrt{(\text{LWL})}$$

This is the standard hull speed formula, where LWL is in metres.

ALTERNATIVE FORMULA USING FEET

Many sailors prefer to measure LWL in feet. Since 1 metre = 3.28 feet, the constant in the formula changes when using feet:

$$\text{Hull Speed (knots)} = 1.34 \times \sqrt{(\text{LWL in feet})}$$

Example:

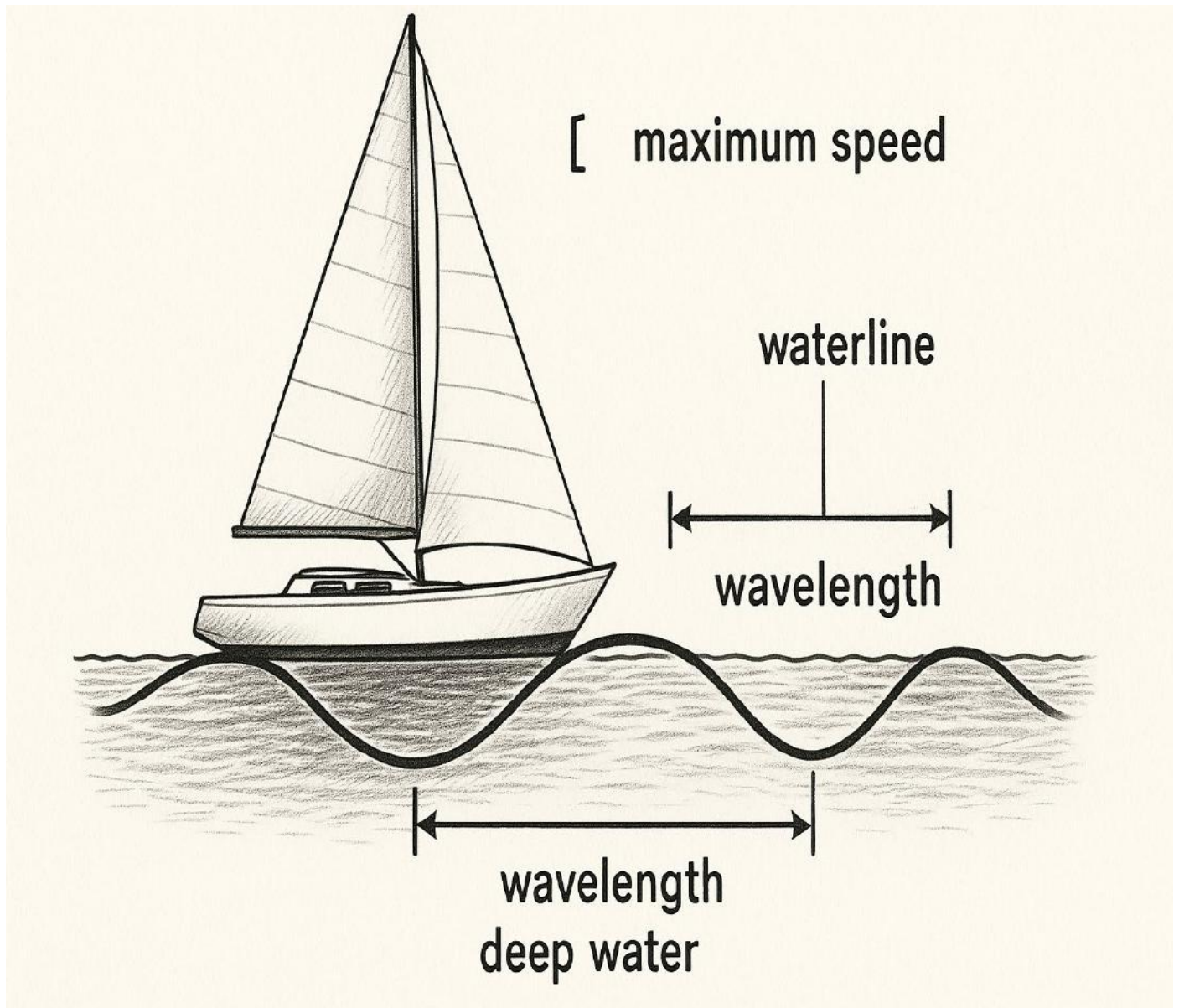
- LWL = 32.8 feet
- Hull Speed = $1.34 \times \sqrt{32.8} = 7.68 \text{ knots}$

This matches the earlier example using 10 metres, as 32.8 feet = 10 metres.

KEY TAKEAWAY

Hull speed arises from wave physics: a displacement hull's speed limit is governed by the speed of a deep-water wave with a wavelength equal to the yacht's waterline length. This natural limit forms the basis of the familiar square-root formula used by sailors worldwide.

Stuart Anderson



From the Racing Office

The 2025 spring series is well and truly underway with good participation and close racing.

The Lion Island race was run using the inshore course with strong westerly winds. 14 boats competed of the 18 entries.

Friday twilights has good participation with close finishing. The revised course is working well.

Saturday racing continues to be a key point score race day for SASC. The various divisions remain strong, with an average of 25 boats competing. New for this season is the Folkboat subseries in the Commodore's Cup.

Sunday racing is performing well under the new division format. The divisions are better balanced and we maintain the classic point score across the two divisions via SailSys.

Women's Keelboat Series – SASC will host race 4 of the series on 18th January 2026. There are currently 20 entries with several SASC boats. SASC continues to support the RPEYC Women on Water event as part of our Sunday Series, which was held on 30th November.

A Rules Night was run by SASC racing in October with 70+ attendees. This session highlighted the rules that apply to various scenarios during a race – e.g. start, mark rounding, finish etc. The session was highly interactive and well received. We are planning several more sessions during the 25/26 season.

SASC Racing is in the process of launching an online tool for crew requests and skipper/crew availability. This is called "Crew Concierge". This will be available shortly via the SASC website. This provides a tool to manage availability and matching of skippers and crew more efficiently. Skippers will be able to post their sailing days and crew requests. Crew will be able to post their availability and capabilities. Skippers and crew can then connect and arrange to go sailing.

We have implemented a new volunteer program for the Friday Twilights. This program requests that boats volunteer a crew member to work on the start boat for one race. This gives a good insight into the other side of racing which benefits both the starters and boats.

Racing will finish the year on 14th December and resume on 9th January 2026.

A detailed racing schedule is available on the [SASC website](#).

Look forward to seeing you on the water – SASC Racing.

On the Water



Lonely sailing in the Mixed Fleet. Photo Geraldine Wilkes



Hotspur and Locomotion Mixed Fleet Division. Photo Geraldine Wilkes



Captain Amora starting the Balmain Regatta 2025. Photo Alice Murphy



Clewless and *Cool Runnings* Super 30 Cup. Photo Geraldine Wilkes



Kareela now easily identified on the water. Photo Sue-Maree Olsen



Vagrant on its social visit to all the Rangers before the Commodore's Cup. Photo David Salter



Isabella Commodore's Cup Photo Geraldine Wilkes



SASC Ensign



Flags

The original flags of the PAYC and the flags of today. Correspondence between the Club and The Admiralty during 1868 and 1869 saw the Club's flags changed.

The SASC has a very distinctive ensign which is flown at the clubhouse and by many members on their yachts.

The Amateurs' ensign, developed from what was known as the NSW ensign, was designed in 1831 by John Nicholson, Sydney's Harbour Master at the time. This flag had 5 white stars on the blue cross and in the 1890s it became known as the Australian Federation Flag. It was "Australia's" unofficial flag - Australia, before federation, being largely a very big NSW. The flag was very popular until it was banned for use on vessels in the 1890s because it was felt by management that it looked too much like the British White Ensign and might lead to confusion at sea. The Amateurs and the Prince Alfred Yacht Club shared the flag until The Alfreds took on the "Royal" charter after which we have had exclusive use.

People on the water often ask about the flag because it is unique. No other club has a flag like it, which makes the Amateurs special. But we all know that!

If you would like to purchase an ensign you can pre-order one of the following sizes :

- 1 yard (915 x 458mm) - \$185.00
- 1.5 yard (1370 x 685 mm) - \$225.00

The flags are fully applique sewn woven Defence Force quality dyed cloth with stainless steel sister clips. UV stress tested. Made in Australia.


Contact office@sasc.com.au to order.



From the Archives

SASC News 1970

A look back at an earlier edition of the SASC News published in 1970 – many editions are available to read on our the SASC website – <https://sasc.com.au/latest-news/>



S.A.S.C. NEWS

CLUBHOUSE AND BOATSHED, GREEN STREET, CREMORNE

SYDNEY AMATEUR SAILING CLUB FOUNDED 1872 5c. per copy

SEPTEMBER 1970

The America's Cup

As always when this coveted trophy is being challenged, there is a lot written about the Cup, but some of the history and facts of the past races is of great interest.

The Cup has been contested 21 times in 119 years, and is now a race of 24.3 miles. The early boats were of enormous size in proportion to the 12 metres of today.

The race was originally called "The One Hundred Guinea Cup" after the "America" won the initial race in 1851. It was then known as the "Queens Cup" for some years. It was of course renamed the "America's Cup" after the original schooner "America" which was 101 feet overall, with a waterline length of 90 feet.

There were 13 challenges before the era of the huge J class yachts. Three events were contested in the J Class before the introduction in 1958 of the 12 metre Class. This current challenge is the 5th in this Class.

The following is a complete list of the Challenges and races won by each yacht:-

Year	Defending yacht.	No. races won	Challenging yacht	No. races won	Country
1870	MAGIC	1	CAMBRIA	0	England
1871	COLUMBIA & SAPPHO	4	LIVONIA	1	England
1876	MADELEINE	2	COUNTESS of DUFFERIN	0	Canada
1881	MISCHIEF	2	ATALANTA	0	Canada
1885	PURITAN	2	GENISTA	0	England
1886	MAYFLOWER	2	GALATEA	0	England
1887	VOLUNTEER	2	THISTLE	0	England
1893	VIGILANT	3	VALKYRIE II	0	England
1895	DEFENDER	2	VALKYRIE III	1-Disq	England
1899	COLUMBIA	3	SHAMROCK	0	England
1901	COLUMBIA	3	SHAMROCK II	0	England
1903	RELIANCE	3	SHAMROCK III	0	England
1920	RESOLUTE	3	SHAMROCK IV	2	England
1930	ENTERPRISE	4	SHAMROCK V	0	England)
1934	RAINBOW	4	ENDEAVOUR	0	J

SASC Shop

New stock available — all sizes!

SASC merchandise is available for the winter Sailing Season!

Skippers and crew can purchase rugby tops, polo shirts and racing A flags from the bar on race days - you can also pick up any items at the office on weekdays.

SASC Branded Merchandise Racing 'A' Flag	\$35.00
Burgee (Medium – 30 cm x 54 cm)	\$41.00
Club Tie	\$25.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve)	
— white and navy	\$75.00
Polo Shirt Quick Dry (long sleeve)	
— white and navy	\$60.00
Rugby Shirts	\$82.00
SASC Hoodie	
— white and navy	\$49.00
SASC Caps	\$35.00



The crew of *finesse* heading to RANSA for the Sydney Harbour Women's Keelboat Series Race 4 prize giving (*finesse* was placed 3rd). Photo Dan Connor

Board Members and Staff



Photo: Top Row – John Brady, Leone Lorrimer, John Brennan, Sean Kelly. Bottom Row – Alice Murphy, Peter Scott, Chris Manion.
Photographer – John Jeremy

The club's board of directors is appointed by the members at the Annual General Meeting. The board meets 11 times a year, on the third Wednesday of the month. No meeting is held in January.

Commodore: Peter Scott, *Cherub*

Vice-Commodore: Chris Manion, *Samphire*

Rear Commodore: Alice Murphy, *Bordeaux*

Club Captain: Phil Tanner, *Double Dutch* (Absent)

Honorary Treasurer: John Brennan, *Dancing with the Wind*

Honorary Secretary: Leone Lorrimer, *finesse*

Directors: John Brady, Sean Kelly, Tony Cousins (Absent), David Brown (Absent), Maz Kivi (Absent)

Staff Members

Karen Ewels – Office

Sophie Tong – Office

David Pryke – Sailing

Rod Phillips, Shipwright – Boatshed

New Members

We welcome the following new members:

Full Membership

Aric Johnson

Roland Umbricht

Crew Membership

Shaun Carmichael

Christopher Mifsud

Bradford Gorham

Kris Gail

Nikki Lisle

Katherine Lee

Nicole Hay

NEWSLETTER DEADLINE

The next SASC News will be the March 2026 edition. Contributions from members, which are always welcome, should be sent to news@sasc.com.au by 20 February, 2026.

Articles and reports published in the SASC News reflect the views of the individuals who prepared them and, unless indicated expressly in the text, do not necessarily represent the views of the Club. The Club, its officers and members make no representation or warranty, expressed or implied, as to the accuracy, completeness or correctness of information in articles or reports and accept no responsibility for any loss, damage or other liability arising from any use of this publication or the information which it contains.

WEDNESDAY TENDER SERVICE

The tender service will operate from 1000 to 1600.

TENDER HOURS

Members are reminded that the normal hours of operation of

the Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800



Moving SASC Dinghies

The Club dinghies are of two types, the older ones, the (plastic ones) made by Walker Bay have a wheel in the keel at the stern. The best way to move them is by lifting the bow a little and letting the rest of the weight pass to the deck via the wheel.

The newer GRP dinghies do not have a wheel at the stern. Members who are in the habit of lifting the bow when moving them are causing early wear on the nylon strip that runs along the keel at the stern because the weight of the dinghy is pushing on a small area. Already, two of these dinghies have developed leaks at the stern and have needed repair that costs the Club money.

So – – – PLEASE MOVE THE NEW DINGHIES WITHOUT LIFTING THE BOW. THIS WILL EVEN THE WEAR ON THE KEEL AND DELAY THE NEED TO REPAIR THEM.

If you see a member dragging a GRP dinghy with the bow off the deck, please remind them of this message, we all forget sometimes!

Thanks, John Pennefather (Dinghy steward)



Mister Christian sailing in the Saturday Classic series. Photo Geraldine Wilkes



The start of the Muriel Trophy race Photo Geraldine Wilkes