

THE AMATEURS



Published 1972 by Sydney Amateur
Sailing Club

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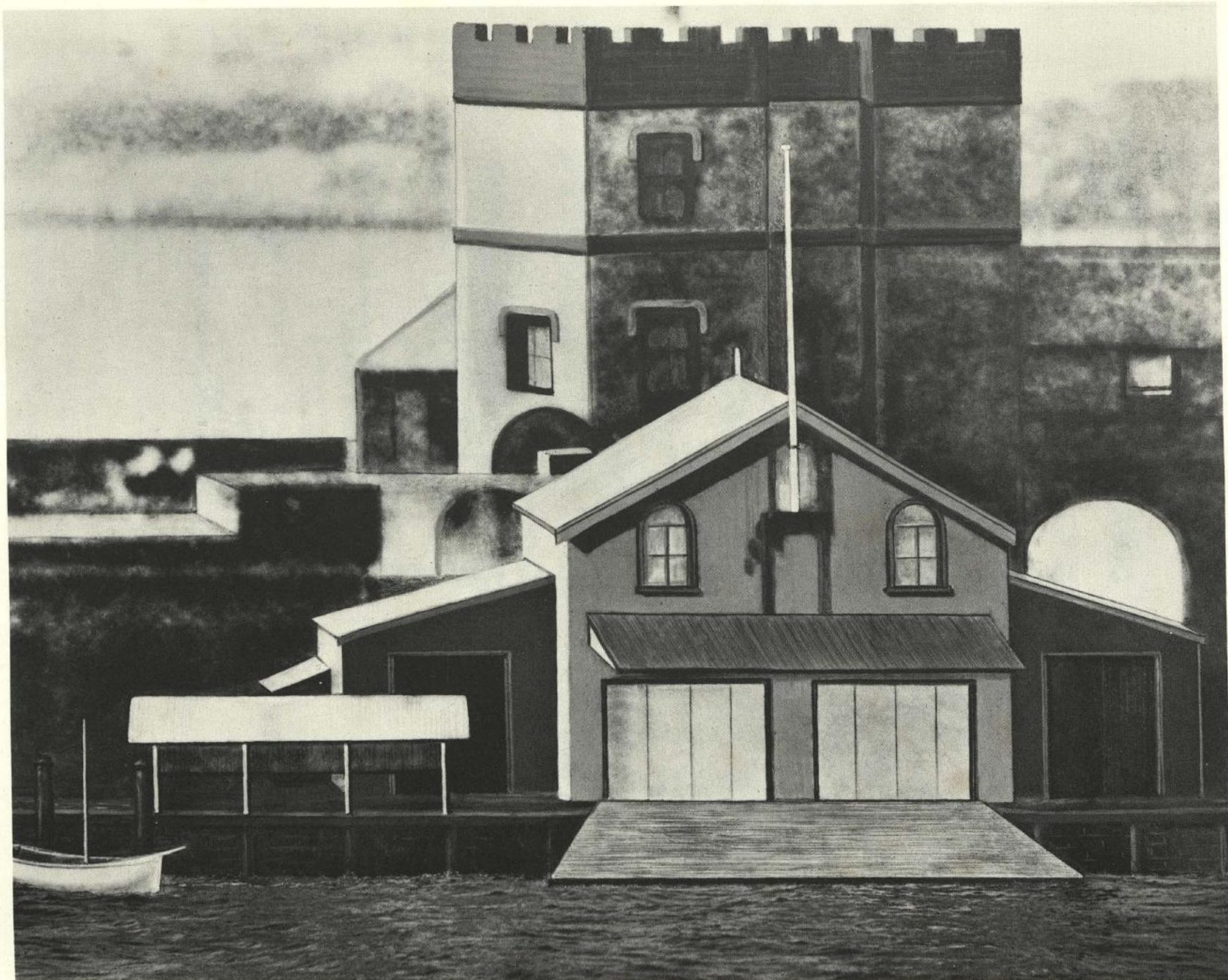
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The Amateurs' first clubhouse on Bennelong Point
(Fort Macquarie in background).

Photo courtesy J. A. Middleton.

THE AMATEURS

*A documentation
of the first 100 years of sailing
on Sydney Harbour
as seen by
Sydney Amateur Sailing Club
1872-1972*

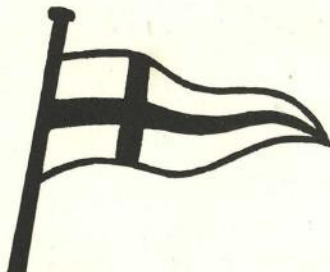
Compiled by Historical Committee
Formed 1967

5.4.1967: Chairman—R. W. W. Green
K. Retallick, Dr. F. Talbot

2.8.1967-72: Chairman—J. A. Middleton

1967: L. P. Jones—K. Retallick—C. R. E. Warren (O.B.E.)—Dr. F. Talbot
1968: L. P. Jones—K. Retallick—C. R. E. Warren (O.B.E.)—Dr. F. Talbot
1969: L. P. Jones—J. Raffan—C. R. E. Warren (O.B.E.)—Dr. F. Talbot
1970: L. P. Jones—J. Raffan—W. D. Rayment
1971: L. P. Jones—J. Raffan—W. D. Rayment
1972: L. P. Jones—J. Raffan—W. D. Rayment

Preface by His Excellency
The Governor of New South Wales,
Sir Arthur Roden Cutler,
V.C., K.C.M.G., K.C.V.O., C.B.E.



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B. F. Cameron
H. G. Campbell
N. G. Cassim
G. R. Clark
W. Clark
G. Crichton
C. F. C. Crisp
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PHOTOGRAPHY:

Living Commodores by Young & Richardson
ILLUSTRATIONS – Individually





GOVERNMENT HOUSE
SYDNEY

PREFACE

FROM HIS EXCELLENCY THE GOVERNOR OF
NEW SOUTH WALES, SIR RODEN CUTLER,
V.C., K.C.M.G., K.C.V.O., C.B.E.

My congratulations to the Sydney Amateur Sailing Club, not only on its Centenary, but also on the publication of this book.

I commend it to all readers, not only to the sailing fraternity, because this book is more than just the History of a Club. It is also a record of one facet of the development of our Nation.

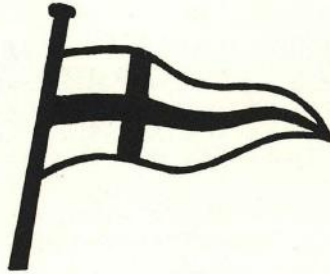
The segment of Statistics, presented in clear, precise detail and in chronological order, provides a ready and reliable record of officials, members and boats from the foundation of the Club to the present day. It will appeal, in the main, to club members as a work of reference.

The stories, anecdotes and reminiscences of the members, covering every aspect of sailing from an afternoon sail to a world cruise, make fascinating reading and will be of interest to everyone. But it is in the segment devoted to the histories of the members themselves where one finds the spirit of the Sydney Amateurs.

Here we meet the men who, over a hundred years, have built the Sydney Amateur Sailing Club, with its traditions, into what it is today. Men who have given time and effort in unselfish service. Men whose spirit of sportsmanship, friendship and fair play have represented the best, not only in the world of sailing boats and sailing clubs, but also as Australians. May those who sail in their wake be worthy of their heritage.

A. R. CUTLER
Governor





COMMODORE'S FOREWORD

The one hundredth anniversary of its foundation seemed a fitting occasion to record the history of the Sydney Amateur Sailing Club.

The massive task of collating the information contained in this book was undertaken by Jim Middleton who, with the help of the Historical Committee, gave freely of his time to produce a most interesting account of the Club's history of which we can all be justly proud. I thank all those who have assisted in any way to make publication of this book possible. I trust that present and future members will be inspired by our history to carry on the high traditions which have been built on such firm foundations and so continue to provide the same high standard of sailing and camaraderie which have existed in the past.

Historians of the future may then look back and in time to come produce an equally attractive record of our performance.

1972

S. B. LLOYD
Commodore



OFFICE BEARERS—1971-72 SEASON

PATRON

His Excellency The Governor of New South Wales,
Sir Roden Cutler, V.C., K.C.M.G., K.C.V.O., C.B.E.

COMMODORE

Stephen Lloyd—"Waitere"

VICE-COMMODORE

Hugh Jackson—"Awanui"

REAR-COMMODORE

Ern Slocombe—"Yeoman IV"

IMMEDIATE PAST COMMODORE

Laurie Schneider—"Larriken"

HON. SECRETARY

John Tomasetti—"Aston"

HON. RACING SECRETARY

Paul Slocombe

HON. TREASURER

Dennis Stokes—"Irex II"

DIRECTORS

C. F. C. Crisp	J. A. Middleton
G. McCorquodale	R. L. Skinner
A. W. Merrington	B. Walker
E. J. Merrington	B. Woods

PUBLICITY OFFICER

P. R. Cane

MEMBER OF COUNCIL OF Y.A. OF N.S.W.

E. J. Merrington

HON. AUDITORS

Forge Psaltis Connolly & Co.

HON. STARTERS

W. J. Millard D. J. Skinner G. C. Cambridge

HON. SOLICITOR

N. G. Cassim



Sydney Amateur Sailing Club

DOCUMENTATION OF CLUB'S HISTORY

One hundred years of Club History are set out chronologically in the following pages, but as one reads it must always be borne in mind that it is the changes and additions which are set out and the Club's Basic Annual Calendar is NOT repeated.

Separate lists of Commodores, Vice-Commodores, Rear-Commodores, Honorary Secretaries and Honorary Treasurers, together with their dates of appointment, are appended so that in this documentation few are mentioned. Committeemen, and later Directors, change frequently and their names are accurately listed in the Annual Reports.

In the first season two known races and four outings were held, of which the first and last became known as Opening Day and Closing Day. From this modest beginning the introductions, changes and alterations are noted so that we will arrive at a modern calendar.

Tuesday, 1st October, 1872, in Tom Keary's Hotel on the corner of William and Brougham Streets, Sydney, a meeting culminated in the formation of Sydney Amateur Sailing Club with four boats and 12 members.

Capt. J. H. Amora (Commodore)	"Inca"
C. Bransby (Vice-Commodore)	
C. B. Boake	"Zingara"
W. B. Melville	"Firefly"
F. Bremner	"Cynthia"
J. B. Holdsworth	
S. H. Hyam	
J. Newton	
W. J. McLeod (Hon. Treasurer)	
J. S. Garling (Hon. Secretary)	
B. Backhouse	
H. Clarke	

It is interesting to note that from the above members came the Club's first three Commodores (Amora, 1872-75; Melville, 1875-77; Hyam, 1877-82).

Saturday, 19th October, 1872, the small fleet met and held a short race.

2nd October, 1873, first meeting held in Oxford Hotel, King Street, City, and First Annual Meeting. In the first 12 months the club had grown to 120 members and 24 boats, divided into three classes—first class, nine; second class, five; third class, ten. Club met four times for practice and two race days were held and six cups presented:

22nd March, 1873:

1st Class —	"Stormy Petrel" (Capt. J. H. Amora)
	"Bronte" (J. B. Holdsworth)
	"Firefly" (W. B. Melville)
2nd Class—	"Araucano" (G. Robinson)
	"Dolly Varden" (A. Backhouse)
3rd Class—	"Undine" (T. Hills)
	"Argo" (W. McLeod)
	"Nonever" (— Hicks)

19th April, 1873:

1st Class —	"Kingfisher" (C. Bransby)
2nd Class—	"Inca" (Capt. J. H. Amora)
3rd Class—	"Alice" (J. Milson)

Sailing Regulations: Rule 8 repealed, thus crew can be other than Club members; Rule 11 repealed lifting the restrictions on sail area; Rule 26 amended, allowing boats of 26 ft. in length into the Club.

Boats and Owner Members

"Inca"	Capt. J. H. Amora (Commodore)
"Kingfisher"	C. Bransby (Vice-Comm.)
"L'Idée"	C. B. Boake
"Firefly"	W. B. Melville
"Cynthia"	F. Bremner
"Bronte"	J. B. Holdsworth

"Ettie" and	S. H. Hyam
"Faerie Queen"	J. Newton
"Ripple"	W. J. McLeod
"Argo"	A. Backhouse
"Dolly Varden"	H. Clarke
"Corinna"	S. Dodds
"Stormy Petrel"	F. Blake
"Sea-Gull"	P. Rich
"Wyvern"	J. Harding
"Lynette"	J. Robinson
"Gazelle"	H. Stephens
"Cadet"	J. Hills
"Undine"	J. Muston
"Emma"	J. Milson
"Alice"	H. Lane
"Kusarawa"	F. Rae
"Sea Breeze"	Owner Not Listed
"Araucano"	G. Robinson?

November, 1873: Balmain Regatta—S.A.S.C. boats filled seven of the first 12 places in the 1st, 2nd and 3rd class races and first and second in the Fishing Boat Race even after "Kingfisher" broke her mast when in the lead.

First Annual Reunion at Chowder Bay—remarkable success.

December, 1873: Woolloomooloo Regatta—S.A.S.C. boats well to fore and one race abandoned when "Kingfisher" sank whilst racing against "Bronte"; however, she was refloated and won the 24-ft. Fishing Boat Race later in the day.

All open boat sailing other than regattas was sponsored and carried out under the auspices of the Club.

1874 Annual Subscription and Entrance Fee doubled yet membership increased. Fleet now 36 in number and comprised, 1st, 2nd, 3rd class yachts and decked boats; 4th, 5th, 6th class open and half decked boats. Each class had its own appointed Captain who, with the Commodore and Vice-Commodore, formed the Sailing Committee. A new system of handicapping introduced—each boat's performances will be averaged.

Season 1873-74: Prizewinners — "Ripple," "Emma," "Araucano."

January, 1875: First race of season for 2nd class won by "L'Idée," "Ida," "Annie" with 2 mins. 26 secs. between 1st and 2nd.

1875 Anniversary Regatta: In the second race S. H. Hyam owned both the first and second boats, "Florie" and "Ettie," and collected both prizes with "Surprise" third. In the eighth race 1st "Kingfisher," 2nd "Sea Spray," Ninth race "Defiance," "Maggie," "Florie"; thus S.A.S.C. had clean sweeps in these races with places in others.

December, 1875: Third Annual Meeting—held Exchange Hotel. T. Marshall was elected to the chair and announced that as most of the members had neglected to pay their subscriptions it was desirable to reorganise the Club and a resolution to that effect was carried. The meeting then proceeded to elect Club's officers by ballot: Commodore W. B. Melville, Vice-Commodore T. Marshall, Treasurer W. McLeod, Secretary W. R. Benson. They then appointed a sub-committee to revise the rules. Passed a vote of thanks to the late Commodore and approved a subscription to assist the funds of the Double Bay Regatta. (Quite a shake-up, but it revived the Club—its legality was open to question, but the desired ends and effect were attained. Ed.)

19th February, 1876: First race of the season for 1st and 2nd class. 1st class—"Coryphene," "Sylvia," "Sea Breeze." 2nd class—"L'Idée," "Echo," "Nellie." During the race "L'Idée" ran aground on Clark Island but was refloated without assistance. The race was followed by a steamer well patronised with spectators.

18th March, 1876: Club race for two cups presented by Capt. Amora (late Commodore). 1st Class—"Kingfisher," "Sylvia," "Coryphene." 2nd Class—"Ida," "L'Idée," "Pohona."

Club well represented at all regattas and filled more than their share of places.

On various occasions H. S. Hyam displayed the A.S.N. Co. flag on the mast of his boat and other members followed with various insignias, and it is clearly recorded that all competing boats at regattas carried clear insignias at the masthead or the peak of the mainsail.

All regattas had their own courses but the Club course was from moorings in Farm Cove, round a boat off Manly Beach, round the flagboat off Fort Macquarie, round Fort Denison and back to the flagboat.

At the Botany Bay Regatta, held in lumpy seas due to opposition of wind and tide, "Lizzie," built by Langford for W. Johnson, was having her maiden race and won by three minutes.

5th January, 1877: Fourth Annual Meeting held Exchange Hotel, W. B. Melville, Commodore, in the Chair. The Club had been in a fading condition last year, but due to the energy of a few it had been reorganised and was now more substantial than ever. The rules have been thoroughly revised. Boats have increased in numbers but, what is even better, have increased in quality. Twenty-five boats are now in three classes. There are 62 effective, working members on the Register. Six races have been held during the season and nine prizes are in hand for next season. Annual Balance Sheet approved by audit and shows a credit balance. "It is hoped that the unanimity and kindly feeling which had developed would be increased in the coming season, and the new officers would further develop S.A.S.C. which must, with ordinary study on the part of its members, eventually prove to be the nursery for the best of sailors."

Anniversary Regatta, 26th January, 1877, could be described as an S.A.S.C. bonanza. The big race of the day—the Mayor's Cup—was won by "Lottie" (Moodie and Munro).

October, 1878: Annual Meeting—Affairs consolidated—credit £35—70 financial members on Register. Decided in 1878 to try an experiment of limiting the crews of the boats and not their sails in an endeavour to bring them closer together. On the day it was tried for 18-ft boats, owners dressed their boats as though they had unlimited crew and as the wind was heavy much reefing took place. With the 24-ft. boats later the wind was light and a better result was obtained.

Anniversary Regatta, 1879: The results are interesting as all boats are on S.A.S.C. Register.

16-ft. Dinghies: 1st "Novice" (W. Stannard), 2nd "Young Jack" (Dr. Milford), 3rd "Zebra" (G. Stevens).

18-ft. and under Skiffs: 1st "Alert" (Q. L. Deloitte), 2nd "Arrow" (C. A. Benbow), 3rd "Naiad" (G. L. Cooper).

19-ft. Skiffs: 1st "Lucia" (A. J. Soutar), 2nd "Effie" (A. Muston), 3rd "Anthea" (P. O. Williams).

Coryphenne 24' 1902



"CORYPHENNE"—first raced 1875, won her first race 1876. The oldest Club boat of which we have a photo.

Photo courtesy L. Jones.

22-ft. Boats: 1st "Kingsborough" (S. Boyd), 2nd "Telephone" (F. Thomas), 3rd "Zuleika" (A. C. Turner).

24-ft. Open Boats: 1st "Lottie" (R. Moodie), 2nd "Carlotta" (S. H. Hyam), 3rd "Deronda" (C. Belisario).

24-ft. and over Open Boats: 1st "Lizzie" (W. Johnson), 2nd "Ethel" (F. A. Thomas), 3rd "Mulgoa" (H. M. Makinson).

However, in the 24-ft. Open Boats Race, "Lottie" was deprived of the prizes by the umpire's decision and as it was for the Mayor's Cup it had to be resailed. On 22nd February, 1879, "Lottie" did not start and the Mayor's Cup was won by "Deronda" with "Carlotta" 2nd and "Effie" 3rd.

At a Monthly General Meeting on 4th April, 1879, the Hon. Secretary E. M. Dietrich moved that the Commodore, Vice-Commodore, Dr. Milford, J. Gardyne and himself be formed into a deputation to wait upon the authorities to ask for a grant of land for the purpose of erecting a Clubhouse on the waterfront. Seconded by Dr. Belisario and carried unanimously.

(Ed.—Reproduced here is a report from The Sydney Morning Herald of Monday, 7th April, 1879, regarding the races held by this Club on Saturday, 5th April, 1879. The report is clear, crisp, factual and pulls no punches. Why can't this type of report be published today?)

"A fine day, a fresh breeze and keen competition combined to make the matches held this day thoroughly enjoyable for both the sailors and the spectators. The only point in which the day's sport could have been bettered was the unpunctuality of some competitors who delayed the start of every race.

Mr. P. Anderson was starter and judge.

24-ft race: 'Snowdrop' (N. Johnson) 2¼ mins.; 'Lizzie' (W. Johnstone) 2¼ mins.; 'Deronda' (Dr. C. Belisario) scratch; 'Bronte' (J. Gardyne) 2¼ mins. 'Deronda' ran off with a good lead, but 'Lizzie' was soon after her. 'Snowdrop' carried a very large foresail in this race but it only brought her third with 'Bronte' last at Bradley's, but by some very neat sailing by both 'Snowdrop' and 'Bronte' the order at the Manly buoy was 'Deronda,' 'Snowdrop,' 'Bronte,' 'Lizzie,' who was unfortunate as she had overhauled 'Bronte' when her topsail carried away. However, it seemed to be anybody's race as the boats had bunched up and rounded the flagboat in Farm Cove, 'Deronda,' 'Snowdrop,' 'Lizzie,' 'Bronte' with seven minutes covering them. The wind was dying and 'Snowdrop's' big foresail now showed its worth but the race was not long enough and the finish was 'Deronda' 51 mins. 20 secs. past 4, 'Snowdrop' 53 mins. 41 secs. past 4, 'Lizzie' 56 mins. 0 secs. past 4, 'Bronte' 59 mins. 45 secs. past 4. Thus with handicaps allowed 'Deronda' won by 6 secs., which is good handicapping.

19-ft. race: 'Bronzewing' (C. Saunders), 'Lucia' (A. J. Soutar), 'Effie' (A. Muston), 'Pandora' (G. Elliott), 'Anthea' (P. G. Williams). This was a very fast race as the ten-mile course was covered in one hour and seven minutes by 'Pandora.' 'Anthea' got the best start from her mooring in Farm Cove followed by 'Effie,' 'Lucia,' 'Pandora' and 'Bronzewing.' 'Pandora' took the lead on the way to the Sow and Pigs lightship; 'Lucia' and 'Bronzewing' passed 'Effie' but could not catch 'Anthea' on the way back to the finish. 'Pandora' won by 1¼ minutes from 'Anthea.'

18-ft. race: 'Arrow' (C. A. Benbow), 'Alert' (Q. L. Deloitte), 'Naiad' (G. L. Cooper), 'Phyna' (H. C. Doyle). 'Arrow' shot away with 'Alert' at her heels for Shark Island; 'Phyna' passed 'Naiad' and 'Alert' between Shark Island and Fort Denison. 'Arrow' won after leading all the way by 1¾ mins. from 'Phyna' and there was no third place as 'Alert' was put out of the race as she collided with the yacht 'Peri.'

24th May, 1879: S.A.S.C. Complimentary Picnic to S. H. Hyam held at Chowder Bay where 100 ladies and gentlemen gathered for an excellent luncheon. W. Johnson occupied the chair. Following the Royal Toast the Chairman, in proposing the toast of "Our Guest and Commodore," stated "S.A.S.C. is indeed fortunate in having such an able and generous (five trophies last season) Commodore. Open boat sailing in Sydney Harbour has only to be mentioned and the name of S. Hyam is to the fore." Responding, Mr. Hyam said he did not deserve all that had been said—he was only doing his best and was sure that all races won and judgments given had been fair—he could do no more. He wished to retire but the members would not let him, but in the interests of boating he wished to say that of the things he was credited with saying, he never could have said, as there was nothing detrimental in the pursuit of sailing."

Mr. Benbow proposed the "Health and continued success of S.A.S.C." and stated "That if rational men were asked to state that which in their opinion was the most kingly of sports, they must say sailing, for in that, man took in hand a boat, an inanimate thing, and forced it to obey his will, thus controlling the elements."

Mr. Dietrich responded and expressed "doubt that better sailing could be seen anywhere else in the world and that this Club had done much to bring this about. In the last season it held 18 races and distributed £54 in prizes, plus trophies, and all without a single protest. He hoped they could obtain a grant of land to build a Clubhouse and he was confident that if this could be done S.A.S.C. would flourish forever."

Mr. Q. L. Deloitte proposed the toast to "The Ladies" coupled with the names of Mrs. and Misses Hyam.

After the toast to "The Press" the formalities were concluded and various amusements as dancing, fern gathering, walking and sketching were indulged in. The steamer left for Sydney at 6.00 p.m.

October, 1879: Annual Meeting held Aarons Hotel. Vice-Commodore Johnson in the Chair and the Secretary of the Albert Park Yacht Club, Melbourne, was in attendance. It was announced that a block of land, adjacent to the Sydney Rowing Club's Boat-house on Bennelong Point facing Circular Quay, had been granted to the Club for its use.

The Secretary had written to the Minister for Lands asking if the Club would be allowed to remove any building erected thereon in the event of it having to vacate the land. No reply had been received.

Mr. McDonald stated that he had heard that the Navy thought that the frontage round Fort Macquarie should be converted to Naval Stores and Drill Houses, etc., and he had announced his intention of recommending to the Government that Garden Island be given up and replaced by shore installations. Thus we would be very wise to be sure that this was not so before building on the land granted.

The Secretary stated he had written asking permission of the Marine Board to moor boats in front of the site and to drive in stakes. An answer had returned in the negative, but he understood that the objections were to the stakes, not the boats.

101 financial members on Register. 40 boats on Register and Credit Balance of £59.11.1.

Notice of Motion: "That subscribers of £3.5.0 be made Life Members of Club." (This was later defeated. Ed.)

18th October, 1879: Opening Day—Thirty of the Club's boats attended and, despite hardly sufficient wind to move, the boats succeeded in carrying out the evolutions and reaching Mosman's Bay where they partook of refreshments. To return home each boat had to fend for itself and as the breeze had completely died and few boats had oars, casks were broken up and staves used as paddles. The boats under new canvas looked particularly smart but 14 men paddling with cask staves in a 24-ft. boat presented a contrasting picture. However, another season was open.

5th December, 1879: His Excellency Lord Augustus Loftus (State Governor) accepted the Patronship of the Club.

H. Dangar, W. Laidley, C. J. Roberts, T. Cadell accepted positions of Vice-President.

Sub-Committee's Report regarding the erection of a boatshed at Bennelong Point was read and it was decided to proceed.

Throughout 1880 the 19-ft. and 22-ft. boats were the most popular in the Club and reclassification into five classes had been carried out.

Confusion was caused on numerous occasions as the Club had two 22-ft. boats named "Florrie", one owned by Abbott and the other by Castle.

October, 1880: Annual Meeting. 127 members on Register, 43 boats on Register divided in 1st class—10; 2nd class—9; 3rd class—7; 4th class—8; 5th class—7; and unclassified—2.

The racing programme had now grown to sixteen races and three evolutions, with prizemoney at £75 plus trophies.

Clubhouse—owing to the uncertainty of the tenure of the land at Sydney Cove, the action of the Committee has been greatly hampered, it being the general opinion that the land in question would be required by the Government in consequence of wharf extension now taking place. Should the Club build and then be forced to leave, it could ruin the Club, without mention of the loss to the most prominent members. We are now, however, assured of our tenure (it only requires official confirmation), so it is proposed to proceed with the shed. Members are requested to provide the sinews of the undertaking, viz., cash. The status of the Club has been raised during the year with His Excellency Lord Augustus Loftus as Patron, His Worship The Mayor of Sydney as President, W. Laidley, C. J. Roberts, F. H. Dangar and Thomas Cadell as Vice-Presidents.

Notice of Motion by W. Johnson: "Members of this Club do not allow their boats to compete in any public or other Regatta unless manned by amateur crews."

16th October, 1880: Opening Day—Evolutions.

5th November, 1880: An extremely well-attended Monthly Meeting—Notice of Motion by W. Johnson opened for discussion. Mr. Johnson said he had no personal objections to professionals and he was sorry if any member considered the proceedings harsh; his only object was to promote the interests of the Club.

He considered that when they handed their boats to the professionals to race they violated one of the fundamental principles of the organisation. There was sufficient talent amongst them to man their own boats with amateurs without having to pay professionals the large demands they made. It had been argued that amateurs did not get the same pace out of the boats; perhaps not, but they had quite as much excitement in the races as did the professionals, and he was opposed to making their membership a secondary consideration and playing into the hands of the professionals. The motion was seconded by the Hon. Sec. E. M. Dietrich.

P. Williams opposed the motion, contending that if it were passed they would have several boat owners, himself among them, leaving the Club. Messrs. Soutar, Hobson, Mann and Burns also opposed the motion, contending that while they were favourable to encouraging amateur sailing, it would be unwise to pass the motion as a split in the Club would be the inevitable result.

Mr. Johnson withdrew his motion.

January, 1881: Race entrance fees increased from threepence to sixpence a foot and no prize to be less than £5.5.0.

Dept. of Lands notified the Club that "they could not give any guarantee that they would be allowed to occupy for a few years the land they are now temporarily in possession of".

The Engineer-in-Chief for Harbours and Rivers, in his report, had stated "that it probably would be necessary to dispossess the Club of the land very shortly".

Dept. of Mines stated "that a portion of the Club's fence and buildings encroached on the road at Circular Quay and requested that they be moved back".

26th January, 1881: National Regatta—A very auspicious occasion as the International Conference was convened in Sydney and Sir Henry Parkes, Sir John Robertson, Sir Patrick Jennings, R. B. Smith, M.L.A., G. A. Lloyd, M.L.A., Charles Lilley, J. M. Marsh and Ald. Playfair attended at 1.00 p.m. S.A.S.C. was again to the fore.

Open Centreboard Boats not exceeding 22 ft.: 1st "Rosetta" (H. T. Clarke), 2nd "Syren" (P. DeMestre), 3rd "Uranus" (J. Durning).

Open Centreboard Boats manned and sailed by amateurs: 1st "Lizzie" (W. Johnson), 2nd "Meta" (S. Huntley), 3rd "Non Pareil" (J. Somerville).

Open Boats not exceeding 24 ft.: 1st "Dreamland" (Dr. Belisario), 2nd "Deronda" (J. Geddes), 3rd "Fairplay" (R. J. Banks).

All Boats 20 ft. and upwards: 1st "Adelphi" (A. H. Fitzhardinge).

19-ft. Skiffs: 1st "Desdemona" (P. O. Williams), 2nd "Lucia" (A. J. Soutar), 3rd "Effe" (R. N. Bull).

16-ft. Dinghies: 1st "Regina" (J. Middleton), 2nd "Ouida" (G. Ellis), 3rd "Nereid" (T. W. Raymond).

February, 1881: Races for the Hyam Trophies. 24-ft. class—postponed as insufficient starters—resailed. Won by "Lizzie" (W. Johnson).

22-ft. class: "Buttercup" (H. Carpenter).

Boats 20 ft. and upward—limited crews—any sails: "Gemini" (W. Cope) won by a street. She is a very successful boat and is quite novel in construction being a single boat split in halves and bridged over in the centre (the modern Catamaran principle). A protest was lodged against her, as she did not carry a distinguishing flag, and it was upheld, so the trophy went to "Shiela" (—Crofts).

18-ft. and 19-ft. Boats: "Lucia" (A. J. Soutar).

16-ft. Boats: "Regina" (J. Middleton).

30th April, 1881: Closing of the Season and Presentation of Prizes at Athol. (Previously prizes had been presented at Monthly General Meetings. Ed.) A boisterous day and evolutions were carried out under very much reduced sail and 160 sat down to lunch at Athol.

The following extracts from speeches are quoted. W. H. Benson: "This Club is without doubt a nursery for sailors; our crews not only fill our own boats but are sought after by the Royals and P.A.Y.C. and we also provide plenty of bone and sinew for the Rowing Clubs." E. M. Dietrich: "I am now able to state that we can build on our land at Fort Macquarie without fear of removal."

"He had done his best to remove the expensive practice of professional racing and he hoped in the future all races would be amateur contested, and sailed only for the love, honour and glory of the sport" (cheers).

October, 1881: W. Grant is preparing a design for the new Boathouse to be built on Fort Macquarie adjacent to the Sydney Rowing Club Shed. 146 members and 68 boats on the Registers. Credit balance of £72.18.10.

Election of Officers resulted in almost a complete change.

During 1882 races were provided for boats "20 ft. and upwards—manned and sailed by 5 amateurs".

"20 ft. and upwards—any crew".

"16 ft. skiffs—professionals".

The fleet was also divided into four classes, viz., 16 ft.; 18 ft. to 19 ft.; 20 ft. to 23 ft.; 24 ft. and over.

17th March, 1882: Thomas Rowe, architect, requested to prepare plans and specifications and call tenders for erection of Boathouse. Boathouse Building Fund opened—members requested to contribute.

October, 1882: Annual General Meeting. 151 members and 74 boats on Registers with another 22 unregistered boats belonging to the Club's members. Erection of Boathouse commenced—contract of John Mahony for £759 having been accepted.

At the Snails Bay Amateur Regatta 16th December, 1882: 16-ft. Dinghies—the race of the day—seven starters—course Sugarworks Bay, round flagship, round Fort Denison, round flagship, round Fort Denison, finish at flagship. It was good sailing all the way, and at the flagship, second time around, "Victory", who was in close company with "Regina", capsized but one of her crew immediately gained the "Regina" and clambered up the mast with a view to capsizing her, but he was just caught by the ankles, hauled down and unceremoniously dumped back into the water to join his comrades. "Regina" sailed onto win and "Victory" entered a protest which was dismissed.

Boathouse Building Fund steadily growing.

February, 1883: Sub-Committee formed to revise Rules keeping in mind the new Boatshed.

23rd February, 1883: Boathouse completed—opening set down for April. Henry Chapman appointed first caretaker at £2 per week.

4th March, 1883: Sudden death of J. B. Holdsworth, a foundation member—flags to be flown half mast

and Boathouse Ensign also as a mark of respect to this active member.

6th April, 1883: Boathouse to be opened 21st April, 1883. Regulations for its proper management have been drawn up and the building is to be called "The Sydney Amateur Sailing Club Boathouse" and will be the Club's official address and its Clubhouse.

"It is a most commodious 60 ft. x 45 ft. and well-appointed building, certainly the best Boatshed in Sydney. It is of two storeys, being constructed of wood and iron and has two splendid balconies, one at either side and a third smaller balcony in front. The two larger balconies will be found of great convenience for hanging and drying sails. In the upper storey there are lockers, baths and other conveniences and gas is laid on throughout the building. The staging in front of the shed is not yet complete, but shortly will be so, when the Club will have every reason to congratulate itself upon the completeness, commodiousness and excellent situation of its Clubhouse and shed"—being the description in The Sydney Morning Herald of 31st March, 1883.

Prices for housing boats—measured overall:

16 ft.	3/- per week (three shillings)
18 ft.	3/- per week
19 ft.	3/6 per week
20 ft.	4/- per week
22 ft.	4/6 per week
24 ft.	5/- per week

Boats over 24 ft. to be 5/- plus 4 pence per foot over 24 ft. per week.

9th July, 1883: The N.S.W. Naval Corps desire to use the Club Shed for drilling purposes—Hon. Secretary instructed to reply that the committee do not see their way clear with respect to the granting of permission to the Corps to drill in the Club premises.

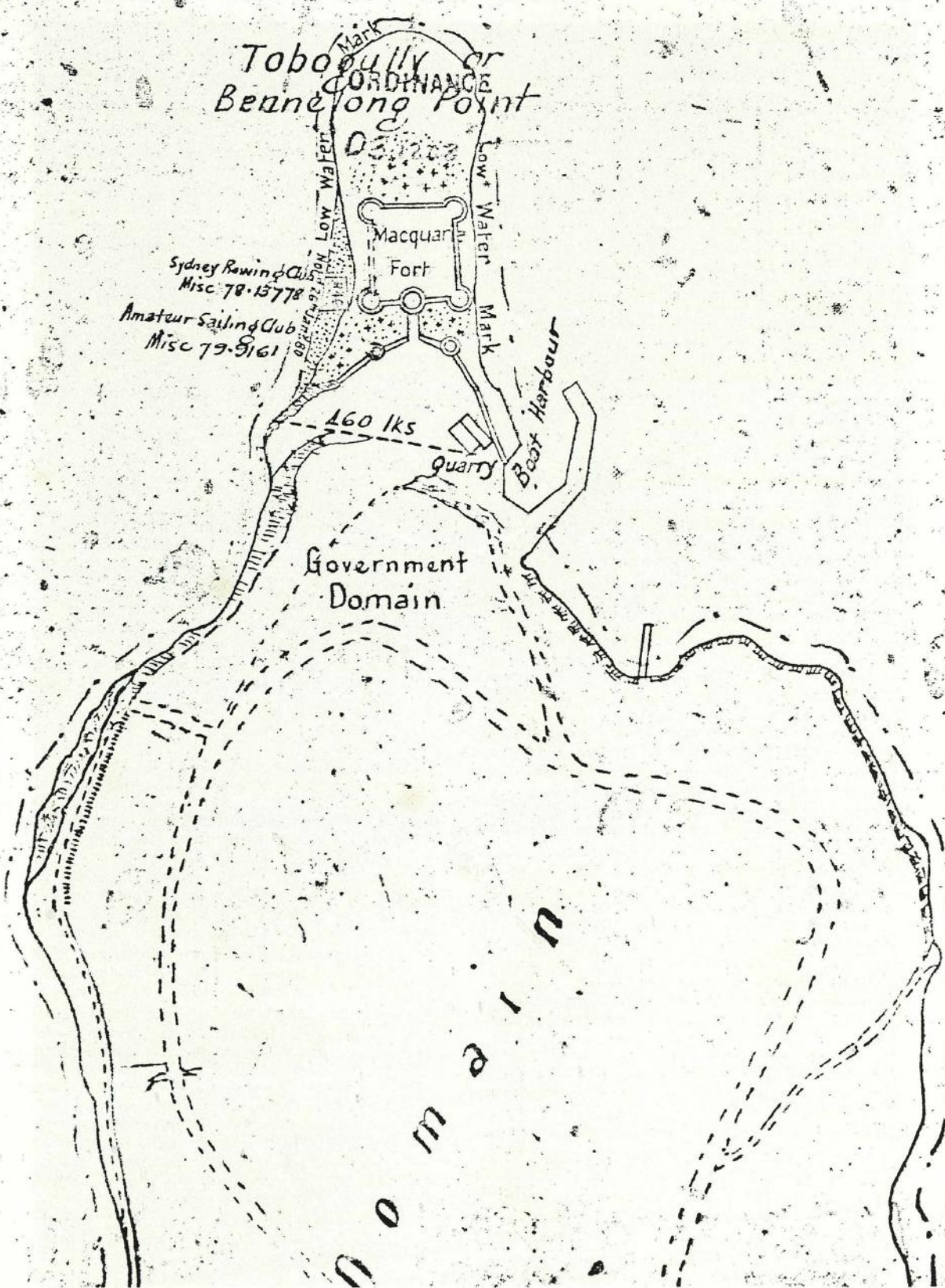
3rd August, 1883: Letter from the Colonial Secretary dated 13th July, 1883, offering £650 for the Club shed.

October, 1883: Annual General Meeting. 141 members, 63 boats on Registers. Commodore G. C. Elliott stated: "Your committee regrets the decision of the Government who have taken over the shed from the Club, the ground being wanted for improvements at Circular Quay. The Club thereby sustains a heavy pecuniary loss, the total cost of the shed being £1,059/12/- and the amount received from the Government being £650. Taking into account donations the Club is left with a debt of approx. £200."

As is well known the members responded marvellously and the committee carried on with racing as usual and within twelve months the Club was solvent again.

7th December, 1883: New set Club Rules approved for printing and distribution by the Monthly General Meeting and this was carried out before the Monthly General Meeting on 7th March, 1884, as on that date Rule 6 was altered to read: "The word 'amateur' shall exclude all fishermen, oystermen, boatbuilders, sailmakers and persons gaining or having gained their living on the water or any person who is or has been employed in or about yachts, boats or ships as a means of livelihood or any person who has received any monetary consideration for his professional knowledge."

The complete Rule Book is reproduced here for general information.



Parish Map—Bennelong Point, 1880—
showing Clubhouse site.

Photo Mitchell Library.



RULES & REGULATIONS
OF THE
SYDNEY
Amateur Sailing Club.

PRICE 1s.

RULES AND REGULATIONS
OF THE
Sydney Amateur Sailing Club.

INSTITUTED OCTOBER 1, 1872.

JOHN WOODS AND CO. PRINTERS, 13 FRIDGE STREET.



Patron:
His Excellency Lord A. Loftus, K.C.B.

President:
Right Worshipful the Mayor of Sydney.

Vice-Presidents:
WM. LAIDLEY, Esq. | THOS. CADELL, Esq.
H. C. DANGAR, Esq. | C. J. ROBERTS, Esq.,
C.M.G.

Commodore:
G. C. ELLIOTT, Esq.

Vice-Commodore:
A. J. SOUTAR, Esq.

Hon. Secretary:
P. C. TREBECK, Esq.

Hon. Treasurer:
T. STOKES, Esq.

Committee:
W. GRANT, Esq. | E. M. DIETRICH, Esq.
P. W. CREAGH, Esq. | A. R. GALL, Esq.
P. O. WILLIAMS, Esq.

Auditors:
A. R. GALL, Esq. | H. SCARR, Esq.

GENERAL RULES.

TITLE.
1. That the Club be called the "SYDNEY AMATEUR SAILING CLUB."

OFFICERS.
2. That the officers of the Club shall consist of a Commodore, Vice-Commodore, Honorary Secretary, and Honorary Treasurer, and two Auditors, to be annually nominated at the monthly meeting in September, elected at the annual meeting in October, and then to take office. All vacancies to be filled up at a special meeting of Members called for the purpose.

ELECTION OF COMMITTEE.
3. That there shall be a Committee consisting of the Commodore, Vice-Commodore, Secretary, Treasurer, and five other Members, and that such Committee be nominated at the monthly meeting in September, and be elected by ballot at the annual meeting in October, and then to take office.

COMMITTEE.
4. That the Committee shall have the entire management of the general affairs of the Club, except as hereafter provided, and shall have the power of forming bye-laws, and of calling special meetings of the Club on all necessary occasions.

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5. The Committee shall classify the boats, handicap, and carry out all the details of matches; and shall appoint an Umpire and Starter who may be an Honorary Member; and in case of any dispute the matter shall be referred to the Committee, whose decision shall be final.

VACANCY IN COMMITTEE.

6. In the event of any member of the Committee failing to attend three consecutive Committee Meetings after he has been duly notified of such meetings by the Secretary, his seat shall be declared vacant. Nominations for the vacant office will be received and balloted for at the next General Monthly Meeting of the Club, The retiring officer to be eligible for re-election.

SUBSCRIPTIONS.

7. That the entrance fee be ten shillings and sixpence (10/6) and the annual subscription one guinea (£1 1s.) paid in advance and shall be paid within one month after election, otherwise such election shall be void, but any member failing to pay his entrance fee and subscription within the prescribed time, may be re-admitted by the Committee on giving satisfactory reasons for such non-payment.

SUBSCRIPTIONS DUE.

8. That the subscriptions shall be due on the 1st of October in each year.

SUBSCRIPTIONS UNPAID.

9. That after the monthly meeting in September, the Secretary shall send notice to

all Members whose subscriptions shall then be unpaid, of such being due, and on any Member failing to pay the same, on or before the then next Monthly Meeting, he may, on the recommendation of the Committee, be excluded as a defaulter by a majority of two-thirds of the Members present. Votes to be taken by ballot.

GENERAL MONTHLY MEETINGS.

10. That the Members shall meet on the first Friday of every month, at such hour and place as the Committee may from time to time appoint. That no General Monthly Meeting be held between 30th April and 31st August.

SPECIAL MEETINGS.

11. The Secretary shall at any time call a Special Meeting of the Members of the Club upon a written requisition from the Commodore or five Members.

ADMISSION OF MEMBERS.

12. Between the 31st of August and 30th of April in each year, the Election of Members shall be conducted in the following manner, that is to say, they shall be proposed and seconded at one Monthly General Meeting, and balloted for at the next, one black ball in three to exclude. But between the 1st day of May and the 31st day of August in each year, the Committee shall have the power to elect members who shall be proposed and seconded at one Committee Meeting and balloted for at the next, one black ball in five to exclude.

MEMBERS WITHDRAWING.

13. That any member wishing to withdraw from the Club may do so by giving notice in writing to that effect to the Secretary, and by paying all arrears.

ANNUAL MEETING AND YEARLY STATEMENT OF ACCOUNTS.

14. That the Annual Meeting of the Club be held on the first Friday in October, at such hour and place as the Committee may appoint, and before the election of officers be proceeded with, the Committee shall submit their Report and Financial Statement for the past year.

RECEIPTS AND DISBURSEMENTS.

15. That the Treasurer shall keep proper books of account, and all Club moneys collected shall be forthwith entered therein, and shall be placed to the credit of the Club in a bank to be chosen by the Committee. That all accounts and proposed disbursements shall be sanctioned and approved by the Committee, and shall be paid by cheque signed by the Treasurer and countersigned by the Secretary.

QUORUMS.

16. That at Annual Meetings twelve members shall form a quorum; at Monthly Meetings seven shall form a quorum; and at Committee Meetings five shall form a quorum.

CHAIRMAN.

17. That at all meetings the chair shall be taken by the senior officer present, and if no officer be present, a Chairman shall be elected by a majority of the members present.

MINUTES.

18. That the Secretary shall keep correct minutes of the proceedings of the Club in books which are to be produced at every Meeting.

EXPULSION OF MEMBERS.

19. That any member wilfully infringing any of the Rules or Bye-laws, or guilty of misconduct shall be liable to expulsion from the Club, by a decision of a majority of two-thirds of the members present at any Monthly General Meeting; votes to be taken by ballot.

YACHTS AND BOATS OWNED BY MORE THAN ONE MEMBER.

20. That no Yacht or Boat belonging to more than one owner be allowed to sail in any Club Race, or hoist the Club Colours, unless each owner be a member of the Club.

PRESENTATION OF PRIZES.

21. That the prizes be presented at the General Monthly Meeting following the Race, unless in case of a protest being entered.

ALTERATION AND ADDITION OF RULES.

22. That any Member wishing to propose any alteration or addition to the Rules of the Club, must give notice in writing, stating the proposed alteration or addition, at a General Monthly Meeting, and at the following General Monthly Meeting a ballot shall be taken thereon; and to effect the proposed alteration or addition, the number voting for it must at least be double the number opposing it, any smaller number being considered a negative.

CLUB COLORS AND SIGNALS.

23. That the Club Ensign be the Australian Ensign (without the stars), the Burgee White with Blue Cross ; Commodore, same with Swallow-tail ; Vice-Commodore, same as Commodore, but with Blue Ball in upper Canton. The Club to provide a Code of Port Jackson Signals for the Senior Flag Officer, such signals to be the property of the Club.

DISTINGUISHING FLAG IN MATCHES.

24. That each Yacht or Boat owner, on becoming a Member shall name a distinguishing flag, not less than 12 inches in the hoist and 18 inches in the fly, for his Yacht or Boat, to be carried in every race, the particulars of which shall be entered in the Club Register, and which must be retained as that Yacht or Boat's Distinguishing Flag during Membership, providing that such Colors shall not have been previously registered, in which case a different color must be selected. A Member may however change his colors with the sanction of the Committee.

SAILING RULES.

COMMODORE OF THE MATCH.

1. All Yachts or Boats sailing in Club races shall be under the direction of the Starter, who will be the Commodore of the Day.

THREE TO ENTER.

2. Unless three Yachts or Boats enter for any Club race, no prize shall be given.

ENTRIES.

3. The entries for each race, together with the Entrance Fees, shall be sent to the Secretary of the Club, at least two days prior to the race ; and the Entrance Fee for each boat shall be 6d. per foot over all, with the exception of the miscellaneous class, which shall pay a fixed Entrance Fee of 10s. per boat.

VALUE OF PRIZES.

4. That the Club Prizes shall be as under :—

16 feet	boats, not less than	£4.
18 and 19 feet	do.	do. £4 10s.
22 feet	do.	do. £5.
Miscellaneous class	do.	do. £5 10s.
24 feet	do.	do. £6.

COURSE.

5. The course shall be in all Club races determined by the Committee, the starter having discretionary power to alter such course should the weather, in his opinion, render it dangerous to sail the course already fixed.

CREW.

6. Every Yacht or Boat competing in a Club Race shall be sailed by a member, and manned by members or amateurs. The word amateur shall exclude all fishermen, oystermen, or persons gaining or having gained their living on the water, or any person who has received a monetary consideration for his professional knowledge.

DISTINGUISHING FLAG.

7. Each Yacht or Boat sailing in a Race, shall have its Distinguishing Flag, conspicuously shown on the peak of the mainsail.

STARTING.

8. That Yachts or Boats shall start from fixed moorings or underweigh as directed by the Committee, and all races in which fixed moorings are used, no springs shall be allowed, but a line must be taken through a ring on the top of the mooring, and such line shall not be taken abaft the shrouds.

SAILS.

9. In all Club Races there shall be no restrictions as to Rig or Canvas.

BALLAST.

10. Ballast shall not be shipped or unshipped or shifted during a race.

DEAD WEIGHT BALLAST.

11. Open Boats carrying Dead Weight Ballast in a Race, must have sufficient floating power to float the Boat, Ballast, and Crew, in the event of a capsized.

*boat builder
sail maker*

any person who has received a monetary consideration for his professional knowledge

SIGNALS TO START.

12. In case of a start from fixed moorings, Yachts or Boats shall have their head sails down until the signal to start has been given; in the case of a flying start, the Yachts or Boats shall cross an imaginary line between the Starter's boat and a point to be determined upon by the Committee, and the Starter shall hoist a flag five minutes before the time of starting, the lowering of which flag shall be the signal to cross the line. If any Yacht or Boat or any part of her hull, spars, or other equipment be on or across the line before the flag has been lowered, she must return and recross the line. A Yacht or Boat so returning, or one working into a position from the wrong side of the line after the flag has been lowered, must keep clear of all competing Yachts or Boats.

YACHTS OR BOATS MEETING.

13. When two Yachts or Boats are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows, viz. :—

A Yacht or Boat which is running free shall keep out of the way of a Yacht or Boat which is close hauled.

A Yacht or Boat which is close-hauled on the port tack shall keep out of the way of a Yacht or Boat which is close-hauled on the starboard tack.

When two Yachts or Boats are running free with the wind on different sides, and are in danger of meeting in collision, the Yacht or Boat which has the wind on the port side shall keep out of the way of the other.

When both are running free with the wind on the same side, the Yacht or Boat which is to windward shall keep out of the way of the Yacht or Boat which is to leeward.

A Yacht or Boat which has the wind aft shall keep out of the way of the other Yacht or Boat.

OVERTAKING, ROUNDING MARKS, ETC.

14. When rounding any buoy or vessel used to mark out the course, if two Yachts or Boats are not clear of each other at the time the leading Yacht or Boat is close to, and actually rounding the mark, the outside Yacht or Boat must give the other room to pass clear of it, whether it be the lee or weather Yacht or Boat which is in danger of fouling the mark. No Yacht or Boat shall be considered clear of another Yacht or Boat, unless so much ahead as to give a free choice to the other on which side she will pass. An overtaking Yacht or Boat shall not, however, be justified in attempting to establish an overlap, and thus force a passage between the leading Yacht or Boat and the mark after the latter Yacht or Boat has altered her helm for the purpose of rounding.

OBSTRUCTIONS TO SEA ROOM.

15. When passing a pier, shoal, rock, vessel, or other obstruction to sea room, should Yachts or Boats not be clear of each other, the outside Yacht or Boat or Yachts or Boats must give room to the Yacht or Boat in danger of fouling such obstruction, whether she be the weather or the leeward Yacht or Boat; provided always that an overlap has been established before an obstruction is actually reached.

LUFFING AND BEARING AWAY.

16. A Yacht or Boat overtaking any other shall keep out of the way of the overtaken Yacht or Boat; and a Yacht or Boat may luff as she pleases to prevent another Yacht or Boat passing to windward, but must never bear away out of her course to hinder the other passing to leeward—the lee side to be considered that on which the leading Yacht or Boat of the two carries her main boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the Yacht or Boat she has overtaken.

RUNNING AGROUND, ETC.

17. Any Yacht or Boat running on shore, or foul of a buoy, vessel, or other obstructions, may use her own anchors, boats, warps, &c., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat, or warp used must be taken on board again before she continues the Race.

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FOULING YACHTS, BOATS, MARKS, ETC.

18. Each Yacht or Boat must go fairly round the course; and must not touch any buoy, boat, or vessel used to mark it out, but shall not be disqualified if wrongly compelled to do so by another Yacht or Boat. Any Yacht or Boat causing a mark vessel to in any way shift her position to avoid being fouled by such Yacht or Boat, shall be disqualified.

CLOSE HAULED APPROACHING SHORE, ETC.

19. If two Yachts or Boats are standing towards a shore or shoal, or towards any buoy, boat or vessel, and the Yacht to leeward is likely to run aground or foul of such buoy, boat, or vessel (a mark vessel excepted), and is not able to tack without coming into collision with the yacht to windward, the latter shall at once tack on being hailed to do so by the owner of the leeward yacht or boat, or the person acting as his representative, who shall be bound to see that his vessel tacks at the same time.

WILFUL FOULING.

20. If in any of the Races of this Club, any Yacht or Boat foul another, sailing in the same or any Race, the owner of such Yacht or Boat so fouling, on being declared guilty of the same by the Committee, shall be liable for all damages caused by such collision.

REMOVAL OF FLAG BOAT.

21. Should any Flag Vessel or other mark be removed from its proper position, either by accident or design, the Race may be sailed over again, at the discretion of the Committee.

YACHTS OR BOATS MAY ANCHOR.

22. Yachts or Boats shall be allowed to anchor during a Race, provided they afterwards weigh the anchor.

SCULLS, OARS, OR SWEEPS.

23. No Sculls, Oars, or Sweeps, shall be allowed in any Race, or any mode of propulsion except sails.

PROTESTS.

24. Protests shall be made to the Secretary in writing within 48 hours after the finish of the race. The Committee may without a protest disqualify any Yacht or Boat should it come to their knowledge that she has committed a breach of these Rules.

TIME OF COMPLETION OF MATCH.

25. In all Races, should the leading Yacht or Boat not be able to pass the winning buoy or boat by 7 o'clock, the race to be re-sailed any other day the Committee may name.

PENALTY.

26. Any Yacht or Boat infringing any of the foregoing Rules shall be disqualified and forfeit all claim to prizes.

SECOND YACHT OR BOAT AND INFRINGEMENT OF RULES.

27. In the event of the first Yacht or Boat not being entitled to the prize, the next Yacht or Boat arriving, having complied with the Regulations of the Club, to be declared the winner.

RENDERING ASSISTANCE.

28. Should any Yacht or Boat during a Race render assistance to any vessel or person in danger and thereby in the opinion of the Committee lose her chance of the Race, the Committee shall have the power to order the race to be resailed between any yachts or boats so prevented and the actual winner.

29. Any Yachts or Boats, being the *bona fide* property of a Member or Members of the Club, shall be admitted without restriction as to size or rig.



Signals.

Numbers are denoted by Numeral Pendant over Numerals.

NOTE.—On the Commodore or Flag Officer addressing any yacht or boat, or Member, the answering signals shall be as follows:—

On hoisting the Numeral Number of any yacht, or boat, or member, the yacht, or boat having such Member on board, shall signify their having understood the signal by lowering their ensign half-mast, and shall be kept there until the Flag Officer shall have made the next signal, or signals; the vessel addressed shall, on having read the signal, hoist her ensign to the peak, or original position, and lower again half-mast, until reading the next signal, and so on until Flag Officer shall have finished signalling. When a signal has not been understood, the boat addressed will lower ensign altogether for a short interval upon which the flag boat shall correct or show the signals more conspicuously. The flag-boat shall on signalling any boat or member, lower her ensign half-mast, and keep same in that position to show that flag Officer wishes to continue signalling, and when done doing so shall hoist ensign apeak, or in former position.

In giving orders to whole of squadron, the signals shall be hoisted, without first signalling the boat or member, and the whole of the boats shall use their ensign as if being addressed singly.

Yes, or affirmative, shall be represented by dipping the ensign *once*.

No, or negative, shall be represented by dipping the ensign *twice*.

Names of Places.

Rendezvous Flags over Numerals.

1 Athol	29 Goat Island
2 Balmoral	30 Hunter's Beach
3 Bantry Bay	31 Johnson's Bay
4 Barrenjuee	32 Lang's Point
5 Berry's Bay	33 Lavender Bay
6 Basin, Broken Bay	34 Little Head, Broken Bay
7 Blue's Point	35 Long Bay
8 Bottle and Glass	36 Long Reef
9 Botany	37 Manly Beach
10 Bradley's Head	38 Middle Harbour
11 Cabbage Tree Head	39 Middle Head
12 Chowder Bay	40 Milson's Point
13 Clark Island	41 Mosman's Bay
14 Clontarf	42 Moggah
15 Cobbler's Beach	43 Mud Island
16 Camp Cove	44 Narrabeen
18 Coogee	45 Neutral Bay
19 Darling Harbour	46 Newcastle
20 Darling Point	47 North Head, Wide
21 Dawes Point	48 North Harbour
22 Deewhy	49 North Hd, Close in
23 Dolroyd	50 North Hd, Lee of
24 Double Bay	51 Northerly Current
25 Farm Cove	52 Not much Current
26 Fort Macquarie	53 North Head, Broken Bay
27 Frenchman's Bay	
28 Garden Island	

54 Old Man's Hat	76 Wollongong
55 Off Shark Point	77 Woolloomooloo Bay
56 Peacock's Point	78 Watson's Bay
57 Pearl Bay	79 Waterview Bay
58 Point Piper	80 Wreck Ground
59 Port Hacking	81
60 Quarantine	82
61 Rose Bay	83
62 Rushcutter's Bay	84
63 Shark Island	85
64 Sir Joseph Banks	86
65 Sirius Cove	87
66 South Head, Broken Bay	88
67 South Reef, Flood Ground	89
68 Strong Current	90
69 Southerly Current	91
70 Sow and Pigs	92
71 Spring Cove	93
72 Sydney Cove	94
73 Taylor Bay	95
74 Terrigal	96
75 Vaucluse Bay	97
	98
	99

Time.

Denoted by 3rd Distinguishing Pendant over Numerals.

No. 1—1 o'clock.
2—2 o'clock.
3—3 o'clock.
4—4 o'clock.
5—5 o'clock.
6—6 o'clock.
7—7 o'clock.
8—8 o'clock.
9—9 o'clock.
10—10 o'clock.
11—11 o'clock.
12—12 o'clock.
13—Noon.
14—Midnight.
15—Night.
16—Day.
17—Monday.
18—Tuesday.
19—Wednesday.
20—Thursday.
21—Friday.
22—Saturday.
23—Sunday.
24—To-day.
25—To-morrow.

Steering Directions.

No Distinguishing Flag. Numerals only to be used.

1 Port.
2 Starboard.
3 Steady.
4 Send on board Commodore's boat (or if any other, show signal of name).
5 Are you all on board?
6 Shall I come on board?
7 Will you come on board?
8 I will come on board.
9 I am about to—
10 Has any accident happened?
11 Can accident be repaired?
12 Do not run any unnecessary risk.
13 Will you accompany —?
14 I advise you to —
15 Are you afloat?
16 Be careful; I am afraid of —
17 What course do you intend to steer?
18 Go ahead.
19 Keep ahead.
20 Do not go ahead.
21 Come alongside.
22 Endeavour to come alongside.
23 May I part company?

- 24 Water is too deep to anchor.
- 25 Is water too deep to anchor ?
- 26 Send an answer.
- 27 Sky has a threatening appearance.
- 28 Do not approach too near shore.
- 29 Keep more off shore.
- 30 Keep nearer the shore.
- 31 Is the anchorage good ?
- 32 Keep astern of —
- 33 Attend to signals.
- 34 Pay more attention.
- 35 Avast heaving.
- 36 Await the arrival of —
- 37 Keep more away.
- 38 Put back.
- 39 You had better put back.
- 40 Keep back.
- 41 We had better bear up to —
- 42 Bear up to —
- 43 I think it will blow.
- 44 It blows too hard.
- 45 Bring up at —
- 46 Veer more cable.
- 47 Shorten in cable.
- 48 Come within hail.
- 49 Commodore wishes to communicate.
- 50 You may part company.
- 51 Do not part company.
- 52 Keep company.
- 53 I do not understand your signal.
- 54 Alter your course to —
- 55 You are standing into danger.
- 56 Do not delay.
- 57 Make short boards.

- 58 Keep within easy distance.
- 59 Not far enough off.
- 60 Too far off.
- 61 Your flags are hid by the sail.
- 62 Your flags are foul.
- 63 Follow me.
- 64 Have you any fresh water ?
- 65 Get ready.
- 66 Where are you going ?
- 67 Go ahead of —
- 68 Have you sufficient hands ?
- 69 Haul your wind on the starboard tack.
- 70 Haul your wind on the port tack.
- 71 Heave-to.
- 72 Heave-to on the starboard tack.
- 73 Heave-to on the port tack.
- 74 Keep your place.
- 75 What wind do you expect.
- 76 Keep nearer to —
- 77 Keep further from —
- 78 Keep near to me.
- 79 We will land at —
- 80 Will you land at — ?
- 81 I will hoist a light during the night.
- 82 Show a light during the night.
- 83 I will show a light when I anchor.
- 84 Luff.
- 85 Keep your luff.
- 86 You must make more sail.
- 87 Shorten your sail.
- 88 You have mistaken the signal.
- 89 Use your oars.
- 90 Stand off and on.
- 91 Prepare to —

- 92 Tack.
- 93 Wear.
- 94 Are you ready ?
- 95 Are you all ready ?
- 96 When ready assent.
- 97 Shake out reef.
- 98 Take in single reef.
- 99 Take in double reef.
- 100 Take in treble reef.
- 101 Rendezvous at —
- 102 Ride it out.
- 103 I shall ride it out if I can.
- 104 If it can be done without risk.
- 105 Have you any room for —
- 106 Shorten sail.
- 107 Make more sail.
- 108 Keep under easy sail.
- 109 Try for shelter in —
- 110 Keep in sight during night.
- 111 We shall have a southerly squall.
- 112 I wish to speak to you.
- 113 Look out for squalls.
- 114 Stand on.
- 115 Prepare to start.
- 116 What weather do you expect.
- 117 Before the storm.
- 118 After the storm.
- 119 Tack abreast of —
- 120 Keep to windward of —
- 121 Keep to leeward of —
- 122 Repair damage under the lee of —
- 123 Have you a bailer.
- 124 Can you provide — a bailer to —
- 125 North.

- 126 East.
- 127 South.
- 128 West.
- 129 N. E.
- 130 S. E.
- 131 N. W.
- 132 S. W.
- 133 Bad.
- 134 Good.
- 135 What is the time ?
- 136 What time will you start ?
- 137 What time did you leave ?
- 138 Have you on board — ?
- 139 Provisions.
- 140 Spare gear.
- 141 Blankets.
- 142 Matches.
- 143 Bait.
- 144 Lights.
- 145 Spare anchor.
- 146 Fish to spare.
- 147 Are you getting fish ?
- 148 Where did you get the fish —
- 149 A gun and ammunition.
- 150 Relieving lantern.
- 151 Will you meet me at —
- 152 Report me well at home.
- 153 Report I will not be at home to-night.
- 154 Spirits.
- 155 Beer.
- 156 Oars.
- 157 Where have you been ?
- 158 Will you go to —
- 159 Will you wait at —

- 160 Will you camp at —
- 161 Will you dine at —
- 162 Will you land me at —
- 163 Where is bait obtainable ?
- 164 Where did you see —
- 165 When did you see —
- 166 When will you return ?
- 167 I will meet you at —
- 168 When will you go to —
- 169 Follow me.
- 170 Too much sea.
- 171 Is there much sea ?
- 172 How is the wind outside ?
- 173 Strong.
- 174 Light.
- 175 No.
- 176 Yes.
- 177 Did you meet —
- 178 I met — at —
- 179 Have you any message for —
- 180 Home.

Evolution.

Denoted by the Telegraph Flag being hoisted above Numerals.

Yachts assembling on certain days to cruise together under the direction of a Commodore, having a far different view from racing, and as order and regularity tend to the comfort of all, especially of the Ladies who may honour the Meeting with their presence, the following regulations should be adhered to:—

Each Yacht having taken a station is to preserve the same throughout the day, unless directed to the contrary or permitted to part company.

The Starboard Division is always the van, and forms on the starboard quarter of the Commodore.

The Port Division is always the rear, and forms on his port quarter.

The Division Leaders are always to keep the Commodore four points on their bows.

The distance between each Yacht is always to be half a cable's length (50 fathoms), unless otherwise directed; and the distance between the lines

is always to be one cable's length (100 fathoms), unless otherwise directed.

N.B. Yachts at open order signifies twice their own length's* interval.

Yachts at double open order signifies three times their own length's interval astern preceding Yacht.

Yachts at close order signifies their own length's interval.

Yachts at double close order signifies bowsprit 10 feet astern of preceding Yacht's boom end.

Lines at close order signifies three quarters of a cable distant—about 75 fathoms.

Lines at double close order signifies half a cable—about 50 fathoms.

Lines at open order signifies a cable distant—about 100 fathoms.

Lines at double open order signifies a cable and a half distant—about 150 fathoms.

- ANCHOR** 1 In line abreast
- 2 In two divisions
- 3 As most convenient
- ASSEMBLE** 4 On board Commodore, or yacht making this number
- 5 Yachts—at
- BEAR UP** 6 Together
- 7 In succession
- BERTH** 8 Shift your
- 9 You have taken the wrong

* The length is measured from end of boom to end of bow-sprit.

- 10 Take up your—in line with—
- 11before
- 12 You have given me a foul
- BRING TO** 13
- CABLE** 14 Heave in
- 15 Veer away
- 16 Heave short and prepare to weigh
- CLOSE** 17 Cut or slip
- 18 In, or up
- 19 Round Commodore
- COMMODORE** 20 Order
- 21 Follow—motions
- 22 Prepare to salute
- 23 Salute
- COMPANY** 24 Part
- 25 Permission requested to part
- COURSE** 26 You are requested to join
- 27 Alter—to point shown
- 28 Return to former
- 29 Do not alter your
- DANGER** 30 Standing into
- DISTANCE** 31 Preserve your
- 32 Keep the same—you were when order of sailing was formed
- DIVISIONS** 33 Form to
- EVOLUTION** 34 You are performing well
- 35badly
- 36 You are mistaking—ordered
- FURL** 37 Sails
- HAIL** 38 Come within
- 39 I wish to come within
- HAUL** 40 Your wind on starboard tack
- 41port tack
- 42 Your wind

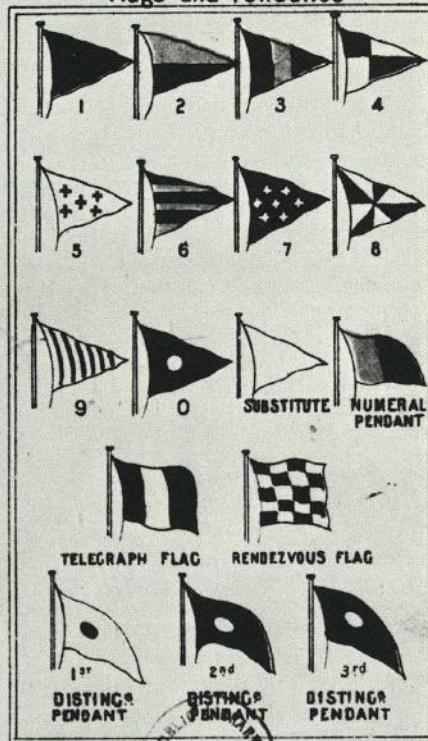
HEAVE TO 43
HEAVE 44 Short and prepare to weigh
JIBE 45
KEEP 46 More in line
 47 More together
 48 Your place
LEAD 49 Yacht addressed is to lead starboard division
 50 port division
LINE 51 Form
 52 Form—abreast to starboard of Commodore
 53 port of Commodore
 54 Form—astern of Commodore, according to tonnage
 55 Form two—van division to starboard, near division to port of Commodore
 56 Form two—astern of Commodore and divisional leader
 57 Form two—astern of divisional leaders, Commodore leading ahead in centre, thus ■■■■ -
 58 Follow me in
 59 Keep your
LOOSE MEMBERS 60 Sails
 61 Requested to attend meeting immediately
ORDER 62 Open
 63 Double open
 64 Close
 65 Double close

REEF 66 Sails, take in one (if more, number to be shown)
 67 Close
 68 Shake out all (if less, number to be shown)
RENDEZVOUS 69 At (place indicated)
SAIL 70 Make
 71 Make all possible
 72 Shorten
 73 Keep under easy
SIGNAL 74 Repeat
 75 Attend to, and answer
SQUADRON 76 Form
STATION 77 Take, or keep your
 78 Take your, according to tonnage
 79 You are out of your
 80 Where am I to take my
 81 Take your—next to
STEER 82 As per compass (bearing shown)
TACK 83
 84 Van division to
 85 Rear division to
 86 In succession after leading yacht
TOPMAST 87 Strike
 88 Send up
VICE COM. 89 Take orders from
WAKE 90 Keep in Commodore's
 91 Get into—of divisional leaders
WEIGH 92 Together
 93 In succession
 94 Sternmost first
 95 Keep to—of
WINDWARD CAPTAINS OF CLASSES } 96 Take orders from



main

Flags and Pendants



A Sub-Committee was also appointed to find an available site, cost, etc., of a new Club shed.

Half-decked boats were becoming so popular that they were divided into two classes—20 ft. and under; over 20 ft.

Club Dinner to be held—price fixed at 7/6 per head, catering arranged—attendance of 90 guaranteed; more attended and being very successful was listed as an annual event.

October, 1884: Annual General Meeting. Membership 130 and boats 52 by Registers (a decrease in both cases) and at this stage, although still in existence, not vibrant and still trying to overcome the staggering loss of the Boatshed and its associated debt.

During the next twelve months the Shed Sub-Committee visited many places and waited in deputation upon J. Milson, Dept. of Lands, other Government Depts., the Mayor of Manly and others, but no suitable proposition or arrangements was found.

October, 1885: Annual Meeting. Membership 122, boats 65 as per Registers. Still endeavouring to obtain balance of money for shed from Government and also to find a suitable site. (If this Club was going to die, it surely seems to me, that, at this low ebb, it would have happened. Ed.)

Throughout 1886 there was little or no change, the Club continued to provide races and life went on, but during 1887 changes took place, the first of which was the limiting of crews:

All boats up to an including 20 ft.	4 hands
Over 20 ft. up to and including 23 ft.	5 hands
Over 23 ft.	6 hands

This was accepted graciously and made the lot of the handicapper a little better as at least he now had something that was constant. The second concerned the Double Bay Amateur Sailing Club which sailed about a dozen boats and when that Club closed its doors in 1887 at least ten of these boats came to this Club.

(It is interesting to note here that in 1887 the R.S.Y.S. allowed centreboard yachts to register provided the centreboard was fixed in one position during a race. Ed.) The Double Bay Amateur Sailing Club was financial and the boats and members that came brought with them their credit balance.

October, 1887: Season opened on Saturday, 15th October, with 100 members and friends on 20 boats attending the evolutions at Farm Cove finishing at Clark Island. Club has 140 members and 80 boats. At the P.A.Y.C. Opening Day, Saturday, 22nd October, in response to the toast "other Club's Commodores" E. M. Dietrich proposed the formation of a General Yachting or Sailing Association.

November, 1887: "Electra" (T. H. Kelly), returning from Jervis Bay in a southerly, covered 84 miles in under 11 hours.

1887 Elgin Watch Race (gold Elgin keyless watch) to be competed for till some boat won two races. "Aileen" won the first race, but in the second race the committee altered the course and handicap and "Aileen" sailed the original course and lodged a protest and a special meeting was held and the members carried the motion (Committee did not vote). In 1888 it was decided to resail the second race and "Aileen" (P. W. Creagh) sailed the course alone as no other boat started, thus winning the trophy.

Fourteen races held 1887/88 season, 127 entries, credit balance £218.

1888 Commodore Dietrich's Trophy was a Waterbury watch for each member of the winning crew; won by "Rosetta".

Refer separate article for details of Melbourne Regatta, 1888.

19th January, 1889: Commodore Dietrich sailed for England after a complimentary dinner on 12th during which he admitted he had arrived in Sydney in 1876 friendless, but because of sailing he now had a great number of friends. He had been Secretary, Committeeman and Commodore.

1889: Neutral Bay Amateur Sailing Club formed by a breakaway group who objected to "non-standard" or "freak" boats.

In an endeavour to improve the Club, the Committee offered inducement to "Racing Machines" but the objectors walked out and formed Neutral Bay Amateur Sailing Club with Staunton Williams Spain (Commodore), Alexander Oliver (President), Vernon, Cary and Minnett as Starter, Timekeeper and Judge respectively and the following S.A.S.C. boats and members.

"Sea Breeze"	24 ft.	F. Rae
"The Whaler"	28 ft.	H. M. Cockshott
"Varuna"	22 ft.	W. M. Paul
"Ethel"	22 ft.	A. L. Johnston
"Wanganella"	20 ft.	D. W. Roxborough
"Phyrne"	20 ft.	T. Lawry
"Millewa"	20 ft.	J. Gordon
"Happy Thought"	20 ft.	S. W. Spain
"Lorelei"	20 ft.	W. H. Tulloch
"Mollie"	16 ft.	E. Northcote

However, over the years the breach was healed, and all members and boats returned to the Amateurs and the N.B.A.S.C. was allowed to slip quietly into oblivion about 1895.

April, 1889: Season closed with a dinner at Athol Gardens. 138 members, 69 boats, £200.

19th October: Opening of an ambitious season of 18 race days. Boats to be divided into 1st, 2nd and 3rd class.

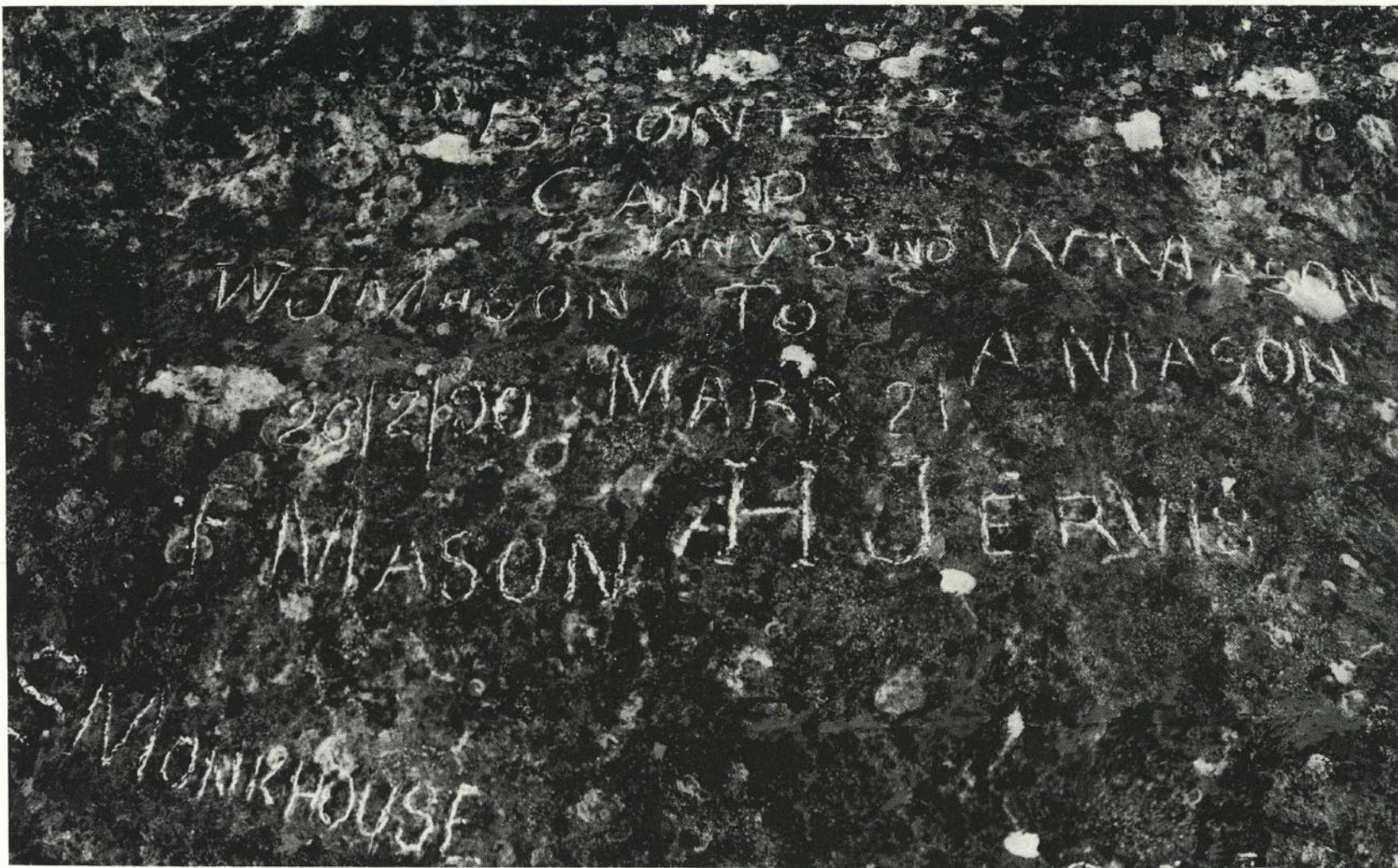
Uneventful season, 13 races sailed, "Irex" won the three Championship Races. Finances sound. Closed 10th May, 1890, at Chowder Bay.

1890/91 season saw 12 races sailed with the same boats and people and the season closed with a luncheon at Chowder Bay attended by T. Marshall and Capt. J. H. Amora, both ex Commodores, who spoke of the good work that had been carried on since their day to bring the Club to the most successful in the Harbour.

A. F. Betham, Hon. Secretary, attended a meeting on 6th October, 1891, and then died suddenly at home after it.

Some interesting private races were held. December, 1890—"Lottie" (C. P. McConville, amateur) v. "Regina" (T. Colebrook, professional). "Regina" won by 42 secs. February, 1891—"Regina" (T. Leach) v. "Mantura" (C. Webb) both amateurs. "Mantura" finished first but both boats protested so they took their stakes back. March, 1891—"Esmeralda" (T. Leach) v. "Violet" (T. Colebrook). "Esmeralda" won by 5 ft.—dead heat.

October, 1891, brought a change of Office Bearers and fourteen days' racing was set down on programme. The fleet was reclassified into 1st and 2nd class boats and races were timed at the start. First boat away to



BRONTE CAMP—inscribed on a rock above
Cottage Rock.

Photo courtesy E. J. Merrington.

be scratch and those following to be so many minutes behind scratch. Prizes 1st £4; 2nd £2; 3rd £1. Rule 14 was amended to read "Entrance Fee of 10/6 and Annual Subscription of £1/1/- for Boatowners—Non-Boatowners' Entrance Fee Nil and Annual Subscription 10/6."

Steamers following races were to be free to members and non-members to pay 1/-.

Minor difficulty was experienced during the season getting all boats to carry identifying colours or flags. Owing to the traffic on the harbour the boat moored off Fort Macquarie as a rounding and finishing mark was moved 100 fathoms east.

It is interesting to note that the Committee saw fit to allow S. H. Fairlands nine hands in his boat "Pixie" in all limited crew races as she was 33 ft. long.

1892 saw 10 races sailed and time at start retained for handicap races but for championship races time to be at the finish on a sliding scale formula.

$T = \frac{c+(t \times J)}{Z}$ where T = time allowance
 c = 20 taking 20 ft. and 2 min.
 t = 20 per ft. as basis for scale.
 J = excess of length over 20 ft.
 Z = total length of boat whose time allowance is required.

Opening Day, 21st October, 1893, was a combined day with the Neutral Bay Amateur Sailing Club in the form of evolutions with refreshments to follow and again 10 races for the season.

The Balance Sheet at the Annual Meeting just showed a small surplus but owing to the recession this was considered satisfactory.

At a General Meeting at Aarons Exchange Hotel on 5th December, 1893, Commodore Kelly announced "that he would take sail for each season under conditions to be arranged by the committee for a Challenge Cup".

January, 1894: Committee gave their decision—Commodore's Cup to be known as Kelly Cup and the winner of the Club's Championship Races to be entitled to hold same. (This competition still continues—see list of winners. Ed.)

Sailing Rule 7 altered to read "All boats shall be answerable to the rules from the time the preparatory flag is hoisted in the Starter's boat."

The Rater "Naiad" had been brought to the Club by Dr. Newmarch and she had proved very popular, so the Committee endeavoured to form a Rater Class and appointed a Sub-Committee to arrange details. Club Championship to be sailed in three heats, scoring of 3, 2 and 1 for 1st, 2nd and 3rd.

(The Geddes Brothers had an electric launch and the Club often hired it for various functions—purely a point of interest—what became of it? Ed.)

The report on time allowance drawn up by the Sub-Committee was only adopted after the amendment "that one-fifth of the overhang be added to the load waterline" was carried and so we now had the means of racing under rating rules.

Opening Day was a joint manoeuvre with the Neutral Bay Amateur Sailing Club.

Saturday, 17th November, 1894, saw an important race sailed under the auspices of the Club, it being the first under the new style of class measurement by which a time allowance is arranged and number of crew fixed after a calculation affecting length of

boat, sail area and length of course. Saturday's course was from Kirribilli, round lightship Sow and Pigs, Shark Island, boat off Fort Macquarie, Fort Denison and finish at boat off Fort Macquarie.

Following scale shows measurement and time allowances:

"Bulbul" (F. Woolcott-Waley)	25 ft. 6 ins.	Scratch	6 hands
"Varuna" (W. M. Paul)	23 ft. 6 ins.	1 min. 58 secs.	6 hands
"Buttercup" (H. Carpenter)	21 ft. 2 ins.	4 mins. 42 secs.	5 hands
"Naiad" (Dr. Newmarch)	19 ft. 8 ins.	6 mins. 30 secs.	4 hands
"Netta" (E. W. Heywood)	17 ft. 9 ins.	9 mins. 18 secs.	4 hands
"Adamay" (T. E. MacDonald)	17 ft. 6 ins.	9 mins. 47 secs.	4 hands
"Sophia" (F. J. Doran)	16 ft. 8 ins.	11 mins. 7 secs.	4 hands
"Brownie" (J. O. Fairfax)	16 ft. 2 ins.	12 mins. 12 secs.	3 hands
"Taipo" (W. L. Hunt)	15 ft. 8 ins.	12 mins. 57 secs.	3 hands
"Nettle" (C. Paterson)	15 ft. 2 ins.	14 mins. 8 secs.	3 hands

Finishing time and places:

"Varuna"	4 hours 42 mins. 37 secs.	
"Buttercup"	4 hours 44 mins. 3 secs.	3rd
"Bulbul"	4 hours 44 mins. 31 secs.	
"Netta"	4 hours 45 mins. 43 secs.	1st
"Taipo"	4 hours 51 mins. 23 secs.	2nd
"Naiad"	4 hours 51 mins. 49 secs.	
"Brownie"	4 hours 55 mins. 8 secs.	
"Sophia"	4 hours 56 mins. 27 secs.	

In November, 1894, an effort was made by a few members to be allowed to use and register coloured sails instead of a distinguishing flag but this was heavily opposed.

The Club forwarded an emphatic public protest against the action of the Government in granting a lease of a Public Reserve (Cremorne Point) to a private company and permitting disfigurement of one of the most prominent points of the harbour by the establishment of a coal mine.

One of the major problems of the 1895 Committee was the obtaining of a good permanent Starter.

An additional Blue Starting Flag was purchased to be raised one minute before the start and to fly for half a minute.

The crew limit in boats to remain the same for numbers but to apply to water line length NOT length over all.

The time allowance calculation for Raters came under fire and Rule 37 was amended by deleting "together with one-fifth of the overhang" and substituting "to the square root of the sail area add the rating length and divide the sum by two".

"Flying Fish" sailed with colours on her sail thus contravening a By-Law. Mark Foy to be notified that he must conform to regulations.

January, 1896: His Excellency The Governor refused Patronage to the Club.

1896 season closed with a Dinner to the Commodore at which the prizes were presented.

April, 1896: Death of E. M. Dietrich, late Commodore, and following this the positions of President and Vice-President were allowed to lapse.

November, 1896: Certificates of Measurement of Official Measures of other Clubs be accepted.

1897: Method of Election of Members changed to ballot at General Meeting.

Three delegates attended meeting at Sydney Flying Squadron by invitation to draw up a set of Rules to govern uniform racing and disqualification.

Annual subscription for all members was made one guinea.

Thirteen races conducted during season with twenty-three (23) starters in one race. Assets £48.

Delegates sent to meetings of proposed Permanent Sailing Council.

1898: Club joined Sydney Sailing Council in February, but in April a replacement delegate was elected to the N.S.W. Sailing Council and Draft Rules were submitted for examination. These were discussed and alteration recommended. (No details available. Ed.)

September, 1898: Resolved not to hold evolutions on Opening Day but to hold a race instead. A motion was submitted by A. W. Crane: "Owners may register colours to be carried in the centre of the mainsail or elsewhere of a size and design to be approved by the Committee", but no decision was reached—it was left to the Committee who agreed that boats could carry a "Winning Flag" for each race won, such flag to be the boat's registered colours, size 18" x 12", to be provided at the owner's expense.

November, 1898: Starter reported that colours were not carried by a number of boats and they were disqualified; this of course led to racing colours being submitted for approval and in the main they were small sized, but the Committee approved the following:

A. W. Crane—"Wonga"—22 footer—Blue moon 5 feet in diameter with white maltese cross in centre—centre of mainsail.

"Kyeema"—18 footer—Blue moon 5 feet in diameter with white maltese cross in centre, with blue ball in centre of white maltese cross—centre of mainsail.

S. Hordern—"Plover"—22 footer—Blue triangle with red cross in centre of mainsail.

Most other boats flew theirs at the masthead.

December, 1898: S. Hordern Jnr. to represent the Club at the North Shore Natives Regatta, Auckland, with "Bronzewing IV".

January, 1899: S. Hordern Jnr. reported winning one race and a series of races for the small rating class and he presented the prize to the Club.

February, 1899: N.S.W. Sailing Council notified that it had disqualified the 14-ft. "Enid" together with her owner Mr. Lees. (No indication of why or for how long. Ed.)

Discussion ensued as to the best type of boat for the Club to foster and without any clear decision it appears that the Restricted Class was favoured.

The Report of the Sub-Committee re Rating Classes was discussed at length at a Special Meeting and double hulled or any other type having an unfair advantage were barred; maximum weight of crew and ballast were to be taken into account, otherwise it was reasonably standard.

Fifteen races held over season, membership 80, boats 33, assets £14.

September, 1899: Two courses adopted—N.E. wind—Start No. 2 Buoy in Farm Cove, round P & O

buoy in Athol Bight, round Shark Island and finish in Athol between Club steamer and mark. S. wind—Start No. 2 buoy in Farm Cove, round P & O. buoy, round Shark Island, finish under Point Piper.

February, 1900: Proposed by S. Spain, seconded by F. Doran that Walter Reeks be elected to Life Membership—rejected.

The Red Ensign of the British Merchant Service be adopted as the Club Ensign—rejected.

Resolved that medals be given to boats scoring the highest points in scratch races for 30 ft., 20 ft. and 16 ft. classes.

September, 1900: Resolved to supply ballot papers for all future elections. Resolved no evolutions on Opening Day and 17 races for season.

October, 1900: Credit balance £36, but subscriptions in arrears were £30 and due for current season £52. The Handicapping Committee, D. Ramsay, W. L. Hunt and E. M. Moors, were taking it in turns to act as Starters. Race entries not to be accepted after 4.00 p.m. on Thursday before the race. J. N. Joubert had been providing the steamers to follow the races and the Club had written to him requesting that the steamers remain further away from the competing boats. He replied that he would not allow his boats to be used to follow Club races. (It is interesting to note that the "Rose" followed the races as usual till at least 1901. Ed.)

Mark Foy requested details of boats, owners and colours and suggested these be published on a reference card. The Committee replied "boats on the Club Register are not recognised as carrying coloured designs".

A member wished to enter his boat "Dragon" as a 20 rater, the reduction in rating to be achieved by taking in two reefs in the main and carrying one man less in the crew—after considerable discussion the entry was refused.

January, 1901: Club waterman G. Nash injured in class race—19th January.

February, 1901: 30 rater race to be held, open to yachts owned by members of any recognised yacht club. Entrance fee 10/- with free entry for visitors. Prizes 1st £10; 2nd £3; 3rd £1. No yacht to rate less than 30 ft.; any yacht exceeding 30 rating to allow double the Y.R.A. time allowance for such excess.

March, 1901: "Bunyip" won Club Championship and Kelly Cup with 8 points, sailed by A. E. Cutler, "Gloria"—F. Doran, 3 points.

August, 1901: The payments received from the fixed deposits (frozen by the Bank crash) to be put aside as a nucleus of a fund to provide a Club Room at a future date.

T. H. Kelly died—deep sense of loss of an esteemed Commodore.

Resolved that S.A.S.C. join the N.S.W. Amateur Sports Club.

October, 1901: Club resigned from N.S.W. Sailing Council.

Club's amateur status having been confirmed, S.A.S.C. for a fee of £1/10/- per annum affiliated with the N.S.W. Sports Club and Committee and General Meetings were held there.

Sydney Harbour Trust wanted Club to pay wharfage for boats following races but agreed that as admission was by ticket they would not enforce it.

N.S.W. Sports Club granted S.A.S.C. a room and F. Doran donated a wooden press for storage of Club property.

Two members forwarded resignations in view of the Club's connection with N.S.W. Sports Club—both to be interviewed. One member withdrew his resignation, but the other had to be accepted.

December, 1901: Resolved that all boats eligible for Cruisers Race be straight stem and stern posts with a maximum of six inches spring in the keel.

Championship Race 23rd November: W. E. Moors, Starter, placed boats as 1st "Sunbeam", 2nd "Dragon", 3rd "Mercia", 4th "Quadratic", but later found his watch had gained 7½ minutes in the 3½ hours of the race. W. L. Hunt was in charge of the Club steamer that followed the race and his timing from the "Pearl" (owned by J. N. Joubert) was 1st "Dragon", 2nd "Sunbeam", 3rd "Mercia", 4th "Quadratic", and as this was acceptable to all skippers was recorded. The protest "Mercia" v. "Sunbeam" for a foul at the start was then heard and upheld. Championship places then became 1st "Dragon" £4—3 points; 2nd "Mercia" £2—2 points; 3rd "Quadratic" £1—1 point.

February, 1902: Championship races to be divided into two classes—20 ft. and over, and under 20 ft.—the first boat home in another class to the winner to take 2nd prize. Cruisers also to be divided straight stem and stern and Raters and 2nd prize to be taken by first boat home of the other class—resolved.

H. M. Shelley registered his new 25-ft. boat "Vialili".

September, 1902: S.A.S.C. resigned from the N.S.W. Sports Club—no reasons are recorded in the minutes but the resolution was unanimous that all meetings again return to Aarons Hotel. Financially the Club was sound, having a surplus of £4 for the season and credit balance of £38.

Season's fixtures:

- 11th October—Opening Day.
- 8th November—General Handicap.
- 29th November—Cruisers Handicap.
- 10th January, 1903—Championship (time by rating) Cruisers Handicap.
- 31st January—Cruisers Handicap.
- 21st February—Cruisers Handicap.
- 14th March—General Handicap.

Prizes £3, £2, £1 and Championship £5.

Resolved that medals be awarded boat gaining the greatest number of points in General Handicap and Cruisers Races.

Hon. Secretary W. E. Moore injured by being thrown from a tram. C. F. Thompson and D. K. Dawson appointed Joint Hon. Secretaries. A testimonial to be raised for W. E. Moore—funds to be collected by trustees which resulted in £74/2/-.

Cruisers were divided in classes—A Yachts; B Rating Boats; C Overall Boats as determined from time to time.

A number of sample gold medals had been submitted and a selection was made and ordered to be suitably engraved.

General Handicap: "Eva"—W. R. Crane—6 points.

Cruiser Handicap: "Mischief"—Roxburgh & Raine—8 points.

September, 1903: £14 surplus—assets £54. Amusement Committee elected to provide social life of club.

Season's fixtures: Similar to previous season plus Single Handed Handicap—Jib and Main only.

Consolation Race at end of season for all boats not having won a race.

Crew limits: 16 ft. 3 hands; 18 ft. 4 hands; 20 ft. 5 hands; 22 ft. 6 hands; 25 ft. and over 7 hands.

Sydney Harbour Trust withdrew exemption of Club

boats from wharfage charges. 10/- per steamer.

Club badge—approved in principle—samples to be obtained and in October, 1903, design chosen at 3/9 each.

Motor Launch Race held 31st October, 1903; Start Orient Buoy, round P & O buoy and Fort Denison and finish across normal yacht Starting line. Entry free. Start 4.30 p.m. 1st £2; 2nd £1 if 6 entries. No results available.

T. B. Dibbs gave Notice of Motion re carrying distinguishing colours—alteration to By-Law 33 and Sailing Rule 6. However, as he had used an obsolete rule book it was ruled out of order and he was so disgusted he would not re-submit same.

Amusements Committee organised a Smoke Concert 20th January, 1904—their first effort.

Closing Day—all boats to carry ladies and the prizes to be given to the lady on the winning boats to be a Gold medal for 1st and a Silver Medal for 2nd.

April, 1904: Resolved that class racing be adopted next season. "A" class boats over 24 ft. and not exceeding 26 ft. "B" class boats over 20 ft. and not exceeding 24 ft. "C" class boats 20 ft. and under.

Smoke Concert in June with an all amateur cast.

September, 1904: W. Reeks elected Honorary Life Member.

Opening Day to be joint aquatic Gala with Sydney Flying Squadron. 116 entries were received during last season for 11 races for prize money £64 and trophies. Club membership 90. Assets £46.

October, 1904: Letter received from Professional Musicians' Association and it was decided that no further music would be provided on Club steamers. A membership was transferred from H. G. Walker to his brother, N. Walker.

Notice of Motion: Racing Regulation 41—"Owners shall state on their entry forms the weights of ballast to be carried in the race and such ballast shall not be departed from, and that the form of entry mentioned in R.R.13 shall include the weight of ballast aforesaid." (It appears that about this time ballast was being left at home or added to before leaving home, dependent on the breeze. Ed.)

From a suggestion from F. Poppenhagen the following resolution was carried: "In future races handicaps to be Light to Moderate indicated by a White flag flying under the Ensign or Moderate to Heavy indicated by a Red flag under the Ensign on the Starter's Boat. The order of the Starting Flags to be red-white-blue-yellow-green."

Notice of Motion re Racing Regulation 41—lost.

W. L. Hunt resigned from office of Official Measurer and handicapper as he had purchased "Taipo" and wished to compete in Club events. He was prevailed upon and eventually remained with C. F. Thompson and E. W. Heywood as assistants. "Taipo" registered "A" class.

March, 1905: A. Spain, who owns and sailed "Varuna" in the General Handicap on 11th March, laid a copy of his complaint (forwarded to the Secretary of P.A.Y.C. and Superintendent of Navigation) on the table. Secretary read same to meeting. The members deeply sympathised with Mr. Spain in his narrow escape from a serious if not fatal accident and endorsed his suggestion that more care should be shown in navigating large harbour steamers, which in following races of one Club ignored the rights of the racing boats of other Clubs. That Mr. Spain secured second place in the race and won the season's aggregate for General Handicap is all the more creditable.

Smoke Concert organised for 14th July, with invitations to Flag Officers of R.S.Y.S., P.A.Y.C., S.F.S., S.S.C., P.J.S.S.C., S.D.C., M.H.S.C. and St.G.S.C.

September, 1905: Members 90, boats 35—credit balance £19. 123 entries in 11 races over season. Limits of crews—Resolved all boats under 16 ft. overall carry not more than 3 hands. 16 ft. and under 20 ft. overall not more than 4 hands. 20 ft. and under 22 ft. overall not more than 5 hands. 22 ft. and under 24 ft. overall not more than 6 hands. 24 ft. and over not more than 7 hands.

Robert Crawford was not accepted for membership of the Club as he was employed on a harbour steamer as engineer, despite the fact that he held an engineer's certificate for ocean service.

April, 1906: Membership 100. Decided to print and distribute a "Souvenir Card" to celebrate same.

(The Minutes clearly show that from about 1900 the Club entered a period of despondency, but by 1906 membership had risen to 100 and registered boats to about 50. However, other Clubs did not appear to be much better off—no debts had been incurred and prize money was still about £80 per year. Ed.)

1906 saw reclassification into three classes:

"A"—Straight stem boats 22 ft. to 26 ft. "B"—Raters. "C"—Straight stem boats 20 ft. and under and other types as decided by the Committee. "D"—New class proposed—18 ft. rating under the Seawanhaka Rule (provided not less than five boats are available).

1907 saw the separate class for Raters rescinded. Agreement was also reached with R.S.Y.S. that "crew limits in both tuck and coach house boats be those applying in S.A.S.C. races".

Championship of Club: Boats scoring highest points in each class to be champion of that class—then a Championship Race to be held over an outside course to be chosen by the Committee under length and sail area rating conditions using the 1899 formula. Registered sails only to be carried, with a spinnaker or balloon foresail which must not be set above masthead, and the spinnaker boom not to exceed length of base of fore triangle.

This was never implemented as not all boats were able to sail outside, thus some would be penalised, so the Manly course was substituted.

1908: "Sybil" was in trouble—protests were upheld against her for carrying six (6) hands in two (2) races—one of which she won and she was also disqualified on another occasion as she was not sailed throughout the race by a Club member. Three meetings lapsed that year for the want of a quorum. (We had found the bottom of the trough. Ed.)

1909: Ocean Race—Long Reef and return for "A" and "B" class with ferry to follow. "Mia" (G. H. Fitzhardinge) won for a prize of £3.

Prizemoney reduced to £3 1st and £1 2nd with no third prize.

1910: Difficulty experienced in getting a mark laid for the Ocean Race (J. M. Alexander quoted £1 per hour, C. Messenger £3 nett). Stan Spain said this was extortion so he did the job himself in his steam launch "Cadet" for the cost of the coal he burnt, 12/-.

A combined Opening Day had been arranged to take place on 15th October, 1910, with Shark Island

as the base, between R.S.Y.S., P.A.Y.C. and S.A.S.C., each Club to charter its own ferry and supply refreshments. Total expenses estimated £75—R.S.Y.S. and P.A.Y.C. to pay 2/5 each and S.A.S.C. 1/5, but in September, R.S.Y.S. withdrew as it was too expensive. P.A.Y.C. and S.A.S.C. decided to hire a large steamer, refreshments and a band and share expenses. It was a great success.

1911 saw further strides forward—membership had risen to 122, boats to 58. Weekend camps had been a success for the last two years and were continued. Combined Opening Day again held with P.A.Y.C.

Proposed at the Annual Meeting that the Club should obtain a Clubhouse or Clubrooms, but discussion resulted in little or no support for the motion.

Manly and Balmain Regattas were again included in the programme.

"Notus": T. Curtis was called before the Committee and questioned re the carrying of a spinnaker in the Cruisers Race 9th December, and as to who had sailed the boat on 11th November, 25th November and 9th December. He admitted that the boat had not been sailed by him on any of these occasions and that a spinnaker had been carried in Cruisers Race. The Committee ruled that "Notus" be disqualified from each of the above races and that T. Curtis be requested to refund the cash prizes that had been presented to him. He definitely refused to refund the prizemoney that had been presented to him for races from which he had later been disqualified. Struck off Membership Roll by Committee.

Annual Dinner well attended.

Ocean Race won by "Mimosa" with "Triton" second.

Rating Rules: Rating and length again under discussion.

1912: A Starter could not be found so it was decided to engage a paid Starter at 10/- per Saturday.

Opening Day held in conjunction with Royal P.A.Y.C. in 1913 and two Ocean Races held.

Notice of Motion by R. H. C. Down, seconded by W. Rayment, "that boats have numbers not flags as a means of identification and that a distinguishing number with the letters S. A. above it be carried on the sails" was carried by a large majority. Mr. Oscar Backhouse endeavoured to have the motion rescinded but failed. Then Mr. Davis moved and Mr. Walford seconded "that numbers only be carried on the sails"—carried. So many complaints had been received about the Starter that his services were dispensed with. Mr. Asher took over the duties in Mr. Barker's launch. Mr. Jacobs of Leichhardt wrote asking for a definition of the word "amateur". The Hon. Secretary replied quoting the Club definition and pointing out that Mr. Jacobs' partner was a professional and thus was debarred from sailing his boat.

1914: A Sub-Committee was formed to investigate the advisability of securing Clubrooms in the City and it recommended that a Boatshed would be a better proposition. Two additional members were added and the search for a Clubhouse/Boatshed was to begin again, but the outbreak of World War I caused the Club to drop its "pick" for the duration.

Resolved: "No fixed programme for the season be passed and all Club members who go on active

service to remain members without payment of subscriptions".

Membership at this time 150—boats on register 50. Assets £132.

At the 1915 Anniversary Regatta the Anniversary Regatta Committee allowed S.A.S.C. boats to carry their Club Racing Numbers on the sails—nineteen S.A.S.C. boats started and filled the first six places.

March, 1919: Eighteen members attended a meeting and adopted a Balance Sheet (assets £185) and elected Office Bearers and resolved that Cruising Races be held for the remainder of the season.

September, 1919: Annual Report and Balance Sheet adopted (assets £179). Office Bearers elected—full programme drawn up—prizemoney fixed £3/3/-, £2/2/-, £1/1/- for 1st, 2nd, and 3rd. "A" class races to start 3.00 p.m. "B" class 3.15 p.m. Thus the Club was again in full swing, but with how many members and boats?

Mr. Stannard offered a Starting Launch each Saturday afternoon of the season for £1 each afternoon—accepted.

Handicaps were changed from "Light and "Moderate to Heavy" wind to "Working and Leading".

1920: A new Navigation Act came into being. The Ocean Race of 14th February deserves note as it was claimed that the rounding mark shifted. Mr. Dendy who laid the mark apologised for the inconvenience, but openly stated that C.S.R. were to blame as the sugar bag used as a kellick had split. This allowed the launch to drift in a direction that shortened the course and found good fishing grounds, but as the order of rounding the mark and the order of finishing were the same he moved that the prizes be paid—carried. "Rana" 1st, "Athane" 2nd, "Waitangi" 3rd.

Forty-four members were present at the Annual Meeting. Boats on Register 169. Races held 20, averaging 12 starters per race. Club Rules had been revised and junior members to be admitted (five elected at this meeting). Assets £125. Absentee List to be adopted. Formal Opening Day function dispensed with—season to open with a race. Six races for each class, three Ocean Races, Championship Race. Cruising Races to now become Handicap Races—no extras.

"B" class be not allowed to Ocean Race.

Prizes: 1st "A" class £3/3/- "B" class £2/2/-
2nd £2/2/- £1/1/-
3rd £1/1/- 10/6

In all classes 4 starters or no second prize, 6 starters or no third prize.

Points: 1st 3, 2nd 2, 3rd 1.

Only one handicap regardless of weight of wind.

Courses: "A" class—from line between Starter's boat and Flagstaff on Port Jackson Manly Co.'s Wharf, Neutral Bay, round R.S.Y.S. buoy at Manly, round Shark Island and finish across Starting Line. "B" class—from Starting Line above, round South Reef Gas buoy, round Shark Island and finish across Starting Line.

Starting Flags: Seven to be used not five as previously. Vice-Commodore Spain lent Club his Starting Gun. Programme to each boat owner to be considered sufficient notice of race.

War Service List of Incapacitated Members initiated and as it later only contained two names they were elected to Hon. Life Membership—C. Meyer and J. T. Reardon.

Joint Committee set up by R.S.Y.S., R.P.A.Y.C. and S.A.S.C. to investigate racing for the 21-ft. class spent several months and then made their recommendations which were adopted by R.S.Y.S. and S.A.S.C. immediately. The major recommendation was the reduction of sail area to 375 sq. ft. and the maximum area of cockpit to be 42 sq. ft. The Commodore, J. Roche and W. D. M. Taylor were particularly thanked for their efforts in this work. Later F. J. Doran ("Inez") and J. Alderton ("Gumleaf") won the majority of the races on the programmes of the Combined Yacht Clubs for this 21-ft. Restricted Class of boat.

1921: Club accepted the invitation to identify ourselves with Sydney Yacht Racing Association and made application for affiliation with British Yacht Racing Association.

Annual Meeting: 199 boats on Register—22 races held—assets £126. Programme similar to last season with additional races for 21-ft. Restricted Class; 1 Ocean; 1 Inside Championship; 1 Inside for Juniors. Points changed to 1st 4, 2nd 3, 3rd 2 with 1 for all finishing boats before time limit. Club's Gold Medals to winners of "A" and "B" class.

The question of the letter "A" being added to the Club's Racing Numbers on sails was touched upon but left in abeyance until S.Y.R.A. had discussed the matter. On 20th December, 1921, S.Y.R.A. advised that "A" granted to all boats on Club Register.

1922: Club 50 years old and Closing Day was chosen to celebrate the Club's birthday by

1. Engaging a steamer for the afternoon, serve afternoon tea and refreshments.
2. Hold a novelty race.
3. Purchase a Silver Cup to be known as the Jubilee Cup for competition each year.
4. Print a Souvenir Programme. (Harry Shelley donated £50 towards the cost of this Souvenir Programme. Ed.)

Rules for the Hurry Scurry Race for Closing Day of the Jubilee Year.

- (a) Competing boats to anchor on a line between two flag marks.
- (b) All sails to be lowered.
- (c) One crew member to row the dinghy back to the starting line 150 yards away between a flag mark and Starter's boat.
- (d) On firing of starting gun
 - (i) Dinghies to race to respective boats,
 - (ii) Moorings to be fastened to dinghy,
 - (iii) Crew member to be taken aboard,
 - (iv) Sails may be hoisted.
- (e) Course to be round Shark Island outside beacon and buoy starboard hand, round blinker buoy off Chowder Bay and back to starting line where boats pick up moorings and lower all sails.
- (f) One crew member rows the dinghy back to the starting line.

21st March, 1922: "Spray"—L. Robertson was disqualified for shifting ballast during a race. He admitted being short handed and having tied two bags of sand on the floor, but between the Heads

one had broken and run into the bilge, thus the second one had to be moved to trim the boat.

25th March, 1922: Closing Day—"Lady Carrington" left Fort Macquarie 2.30 p.m. well patronised. The Novelty Race was won by N. Hall ("Adelma") with E. C. Gale ("Wanderer") second. A one paddle dinghy race was also held in which sculling was not allowed—1st E. C. Gale, 2nd A. Stevens.

18th April, 1922: "Adelma" was towed to the starting line after her starting flag had been hoisted—this was admitted—Committee were of the opinion that Mr. Hall's Breach of the Rules was unintentional but proven, so they had no option but to disqualify him and award the prizes accordingly.

Boat insurance—the question was investigated by a joint committee with R.S.Y.S. but no suitable method or price could be found—abandoned.

S.Y.R.A. proposal to increase sail area and crew numbers of 21-ft. Restricted Class adopted.

Quarantine Beach was re-opened to yachtsmen under conditions set down by Director-General of Health.

Annual General Meeting—assets £197—167 members on Register—boats on Register 200—races conducted 20. Six Hon. Life Memberships were conferred, H. B. Pickering, J. W. Pickering, M. Foy, A. T. Gale, H. M. Shelley, E. M. Moors, as these members are in excess of 30 years' standing, to celebrate the Jubilee Year of the Club.

In 1922 a concerted effort was made to interest young members and sons of members of the three Clubs—R.S.Y.S., R.P.A.Y.C., S.A.S.C.—by the formation of a Joint Committee to develop a new class of 12-ft. Dinghy. J. Alderton handled the matter for this Club and twelve boats were promised, costing about £45 each.

Prior to the War a well-known boat in the Club had been the "Tempest" and in memory of the fifteen members of her crew who paid the supreme sacrifice, A. T. and J. W. Gale donated a trophy (refer Gales).

The Hon. Starter and Judge requested an assistant as the number of races had increased so much that they were now nearly every Saturday of the season (26 events).

The Club had played their part in the Sundial erected to the memory of Mrs. Peggy Morris, the Yachtsman's Friend, on the site of her cottage at the Basin, Broken Bay.

The method of scoring points was amended: "A" class—1st 64; 2nd 32; 3rd 16; 4th 8; 5th 4; 6th 2; 7th and over 1. "B" class—1st 16; 2nd 8; 3rd 4; 4th 2; 5th and over 1.

Resolved to support R.S.Y.S. in a deputation to wait on Harbour Trust Commissioners to urge that the "Sow & Pigs" be better defined by the erection of some permanent structure.

1923: Delegates from all Clubs formed a Committee to select representatives for the 21-ft. class boat to compete in the Forster Cup Races to be held in Queensland and the following additions to the rules were announced:

1. That no member of a crew shall leave or join a yacht during a race.
2. That the Y.R.A. rule relating to ballast shall be observed.
3. That the black leading of boat's bottoms be prohibited.

The 12-ft. Cadet Dinghy Class was well established and as well as providing races for the class on Closing Day a race for seniors in these 12-ft. dinghies was held and created no end of amusement.

Stan Spain won Tempest Memorial Trophy and requested that he be allowed to present it back to the Club for perpetual competition, thus the sentiments would carry on, and he requested a miniature or replica. Decided to agree and proceed. Lord Forster had won the Championship Kelly Cup and it was decided that a replica of it would be made and presented to him at the Annual Meeting, which was to take the form of a musical evening with refreshments and was a wonderful success.

In 1924 the Annual Meeting was again held in conjunction with a social function—210 members on Register—£240 credit balance—29 boats regularly starting in races.

It was announced that a special prize would be allotted to the boat submitting the best log for the season.

Club delegates were appointed for (a) Selection of 21-ft. Restricted Class boats to represent N.S.W. at Hobart for Forster Cup. (b) Selection of 12-ft. Cadet Dinghy representatives for interstate races. (c) Deputation to Harbour Trust for "Sailors Memorial" on "Sow & Pigs."

1925: A Sub-Committee was again set up to investigate the possibility of obtaining a Boatshed or Clubhouse.

19th August, 1926: Annual General Meeting with 64 members in attendance—227 on Register—£296 credit balance. More boats are sailing now than ever before and on 28th November, 1925, the Club undertook and successfully conducted the most ambitious afternoon's programme in its history. Separate races for "A" class, "B" class, all Yachts, 21 footers and 12-ft. Dinghies. The start of the "A" class race is memorable by reason of the sinking of A. Butler's "Cynthia" and it is hoped that it will always be a warning to competitors of the risk attendant upon crowding the weather end of the starting line. The gallant action of Mr. Hosking of "Nyreid" who jumped overboard and supported a non-swimming member of "Cynthia's" crew till rescued should also be recorded.

Formula and Rating for the Kelly Cup were discussed at length and resulted in A. J. Stone being given the unenviable job of formulating a factor for each boat for the purpose of handicapping this race. (A. J. Stone was Official Measurer.)

November, 1926: "B" class badly depleted—fallen to four starters. Boats divided into three classes—"Special," all boats belonging to recognised restricted and/or one design classes, and/or yachts or cruisers over 35-ft. length overall. "A" class, all boats not otherwise classified and being over 20 ft. length overall. "B" class, all boats not otherwise classified being 20 ft. and under in length overall.

Proposed amendments to the Constitution of S.Y.R.A. were not agreed to.

March, 1927: The office of Rear-Commodore was approved and replaced that of Captain.

Closing Day was abandoned as it coincided with the arrival of the Duke and Duchess of York (26th March). Club's boats were allocated an area close to the landing pontoon.

Clerical assistance for the Secretary and Treasurer authorised from 1st July, not to exceed expenditure of £3 per month.

Annual Meeting held 17-8-27 at Royal Colonial Institute—81 members present. Credit balance £400 due to—

1. Duke of York's arrival cancelling Closing Day.
2. Large increase in membership (53).
3. Dispensing with cash prizes for Flag Day.
4. No steamer hire.
5. Exclusion of 21 footers from the Championship. Membership is at an all-time high—247.

During the season the new system of time allowance devised by the Club's Official Measurer (A. J. Stone) was tried and proved very successful and is to be retained, as on corrected times as many as seven boats of entirely different types have finished within five minutes. The system consists essentially of a time allowance proportionate to the boat's rating and again proportionate to the time taken to sail the course by the first boat to finish. First tried out on 15th January, 1927.

Season's racing to be twelve races.

Judge Fitzhardinge donated the "Mia" trophy and Committee decided that it should be awarded to the "boat with the best aggregate of the Championship points for the 1927/28-1928/29-1929/30 seasons in "A" and "B" classes."

Permanent Starting Post erected on Kurraba Point to be used as one end of Starting/Finishing Line.

October, 1927: Sydney Harbour Trust notified Club that it had replaced the old buoy at the S.E. end of Shark Island with an unlighted pile.

11th January, 1928: Extract from Minutes—"Commodore referred to the loss by Stan Spain during the Christmas vacation in the wrecking of his boat 'Mischief', and also of the heroism displayed by members of the crew, and at the same time referred to the action of another Club member Charles Hayes and his son, who went to assist 'Mischief' and stood by for some considerable time and then sent a launch to assist. Stan Spain replied, thanking everyone for their expressions of sympathy and explaining that the younger members of his crew had acted under the circumstances in a manner in keeping with the traditions of S.A.S.C."

Lord Forster returned to England and accepted appointment to represent S.Y.R.A. on the Council of Y.R.A.

Vice-Commodore (E. C. Gale) sold "June Bird" and resigned from Office. Committee resolved not to fill position till next season.

Boat Register with owners' names and numbers added to Annual Report.

The December, 1928, Monthly Meeting was held on S.S. "Burrabra"—64 members and 115 visitors—wonderful success.

A. M. Merrington offered a Cup to be raced for by all boats on the Club's Register.

August, 1929: 109 members attended the Annual Meeting. 230 on Register—51 boats on Register, 24 racing regularly—credit balance £472. Decided

to hold our own Opening Day 19th October instead of combining with any other Club. Penalty points to be introduced—two points to be debited against any boat that does not start in a race for which she is eligible, or, having started, does not complete the course or is disqualified, provided that it shall be at the discretion of the Committee to remit the penalty if in its opinion the circumstances so warrant. Night afloat to be held.

Merrington Cup has been allotted to the race for nominated or lady skippers.

November, 1929: Motion submitted for review of the Penalty Points System and if possible its withdrawal—lost.

February, 1930: Resolved that all Penalty Points for the season be remitted.

September, 1930: Resolved that suppers at Monthly Meetings be continued, if necessary at Club expense. (It should be noted here that to this point in the Club's history these suppers had always been provided by an individual who remained anonymous or by the Committee as a whole, at their own expense. Ed.)

Flag Day and Closing Day to be held as usual but owing to the depression Opening Day to be eliminated to save money.

Motion to allow entrance of lady members was lost on a show of hands but arising from this it was decided to hold more functions or meetings which women (relatives and friends) could attend.

As in past years this Club's delegates had attended the Combined Clubs' Meetings re 21-ft. class and it was proposed by S.Y.R.A. that for Forster Cup Contests each state be represented by one boat—S.A.S.C. did not agree and forwarded a letter to this effect. At a later meeting the Commodore said, "The liability attached to this Club in respect of the 21-ft. boats built for the interstate contest, the Forster Cup, is nil and it is my recommendation that the Committee be wound up". The Club refused to appoint delegates to the Committee but gave Messrs. Aspinall and Backhouse permission to attend on their own behalf if they wished to continue their long association.

Due to crowding of the weather end of the line a line buoy to be placed off Starter's boat.

Harbour Master granted permission to place a flag buoy off east end of Kurraba Point.

A member chartered a yacht and requested registration in his name—Committee refused.

1931: Race entrance fees reduced to "A" class £1, "B" class 10/-. Weekend camps to be given a trial. Decided that members be requested to pay sixpence each for suppers at meetings and Club to pay balance.

A flagpole was erected on the rocks at Kurraba Point and used to fly the flags to start the races; thus the expense of a Starter's boat was saved.

1932: Sydney Harbour Bridge opened and all Clubs held aquatic carnivals—S.A.S.C. 12th March.

Barrenjoey Light to be closed—two delegates to attend meeting at Marine Dept. The meeting advised that the light would be retained and improved.

Resolved that Club seek the opinion of D. S. Carment on the question of Rating Rules.

Sydney Flying Squadron offered to make the boats on their Register available for the owners of boats on S.A.S.C. Register for a race. (See Collaroy struck by lightning.)

Ocean Race to be sailed as such—no inside course substitution to be made.

1932 was a bad year—members were requested to meet their obligations re subscriptions promptly to enable the Committee to carry out the Club's functions.

John Jira donated Spumedrift Cup for Ocean Racing. (Who has it now? Ed.)

D. S. Carment's report re Rating Rules adopted and to be used as a basis for Kelly Cup.

1932/33 season: 33 races on the programme, consisting of 20 "A" and 10 "B" class Club races, 7 regattas, 4 invitation and 2 special races.

The Spinnaker Halliard Block on Bermuda Rigged Yachts Rule caused a furore and was discussed at six consecutive meetings, finally resulting in—"That on Bermuda rigged boats extra halliard blocks be limited to a height above the deck equal to the overall length of boat or 75% of the length of mast above the deck, whichever is the greater". Rule to come into force 1st August, 1933.

A member requested to be allowed to construct a removable coachhouse on his boat so that he could race in approved Cruiser Races but was advised that his boat was purely a racing machine and this would not be acceptable. This, of course, raised the question: "What is an approved Cruiser?" The definition was not set down, but it was decided the "Iolaire", "Hermine", "Wattle", "Miranda II", "Desdemona", "Mischieff", "Snowdrop" and "Boreas" were not.

Following the introduction of a new system of handicapping with automatic adjustment for placings, J. Backhouse threw "Niobe" into irons just short of the line and allowed two boats to pass him—he then finished fifth. The Committee took him to task re this and he stated that it was deliberate to protest against the absurdity of the new handicapping system. The Judge stated that "Niobe" could have come third with ease so the Committee penalised her the automatic adjustment for third place.

This method of handicapping was mainly the work of the Commodore, R. H. C. Down, and was set out with examples in a six page typewritten report. It is not reproduced here as it is still in use today with minor modifications. It was adopted by the Club on 29th August, 1933, although it was on trial for approximately six months before.

In 1933 the rounding buoy at Manly was replaced and the S.A.S.C. contribution was £1/14/2.

Crowding on the weather end of the line again forced the use of a line buoy off the Starter's boat.

All boats reclassified so that the new method of handicapping can be better applied, but two boats, "Miranda II" and "Desdemona", beat the Reclassification Committee, so they consulted the owners and as they had no solution they put them in a class of their own. Thus the Club now has "A" class 1st division, 2nd division, "B" class and Special class. The "A1" division course was increased to 16½ miles.

Hoana Cup presented by W. R. Hughes for competition of No. 1 division for best aggregate of three races during the next three seasons. The Cup to go to owner or skipper, not the boat.

Owing to difficulty in handicapping all different boats for Kelly Cup, A. J. Stone suggested that the first three or four boats in each class point score sail for same and this was unanimously adopted.

In late 1933 the "Genestre" sank after an accident in which she capsized and the rule re "floative power" was thoroughly aired as also was the carrying of life jackets.

August, 1934: Annual Meeting—150 members attended—membership 309—boats 85—average starters per race 30—total entries for races 400—credit balance £500. R. H. C. Downs retired from Commodoreship, a position he had held for 20 years. (An Australian record and could be a world record. Ed.) An untiring worker for the Club, with an ability to organise others, he advanced the Club greatly and placed it in a position that has allowed it to advance even further.

1935: Kuring-gai Chase Trust wanted to close the Inner Basin. This Club protested and stated that as a first move all permanent moorings should be removed and each Club should guarantee that its members will not pollute the area.

Harry Shelley Memorial Trophy donated by D'Arcy and Eric Shelley for annual competition.

Starter urgently required—hire someone?

50 events approved for programme.

Advertisement placed in Sydney Morning Herald for Starter—three applicants—none satisfactory.

Automatic handicapping penalties altered to 1st 4 mins.; 2nd 2 mins.; 3rd 1 min.

Dance held on S.S. "Barragoola" 16th October, 1935 (tickets 1/9 each—8.00 p.m. to 11.30 p.m.) resulted in a nett loss of 6/6.

June, 1936: S.Y.R.A. returned 30/- to each Club; being surplus funds not required.

Starting from the shore having proved unsatisfactory decided to hire a launch each race day from Stannards.

The Starter had been sworn at by members who considered he had selected the incorrect handicap and the matter caused much discussion. The matter was resolved and apologies forthcoming in open meeting.

1937: Rules were altered so that two members of the Committee were under the age of 25 years so that they could be trained (Rule 7(a)).

Nine boats tied in the point score for the 65th Year Cup. (This will give the record hunters something to beat and is sure proof that the handicapping method is a good one. Ed.) R.S.Y.S. was requested to conduct the sail off and graciously did so.

"Rondon" made a fast passage to Lord Howe Island and return with skipper and one hand.

May, 1937: Presentation of Prizes Concert at Waldorf Cafe—Lord Mayor, Alderman Archibald Howie, M.L.C., agreed to present the prizes. Flag Officers of other Clubs and S.Y.R.A. invited. Each member given one blue ticket for his own admission and allowed to purchase for 2/- one red ticket for lady guest.

Race entry fees increased to "A" class 35/-, "B" class 20/-, and to accelerate starting the two "A" divisions will start together.

1938: Special Prize Night again held.

1938: Following a collision between a yacht on S.A.S.C. Register and a coastal collier all boatowners were informed that they must allow commercial shipping the undisputed use of the Harbour channels.

1939: A consistent placegetter was found to have no engine, as he requested a tow home when the breeze dropped, and this resulted in his disqualification from the date of removal of the engine for repairs (3 months). No intention of cheating was implied.

August, 1939: Annual Meeting—49 members attended—membership 336—boats 99—50 Club races and 15 Invitation and Regattas (777 total entries). Average Monthly Meeting attendance 50. Credit balance £546. (It is thus easy to see that the Club has not only recovered from the Depression, it has bounded forward—but of course we now have World War II. Ed.)

Club struggled on through 39/40 first using a member's launch as a Starter's boat and then as petrol became scarce starting their own races but in September, 1940, decided to suspend activity.

August, 1945: H. S. Lloyd (Commodore), E. C. Gale, W. Rayment, C. W. Robson, W. Dendy, S. Spain and N. M. Goddard held a meeting and decided to call a General Meeting of members to take the form of a reunion—64 members attended and 21 written apologies were received. Meeting to be held in September to accept nominations for Office Bearers followed by the Annual Meeting, thus putting the Club back into "the swim". Victory Regatta to be held 20th October, 1945, below the Harbour Bridge, but permission had not been granted for any other races and would not be granted till the boom was removed, perhaps at Christmas.

September, 1945: Resolved to co-operate with other Clubs re starting, there to be no extras including Genoa jibs and jib topsails, no entry fee and no prizes, but entry forms to be submitted. No subscriptions other than from new members. Moved that as there were now almost no members under 25 years of age Rule 7a be suspended so that a full Committee can be elected—carried. Meetings to be held at Royal Australian Historical Society Rooms in Young Street, and supper to be provided at 1/6 per head.

October, 1945: 50 members attended the Annual Meeting—Balance Sheets covering the period 1-8-40 to 31-7-45 were produced and showed a credit balance of £623. Membership not known. Pittwater Regatta, Boxing Day; Anniversary Regatta; Hunters Hill, Huntley's Point Regatta—approved.

14th January, 1946: Harbour Master granted permission for yacht racing to take place on the harbour above the boom as from Saturday, 19th January. First race that day 2.45 p.m. start.

Club racing 1st, 2nd, 3rd, 4th and Jubilee Divisions.

The Middle Harbour Cruising Club had been in dire straits since the War finished and S.A.S.C. made an approach to negotiate for its inclusion in or amalgamation with S.A.S.C. and representatives of each Club met but decided not to proceed.

Supported R.P.A.Y.C.'s approach to the Underwriters Association for reduction of rates for insurance on boats. This resulted in reduced rates being granted.

"Bellubera" costs £25 to hire for Closing Day.

November, 1947: Racing Regulation 29. Extra Halliard Sheaves was again to the fore and was amended to read—"On single-masted Bermuda rigged boats extra halliard sheaves shall be limited to a height above deck equal to the overall length of the boat or three-quarters of the effective length of the mast above deck, whichever is the greater. On two-masted Bermuda rigged boats the height of such sheaves shall be limited to the overall length of the boat plus one-tenth of same or five-sixths of the effective length of the main mast above deck, whichever is greater.

Races held for S.A.S.C. 75th Year Trophies to celebrate the Club's age.

1948: Middle Harbour Club yachts had been handicapped by agreement as their spinnakers are far larger than ours.

Protests received re course sailed for Kelly Cup—all boats sailed the wrong course—resail.

Certificates of Season's Record of yacht to be presented with prizes on Prize Night are the brainchild of E. J. Merrington.

H. Campbell retired from position of Hon. Auditor after 20 odd years, but was prevailed upon to remain.

A Starter is urgently required as we have now reached a stage where the Flag Officers and Committee are taking it in turns to start the races.

Racing Regulation 16—delete and substitute "Boats shall be divided into 1st, 2nd and 3rd divisions at the discretion of the Committee having regard to estimated speed and seaworthiness. Yachts over 35 ft. in overall length shall not be eligible for Club Racing.

1949: The Rules were amended to allow R.N.S.A. boats to sail with the Club.

S.S. "Balgowlah" for Closing Day cost £43.

Annual Subscription raised to £2/2/- (Boatowners paid £1/1/- since 1891. Ed.)

Prizegiving to be held in conjunction with a Ball and members to be given Trophy Orders and requested to purchase suitable prizes and return same so that they could be set out at the Wentworth (old) Ballroom.

August 1949: Annual Meeting—57 members present. Membership 318 (336 in 1939). Boats 93 (99 in 1939). Credit balance £398 (an actual loss on the season will, it is hoped, be a profit next season, despite rising costs, because of the Subscription increase). 81 races conducted and in 1st division point score seven yachts were within 40 points—good handicapping.

With Olympic Games to be held in Melbourne in 1956 S.Y.R.A. requires the introduction of Olympic standards to our yachting.

Harry Pfeiffer was the Starter for the greater part of the season—thank you—no permanent Starter.

S.Y.R.A. Manly buoy moved slightly—favourable comment—cost to S.A.S.C. £6/12/6.

1950: A.Y.F. formed and is now the national body for Australia.

Membership fell to 291.

H. E. and J. E. Pfeiffer donated a trophy for annual competition to be known as the John Taylor Cooke Memorial Trophy.

C. M. Gale appointed Hon. Starter and to provide own launch.

A member hoisted a spinnaker on a masthead halliard and then withdrew from the race.

Three handicaps for each division adopted—

Light Weather Handicaps—wind velocity 0 to 15 m.p.h.

Moderate Weather Handicaps—wind velocity 15 to 25 m.p.h.

Heavy Weather Handicaps—wind velocity greater than 25 m.p.h.

Closing Day—S.S. "Baragoola" cost £52.

All races to commence 15 minutes earlier.

Before the lapse of three months handicaps back to Light Weather 0 to 10 m.p.h. and Moderate 10 to 25 m.p.h., but with reduced length of course for Light Weather.

1951: Requests for relaxation of 35-ft. limit on yachts on the grounds of—

(a) better racing,

(b) outlived its usefulness,

(c) limited the type of yacht a member can buy or build,

and also for the use of masthead spinnakers as it was depriving the Club of the best sails, thus allowing other Clubs an advantage.

A member racing with a borrowed sail was informed that as his racing number was not in evidence he could not be identified and thus had not been recorded by the Starter and Judge.

Sydney Ferries Showboat hired for Annual Ball.

August, 1951: Annual General Meeting—Commodore and 57 members. Credit balance £585. Membership 289. Yachts on Register 92. Supplementary Register 13. Race Entry Fees £3/3/- 1st and 2nd division, £2/2/- 3rd division.

C. M. Gale and W. Rayment appointed Official Starter and Judge respectively.

E. W. Chambers sailing "Mammy" was leading in the 3rd division race and the Point Score when he went to the assistance of a capsized 12-ft. skiff—resolved that race not to count for Point Score.

Three Sailing Canoes accepted into Club and scratch races to be provided for them in a separate division.

A member forwarded a registration form for a boat on loan to him from a non-member. Temporarily withheld, owner requested to join Club. This he later did.

January, 1952: A.Y.F. announced that to raise finance for the sending of yachtsmen to the Olympic Games at Helsinki an Art Union for a Motor Car was to be run by S.Y.R.A.

Members of at least 35 years' standing need not pay any further subscriptions—carried February, 1952.

July, 1952—Committee agreed that an increase in the maximum length overall of boats eligible for

Club racing was desirable and that an amendment be sought to increase the length overall to 42 ft.

9th July, 1952: Notice of Motion to substitute 42 ft. for 35 ft. in Racing Regulation No. 16.

20th August, 1952: Annual General Meeting—Commodore and 67 members. Members 297. Racing Regulation No. 16—the Notice of Motion was carried by a 2/3rds majority. Immediately following this, Notice of Motion was given Racing Regulation No. 16—Length limit to be abandoned.

16th September, 1952: Racing Regulation No. 16—Length limit to be abandoned—unanimously approved. Thus Racing Regulation No. 16 now reads: "Boats shall be divided into divisions at the discretion of the Committee having regard to estimated speed and seaworthiness. Such divisions shall be numbered as required." (Thus ended an old argument—H. E. Pfeiffer, A. J. Stone and A. M. Merrington were the leaders for retention of 35 ft., J. Coxon, A. Mackerras and W. Clark were in favour of some relaxation and supported by A. W. Furse obtained 42 ft. immediately A. J. Stone and H. E. Pfeiffer moved abandonment. Grant Crichton had worked quietly to this end for years. Ed.)

November, 1952: S.Y.R.A. delegates reported that a Sub-Committee had been formed to devise means to sponsor Olympic Type Class Racing and they had estimated this would cost £3,000 per year. It was proposed to levy the affiliated Clubs to finance same. S.A.S.C. Committee instructed delegates that this Club must not be placed in such a position that its members were liable to a levy by S.Y.R.A.

January, 1953: Explosives buoy—No. 2 and 3 divisions met M.H.Y.C. rounding this buoy on opposite hands. Enquiries to be made.

March, 1953: Rule 7(a) deleted. (It is a pity that the under-25-year-olds will not take an interest in the Club and serve on Committee—37 seems to be the age when they realise that they must help the Club to help themselves. Ed.)

April, 1953: Club signed Deed of Association with Y.A. of N.S.W.

Peter Fletcher thanked for his work as Hon. Starter for last of season.

June, 1953: S.Y.R.A. notified Club that A.Y.F. proposes a levy of 2/- per each Club member of each affiliated Club for the purpose of forming a trust fund to finance future Olympic Games. Committee resolved that it was not prepared to recommend the proposal to the members and replied to that effect.

P. J. Worrel Cup for Sailing Canoes—A signed Deed of Gift containing a comprehensive set of conditions was received from the donor. Decided to accept trophy provided a further condition added "that should the Class become defunct the disposal of the trophy be at the absolute discretion of the Committee"—accepted.

August, 1953: Walter Rayment—sterling service for 46 years—elected 1907, Committee 1909, Captain 1911-12 and 1916-23, Hon. Treasurer 1928-53. Presented with a purse.

H. S. Lloyd elected Hon. Life Member.

Race entry fees £3/3/- regardless of division.

W. and L. Rayment elected Hon. Starters and Judges and an advertisement placed in Sydney Morning Herald for a Starter's boat.

Resolved that all Office Bearers and Committeemen explore all possible avenues of the club acquiring a Clubhouse, Boatshed or Slipway.

Club donated £25 towards expenses of the Royal Regatta to be held by Y.A. of N.S.W. during the Royal visit.

April, 1954: R. Stevens suggested that Club apply for Royal Charter. Inquiries to be made re correct procedure.

August, 1954: Annual General Meeting—History House, Commodore and 56 members. Meeting endorsed motion "Clubhouse is desirable" and it was suggested that perhaps a floating copper-bottomed type might be satisfactory.

Cremorne Club to be further investigated and Lavender Bay Baths (although under option to the Boy Scouts Association) are being observed. A site in Berry's Bay is under investigation.

Membership 283. Credit Balance £521. Boats on Register 87.

No race held for Worrel Cup.

Club has no Starter or Judge or Starter's boat. Canoe Owners Association advises that the Sailing Canoe Championships will be held 28, 29, 30 December and seeking assistance. Secretary replied, "We are only interested in Payne-Mortlock Canoes but we would be prepared to discuss ways and means of their members competing for the Worrel Cup."

C. W. Robson to act as Hon. Starter.

Y.A. of N.S.W. propose to impose a levy of 5/- per annum per member of all Clubs—discussed. Club Rule Book out of print—decided to set up a Committee to review the Rules, incorporate all amendments and to suggest all necessary alterations and amendments to provide for the administration of a Clubhouse.

February, 1955: Commodore from the Chair explained that a Royal Charter was not necessarily what this Club requires and it may be sufficient to request permission to use the word "Royal" in our present title.

Y.A. of N.S.W. stated by letter that a levy of 5/- per full member of all Senior Yacht Clubs and 2/6 per member of Junior Yacht Clubs had been approved and it requested that half the amount be immediately forthcoming. The letter set out the reasons for requiring this estimated £600. Hon. Secretary to reply that this Committee is not in a position to levy members, but we will make a donation.

W. J. Millard appointed Starter and Judge.

Royal Prefix—A petition to the Premier stating the reason for the request giving details of membership, background, financial standing. If the Premier approves he will forward the request to England—request to be prepared.

Y.A. of N.S.W. Levy: Resolved that a voluntary subscription list be opened.

Clubhouse: North Sydney Municipal Council Town Planner interviewed and sympathetic to our cause.

Australian Sailing Canoe Championships: 1st "Foam", 2nd "Vulcan", 3rd "Terror". "Foam" won the Worrel Cup held in conjunction.

Club Rule 38: The Committee may allow the entry in Club Races of any yacht or boat on the Register of any Club affiliated with Y.A. of N.S.W. and on such condition as to be eligible for trophies or point score as determined. Approved unanimously. S. H. Stevens appointed Life Membership.

Closing Day: Ferry from Sydney Ferries to cost £40 and it will not anchor.

Y.A. of N.S.W. requests our support for compulsory levy. Our voluntary levy not as good as expected. Delegates instructed to inform Y.A. that our present constitution does not allow us to levy members.

Resolved that a direct approach be made to Cremorne Club Ltd. re purchase.

August, 1955: Annual Meeting—Rule 29—Due Notice of Motion having been given by G. Crichton, deletion of the last paragraph re the height at which spinnakers can be carried. Created a great deal of discussion but when put to the vote was carried. (The Club had adopted the smaller spinnaker to equalise the gaff and Bermuda rigs and to keep costs minimal—these were both accomplished. It was now a disadvantage in inter-club races and was preventing boats and members from joining the Club and even caused some of our own members to race with other Clubs. Ed.)

A. F. and M. F. Albert elected Life Members.

Race entry fee £4/4/-.

L. P. Jones proposed alteration to Club Rule 22 that members of 35 years' standing become Life Members, also that Racing Regulation 31 be amended from present time limit of 7.00 p.m. to 6.30 p.m.—both carried.

S.A.S.C. Solicitor advised Club to wait a little longer before contacting Cremorne Club Ltd.

October, 1955: To assist new members, decided that experienced members will provide practical demonstrations for less experienced on request. Commodore attended meeting with M.S.B. Solicitors who disclosed that approx. half Cremorne Club is on Council land and remainder on M.S.B. lease. Club to forward letter to M.S.B. stating definite interest in acquiring premises, but only if complete control could be gained of the boatshed, slipping facilities and Cremorne Club.

Amendment to Y.A. of N.S.W. Constitution to give it "levying powers" to be opposed.

January, 1956: Meeting attended by three generations of the Backhouse and Merrington families. Bluebird Division to be created in the coming season and six Star Class Boats to race with Club flying S.A.S.C. Pennant over Star Class Sail Numbers.

F. P. Fletcher set out conditions for the Daydream Shield.

Y.A. of N.S.W. Levy introduced—5/- per member. G. Crichton presented the "Bob Brown" trophy for race to Broken Bay on Thursday night before Good Friday.

O. Backhouse and L. P. Jones elected to Hon. Life Membership.

November, 1956: Cremorne Club embarked on

considerable repairs following "eviction order" from M.S.B. and N.S. Municipal Council—thus it does not appear to be available.

January, 1957: Lady Associate Members admitted. 3rd February, 1957: Skippers of 14 boats took junior skippers from Double Bay Sailing Club for a race for experience.

Clubhouse questionnaire sent to members and 56 were returned within the specified time and clearly indicated that a Clubhouse was required—preferably on the northside—that most would use it occasionally—moorings were required—space for meetings and socials—dinghy stowage—showers—most were prepared to help with debentures and/or donations—a majority were prepared to voluntarily assist with the building and most wanted the Clubhouse open Saturday afternoons and evenings. On the other side of the ledger—bar facilities about 50%, poker machines 25%, and to the question, "Would you be prepared to serve on the Committee to inaugurate and run the Clubhouse?" Yes 48%—No 52%.

At this time a letter was received suggesting amalgamation of C.Y.C. and S.A.S.C. under special terms and circumstances and it was deferred for further reference.

The Sites Committee were very busy—Lyne Park, Woollahra — Woolloomooloo — Double Bay — Lavender Bay—Kerosene Bay—Neutral Bay—High St., etc., and estate agents were making offers. The first Lady Associate Members were elected 10-4-1957—Misses P. & J. Warn.

August, 1957: Annual General Meeting—63 members present—members 299—Lady Associates 4—boats 120—138 races provided—credit balance £604.

Sub-Committees of two were set up to act in the following fields: Administration—Racing—Social.

Race entry fees increased to £6/6/-.

Bluebird Division requested and Committee approved:

1. Every race to be flying start.
2. There be both scratch and handicap point score.
3. One handicap for all weather to be decided by S.A.S.C. Handicapping Committee.
4. Points to be on a ladder system, one for each entry.
5. Automatic handicaps 3-2-1 minutes for 1st, 2nd, 3rd plus arbitrary.
6. Sails be measured by Bluebird Committee but S.A.S.C. to have final decision in accepting a boat into division.
7. That "Trapezes" be disallowed.

And so the Bluebirds had come to stay.

Y.A. of N.S.W. requested payment of 56/57 levy and Club decided to forward money with a letter requesting to be told its specific purpose. Y.A. replied that the levy had now been reduced to 1/- per senior Club member per year.

A set of Measurement Restrictions for Bluebird Class was drawn up.

Sub-Committee of five formed to consider and report on the suggested change of name of the Club and to revise the Rules.

Nominated Skippers and Ladies' Day to be separate events and more point score races requested.

1958: Star Class races no longer provided due to

poor attendance.

E. J. Merrington elected to Hon. Life Membership. Sub-Committees for Administration, Racing, Social had proved most effective and were enlarged and re-appointed.

Three handicaps to be tried again: Light—less than 10 m.p.h.; Moderate—10 to 20 m.p.h.; Heavy—over 20 m.p.h.

Registered Racing Flags of distinctive design be flown by S.A.S.C. yachts when racing. (Interesting to note that I. W. Wrigley and A. P. Mackerras were the first to register Racing Flags.)

December, 1958: C.Y.C. made their Clubhouse available to S.A.S.C. members for Cocktail Party.

As from 10th January, 1959, S.A.S.C. yachts racing without flying a Registered Racing Flag will be disqualified in the event of a protest.

A.B.C. televised the start and finish of Flag Day.

Supplementary Yacht Register set up to show the names of all yachts owned by members but not racing with the Club.

Club conducted Bluebird Championships.

Nominated skipper must be a Club member and also a regular crew member in the boat.

New R.Y.A. Rules require racing flags and sail numbers on spinnakers.

Membership has increased to 325 and four Associates. (Interesting to note that with the opening of the Club's ranks to Associates only four joined, and there has been no increase in twelve months.)

Reports of alterations to two yachts that had improved performances and not been notified were investigated and found to be correct, but as the explanations were satisfactory no penalties were imposed.

Daydream Shield: M.H.Y.C. 25 points, S.A.S.C. 19.

Decided to negotiate with the authorities for the lease of a suitable piece of land in High Street and to prepare preliminary sketch plans and an initial estimate of cost.

Montgomery's Boatshed in Mosman Bay for sale. Hon. Secretary to enquire and the report demanded further investigation.

Draft Rules had been checked and minor alterations made by Hon. Solicitor, and were accepted at a General Meeting—to be held for 6 months to allow members to submit Notice of Motion as required.

Racing Flags to be struck immediately after crossing finishing line.

Y.A. of N.S.W. Safety Regulations accepted for short ocean races (under 50 miles).

N.S. Municipal Council have rejected Club's application for development of High Street site.

Report re Montgomery's Shed—no action. (Cost was out of this world, as it was freehold. Ed.)

Notice of Motion re Rule 27—carried. Thus of their own volition the members had increased subscriptions to £3.

Major changes in the new Club Rules are:

1. Restriction on the re-election of Flag Officers after three consecutive years in office.
2. The election of new members to be carried out by Committee instead of by members at General Meetings.

A. W. Furse elected to Hon. Life Membership.

New Racing Regulations had applied this season and numerous lectures by R. Morgan had greatly assisted members to understand them.

Reverted to two handicaps: No. 1—wind up to 15 m.p.h.; No. 2—wind over 15 m.p.h.

February, 1961: Decided to obtain a Club Tie.

Winter racing to be organised.

Presentation of prizes to be a separate night from Annual Ball except that Major Cups and Gold Medals be presented at the Ball.

Y.A. of N.S.W. Safety Regulations for short ocean races are too exacting—a small Sub-Committee appointed to suggest modifications.

Racing fees raised to £7/10/-.

June, 1961: Interest revived in the Cremorne Club.

September, 1961: Manches of Cremorne Yacht Services wrote offering the business for sale.

Safety Regulations Report:

1. Safety Regulations must be enforced.
2. Y.A. of N.S.W. Regulations have been modified—
 - (a) boats less than 19 ft. water line similar to J.O.G. regulations,
 - (b) other boats, modified Y.A. of N.S.W.
3. Copies of the modified Safety Rules to be forwarded to all racing boatowners.
4. Inspection team as required by Y.A. has been appointed—E. J. Merrington, W. D. Rayment and A. W. Furse.

Basic safety requirements have been maintained but the expensive, sophisticated equipment demanded by Y.A. has been eliminated.

Clubhouse Fund started by A. W. Furse donating £5 and D. W. Gale made a further contribution.

Clubhouse Sub-Committee reported favourably re Cremorne Yacht Services site and were requested to present a factual proposition and to include the adjoining Cremorne Club if possible, but before this could be done Cremorne Club wrote to us requesting a joint meeting.

December, 1961: At one of many Special Committee Meetings the Hon. Solicitor stated that the agreement documents drawn up by the sellers were not to his satisfaction and would have to be altered. Resolved to raise money by (a) Donations, (b) Registered Term Notes, (c) Should there be any deficiency, to approach private investors. Memorandum and Articles submitted by Hon. Solicitor adopted in principle. Resolved that Club register a Company to be known as Sydney Amateur Sailing Club Limited. Resolved—The Trustees and Hon. Secretary of the present Club to execute the necessary documents to complete the purchase of the Cremorne Club Ltd.; also the consent of the North Sydney Council agreement, together with an agreement of sale from Clover Equipment Pty. Ltd., for the purchase of the boatshed and to proceed to complete the transactions and transfer the interests of the existing Club acquired by these documents to Sydney Amateur Sailing Club Limited when that Company is formed, and that we indemnify the said Trustees and the Hon. Secretary accordingly. (This meeting was probably the longest held by the Club—7.30 p.m. to 12.30 a.m. Ed.)

Further Special Committee Meetings took place to revamp the Memorandum and Articles of Association.

Maritime Services Board were written to requesting that the separate leases to Cremorne Club Ltd. and Clover Equipment Ltd. be combined in one lease to us. (They were most helpful and requested that their lease be left till after we took possession. Ed.)

13th December, 1961: Extraordinary General Meeting at History House—Commodore and 120 members with 49 apologies. The members were told in full detail all that had taken place to date, the plans for raising the money, the plans for running the property and the safeguards being taken.

The meeting unanimously carried the motion: that the Committee be empowered to prepare Articles of Association of a Limited Liability Company to be known as Sydney Amateur Sailing Club Limited to hold the assets of the Club.

The meeting passed a vote of thanks to the Clubhouse Sub-Committee and particularly the work of the Hon. Solicitor and Hon. Secretary.

January, 1962: Contracts exchanged. Club membership 320 odd, of which 98 had contributed £500 in donations and £2,200 in loans.

Three Sub-Committees formed:

Finance

A. W. Merrington—Chair, W. Oxby, K. Hammond, A. W. Furse, B. Woods, J. A. Middleton—Sec.

Clubhouse

B. Wild—Chair, F. Wrobel, N. G. Cassim, C. R. E. Warren, B. Kirkwood.

Boatshed

W. S. Chambers—Chair, D. Rayment, D. W. Gale, J. Maynard, E. Upwood.

Y.A. of N.S.W. gave notice that the levy would be 5/- per senior member for the next three years.

Bluebird Championship conducted by Club.

28th February, 1962: Clubhouse—A three-month extension to the Clover Equipment Contract granted. The Lands Department state that the leases to Clover Equipment Ltd. and Cremorne Club Ltd. are both invalid as the premises are on Crown land. Decided—That we proceed, without prejudice to our rights, to make every endeavour to obtain a lease (from Lands Department, if necessary) and that we endeavour to occupy the premises without payment of any further monies and with the consent of the North Sydney Municipal Council under the existing contracts.

14th March, 1962: Letters to be written to North Sydney Municipal Council, Cremorne Club Ltd., Clover Equipment Ltd., setting out the reasons for the delay in finalisation, ensuring the safety of deposits paid and asking each for their permission to approach Lands Department re a lease to us of the combined property. The members were also informed.

28th March, 1962: W. Oxby (Hon. Treasurer) died suddenly in office. Appreciation of his work placed on record. W. Oxby memorial race to be held. B. W. J. Woods took over Hon. Treasurership. "Regular Crew Member" defined as one who has crewed in the boat for 75% or more of S.A.S.C. races during the season prior to the event.

One race each month during winter to be organised.

2nd May, 1962: Agreed, as Club is in the process of forming itself into a Limited Company, that Membership be closed, and that as we are about to enter Mosman Bay the Mosman Bay Sailing Club be invited to take part in Flag Day.

June, 1962: Meeting held in Phillip Room, Hotel Metropole, at which nominations for Office Bearers were accepted, followed by the Prize Giving. Sir H. Alderson presented the prizes.

Subscriptions increased to £2/15/- including Y.A. of N.S.W. levy and race entry fees £7/10/- including Anniversary Regatta.

Lands Department invited Club to apply for a special lease of the area at the foot of Green Street, Cremorne.

Resolved that on verbal assurance from the Lands Department that we will be given a lease we complete the purchases with the vendors and proceed with the printing of the Articles of Association and take possession.

Membership reopened and eight members elected. Membership closed.

16th July, 1962: Special Committee Meeting—the first held in the Clubhouse, Green Street, Cremorne. A. W. Merrington in the Chair, F. Wrobel, D. W. Rayment, N. G. Cassim, E. J. Merrington, W. S. Chambers, B. W. J. Woods and J. A. Middleton with apologies from A. W. Furse, J. Jackson, B. Wild and K. Brown.

Boatshed and Clubhouse Sub-Committees each granted £100 for needed repairs.

25th July, 1962: Commodore and 85 members, with 17 apologies (held History House), attended the Annual General Meeting of 90th year. Clubhouse and Boatshed purchase have now been completed. Hon. Solicitor thanked for his unstinted efforts in the purchases.

Membership 331. Boats on Register 93. Point Score Races for season 13. Credit Balance £700. (Note that this was at end of June and that monies borrowed and held pending finalisation of Clubhouse purchase, about £3,000, are not included. Ed.)

R. A. Lee elected Hon. Treasurer and B. W. J. Woods thanked for stepping into breach and producing Balance Sheet following sudden death of W. Oxyb.

Sub-Committees formed for Finance-Administration, Racing, Boatshed, Clubhouse-Social. A Ladies' Auxiliary to be formed.

The sagging beam in the Clubhouse has been replaced with a steel beam (designed by C. Longworth) by a volunteer team under the supervision of J. A. Middleton.

8th August, 1962: Inaugural Meeting in Clubhouse. Commodore and 93 members and visitors. Lease from Lands Department to be—

- (a) £100 per annum, rental to be reviewed at end of 5 years.
- (b) Premises to be painted every 5 years.
- (c) Lease to be for twenty-eight years.
- (d) Property to be fenced if so requested.
- (e) No intoxicating liquor to be sold on the premises. To be completed as soon as possible.

29th August, 1962: Several people had boats in the shed who were not members. Registered letters to be sent to all asking them to remove same. (All but one either removed their boats or joined the Club and about four months later that boat just disappeared. Ed.)

Finance-Administration Sub-Committee pointed out the Redemption Charges to 31st August, 1962, are £384 and that this increases £48 per month. Redemption Fund created and above amounts transferred.

D. W. Gale, E. J. Merrington, D. W. Rayment, N. G. Cassim, C. R. E. Warren and A. W. Merrington each donated £1 cash and thus was created the Clubhouse Rebuilding Fund.

Bluebirds to be allowed two discards in point score races.

Articles of Association now printed.

Entrance fees fixed. Ordinary or country member £10, junior member £5, associate and junior associate member £3.

12th September, 1962: Second Monthly Meeting in Clubhouse—Commodore and 105 members and visitors. Costs £115 per month for Club to be here. Ladies' Auxiliary formed—President, Mrs. A. W. Merrington; Vice-Presidents, Mrs. C. R. E. Warren, Mrs. N. G. Cassim; Secretary, Mrs. R. W. Howe; Asst. Secretary, Mrs. B. Wild; Treasurer, Mrs. E. Upward.

Resolved that we raise the Boatshed floor 12 inches, install a new front beam to support the skids and repair roof as required.

10th October, 1962: Announced that Lands Department lease granted to Club.

31st October, 1962: One protest from Flag Day resulted in the discovery that all boats sailed wrong course. Race cancelled. Resolved trophies be presented to the boats that won places in the course sailed.

14th November, 1962: Commodore and 87 members and visitors with 6 apologies. Commodore spoke at length re the progress and improvements to the Clubhouse and Boatshed. The impressive sight of the dressed ships and Clubhouse on the occasion of our first Flag Day in Mosman Bay was fantastic. Throughout his address the Commodore mentioned Bob Wild, Eric Upward, Bill Gale, John Nash, Joe Punch, Nick and Jule Cassim, Tony and Ros Furse, Jean and John Jackson, Fay and George Jackson, Bob and Joan Howe, Jess and Jim Middleton, Jack Rodgers, John Reid, Peter Cane, Marg Upward, Marg Warren; Bruce Cameron and Tony Bokenham for the stainless steel sink; Hon. Secretary for internal and external lighting; the Ladies' Auxiliary for the Smorgasbord; Mesdames Merrington, Warren, Cassim, Howe, Upward, Furse, Shorter, Wild, Cameron, Nossiter, Middleton, Gale, J. and F. Jackson, M. Merrington, Wrobel, Chambers, Hammond; donation and loan of china John Shorter; Frank Hall for ensign and bunting; John McDouall for the flagship M.V. "Valient". Of the fifteen moorings, few were serviceable—majority only markers over sunken or lost moorings. I. W. White ("Snowgoose") made available his engineering works at Granville where willing members made up sheetmetal moulds and inserted spring chain, swivels, etc., at night. Mr. White supervised their filling with concrete, delivery by semi-trailer to Erskine Street wharf, transfer to lighter and laying at Cremorne. A fantastic donation. John Gallant provided the letters S.A.S.C. on southern parapet and the white fire brick tiles for the barbecue.

28th November, 1962: Moved by E. J. Merrington, seconded by W. D. Rayment—"Certificate of Incorporation No. 76044 dated 13th October, 1962, in the name of Sydney Amateur Sailing Club Limited having been tabled, it was resolved, pursuant to a resolution of an Extraordinary General Meeting of S.A.S.C. dated 13-12-62, to transfer all the assets for the time being the property

of the said Club to the Sydney Amateur Sailing Club Limited and it was further resolved that the Deed of Transfer prepared by the Club's Hon. Solicitor and tabled at the meeting be executed by the Trustees of the said Club"—carried unanimously. Upon the passing of this motion the Commodore closed the meeting at 8.30 p.m.

First Members' Meeting of S.A.S.C. Ltd. held Clubhouse, Green Street, Cremorne, 8.31 p.m.—Certificate of Incorporation No. 76044 was produced together with a copy of the Memorandum and Articles of Association of the Company as Registered. Agreed that the first Directors of the Company be those named in the Articles of Association. There being insufficient members present to form a quorum the meeting was adjourned at 8.49 p.m. to 23rd January, 1963.

First Directors' Meeting of S.A.S.C. Ltd., held Clubhouse, Green Street, Cremorne, at 8.50 p.m. As per Articles of Association the first Directors shall be A. W. Merrington, C. R. E. Warren, N. G. Cassim, A. W. Furse, J. A. Middleton, F. Wrobel, W. D. Rayment, D. W. Gale, B. Wild, G. Jackson, F. Collins, E. J. Merrington and R. A. Lee, and present by invitation were J. Jackson, P. Lawson and B. W. J. Woods.

The following appointments and decisions were made:

Chairman—A. W. Merrington.
Secretary and Public Officer—J. A. Middleton.
Treasurer—R. A. Lee.
Solicitor—N. G. Cassim.
Auditor—D. M. Carment.
Seal—Standard Approved Company Seal.
Registered Office—Foot Green Street, Cremorne.
Bank—Rural, Crows Nest.

Membership reopened—40 members and four associate members elected.

23rd January, 1963: Adjourned General Meeting. Commodore and 175 members and visitors. Certificate of Incorporation and Memorandum and Articles of Association produced. (Thus we are here to stay and received letters of congratulations from Davey's Bay Yacht Club, Royal Brighton Yacht Club, Beaumaris Yacht Club, Royal Melbourne Yacht Squadron, Middle Harbour Yacht Club, Mosman Amateur Sailing Club, Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron. Ed.)

30th January, 1963: J. Jackson elected as Director. Club's financial year to end 31st May to allow adequate time for auditing and production of Annual Report and Balance Sheet.

Tony Ashleigh engaged for one day each weekend to carry out repairs in the Boatshed.

(Every meeting at the Clubhouse for the first year drew over 100 members. Ed.)

Club conducted Bluebird Championships.

Club provided venue for Y.A. of N.S.W. meeting.

Twenty-five members each donated a chair to augment the seating and stackers were purchased.

A new cradle to be constructed for slip.

Closing Day Regatta to be held, starting and finishing at the Clubhouse.

Two point score races left and no outright winner in any division—keen racing—good handicapping.

A Wine Tasting by the Ladies' Auxiliary a great success.

Y.A. delegates instructed to obtain all details re the laying of additional racing buoys in Sydney Harbour.

Aust. 175th Anniversary: Sydney Committee offered a trophy to be held jointly with Kelly Cup. H. M. Aspinall, R. G. Kellaway, L. Rayment elected Life Members.

By-Law No. 1 approved: "Where a member disposes of his boat or sails, it shall be his duty to protect the interests of the Club by removing any registered markings from the sails and withdrawing his burgee and notifying the Hon. Racing Secretary."

Registered Term Notes Certificates printed and issued.

Tony Ashleigh employed as a permanent boathand. Redemption Fund Account opened and Hon. Treasurer instructed to transfer £48 monthly.

10th April, 1963: Commodore and 93 members.

One race each month for winter to be organised.

Flag Officers' Invitation Race has drawn a large number of entrants including the Club's oldest member, Stan Spain.

Presentation of Prizes to be held in Clubhouse.

The Commodore presented the retiring Auditors of S.A.S.C. each with a fountain pen. Brig. C. E. Cameron and H. G. Campbell commenced auditing the Club's books in 1924 and have done so continuously since. They both stated it was a pleasure "to do this little bit" for the Club.

J. W. Millard elected to Hon. Life Membership as he has been the Club's Starter since 1955 and as such could never please more than 50% of the starting boats. (Over the years he has remained friendly with all Club members due to his fairness and absolute impartiality and is still the Starter in 1972. Ed.)

Club donated a trophy to the First Sea Scouts' Annual Regatta.

Boatshed to be rebuilt—small Committee formed.

Annual Subscription raised to £3 plus Y.A. of N.S.W. levy for Ordinary and Country members, £1/10/- plus Y.A. of N.S.W. levy for Junior, Associate, Junior Associate and Absentee Members.

One gross of Club ties purchased.

Club reported a speedboat that was weaving between the yachts at and over the Starting Line and M.S.B. took action and notified us of same.

Yachts approved by Bluebird Association be eligible to race in S.A.S.C. Bluebird Division and should enough yachts of a type that are not approved be available a second Bluebird Division will be formed to race the same course, start and finish on the same line but each for separate point scores.

Bluebird Division yachts limited to slipping once each four-week period excluding a special slipping before the Bluebird Championship.

July, 1963: First Ordinary General Meeting held in Clubhouse—Commodore and 63 members. Assets £5,000, borrowed £2,200, cash nil. (The members have faith in their Directors and had proved by their efforts and support that they were determined to have a Clubhouse and a permanent home. Ed.)

Election of Office Bearers is worthy of note in that no nomination was made for the positions of Commodore and Hon. Secretary—no appointments made.

The Boatowners presented Mrs. J. Jackson and Mrs. J. Middleton each with a handbag as a thank you for allowing their husbands to spend so much time on Club matters.

The acquisition of the Boatshed meant that it had to be converted from a financial burden to a source of income, and with the assistance of voluntary labour under the active guidance of Eric Upward, David Rayment and Bob Warren the building and ramps, if not in perfect order, are at least tidy and functional.

Members will have pleasant memories of various functions—Games Night, Opening of Clubhouse, Flag Day Cocktail Party, Wine Tasting, Christmas Social and Presentation of Prizes which were all “packed house” affairs and all were catered for by the Ladies’ Auxiliary (our heartfelt gratitude).

Closing Day was most memorable, blessed with perfect sailing weather and attended by a record number, of boats, and friends ashore at the Clubhouse, the entire function proceeded with more than the usual swing.

Being a Registered Company this meeting approved the increase in membership from 219 to 363—

explanation:		
Total membership S.A.S.C. 30th June, 1962	331	
Total membership with which S.A.S.C. Ltd. was formed on 13-10-62 (remainder were unfinancial)	219	
Membership taken up since 13-10-62—		
Ordinary	57	
Junior	7	
Associate	5	
	—	69
Members reinstated		112
Members struck off	22	
Deaths	3	
Resignations	12	
	—	37
		<hr/>
		Total 363

(This clearly shows that there were 112 unfinancial members at 13-10-62 which is four months after fees were due and this has been a problem for years to all Committees and now Directors. Ed.)

31st July, 1963: Vice-Commodore in the Chair who called for nominations for Commodore. A. W. Merrington unanimously elected—he took the Chair and called for nominations for Hon. Secretary—J. A. Middleton unanimously elected. F. Wrobel was elected to the vacancy on the Directorate. (A. W. Merrington thus will serve four years and J. A. Middleton five years. Ed.)

Y.A. of N.S.W. draft Constitution for approval.

Winter racing to be discontinued as five starters are not sufficient support.

Wind Speed Indicator to be purchased for the Starter.

Plans for replacement of Boatshed submitted to M.S.B. and N.S.M.C. for approval.

Application submitted to M.S.B. for six additional moorings.

Delegates to inform Y.A. of N.S.W. that the draft Constitution is not acceptable to this Club.

Recommended to Bluebird Association that the number of starters in the Bluebird Championship be limited.

Club to sponsor Thunderbird Class and if sufficient starters a Championship to be held.

By-Law No. 2 approved: “No racing numbers be allocated until a Registration Form is submitted, completed and approved by the Racing Committee.”

Y.A. of N.S.W. decided to redraft Constitution as all Clubs in opposition.

New buoy off Nielsen Park to be used by 3rd Division.

Point score gold medals and perpetual trophies can only be won by Club members.

30th October, 1963: Crown Lands lease to hand.

B. W. J. Woods outlined an attractive proposition for a Group Membership of Yacht Insurance Scheme. Members’ interest to be investigated.

November, 1963: Commodore and 68 members wished Mr. and Mrs. J. A. Adams a good trip and safe return on their New Zealand and Pacific Islands World Cruise in “Hoana”, and presented them with a Club burgee.

Resolved the ruling on nominated skippers being Club members be withdrawn.

Bluebird Association requests Bluebird Championship to be held in two races.

Transport and General Insurance Co. accepts S.A.S.C. Ltd. as an agent as approx. 70 boats will be involved.

Letter from M.H.Y.C. re Daydream Shield—Secretary to reply that we hold a meeting to determine the future of the trophy and we endeavour to arrive at a suitable arrangement re number of starters from each Club, handicaps, etc., and that same be finalised prior to the 1965 season in view of our non-acceptance to attend Middle Harbour Regatta.

Decided to replace the Boatshed as further repair was not economical. Estimated cost £3,500 to £4,500. Notice of Motion submitted “for a levy of £5 per member for two years or £10 per member to pay for Boatshed”.

M.H.Y.C. advised that we will attend next season’s Middle Harbour Regatta provided the starting and finishing are carried out by one Starter from each Club.

March, 1964: Commodore and 106 members. Validity of Notice of Motion questioned—Hon. Solicitor stated valid. Members spoke for and against; extracts read: Pay the £10 and build the shed. Levy not in S.A.S.C. character, is not good business, is difficult to collect and will lose members. Money should be obtained with character not enforcement. If there is no levy, I will lend £200 free of interest to the rebuilding. A levy is not coercion, it spreads the load over all. Why should non-boatowners be levied for the benefit of boatowners? Levy is bad, should be subscription, pay it. Motion lost on a show of hands by 20 votes. Debentures therefore would be reopened.

A member stated that he would donate £10 to the rebuilding and tabled his money followed by 18 others—thus at the meeting £410 was donated in cash and £200 interest-free loan.

Bank promised accommodation as required up to £3,000.

Life Membership: G. Carter, H. E. Pfeiffer, J. E. Pfeiffer, J. M. Hardie, J. J. R. Punch and L. Vickery elected.

May, 1964: Deed of Assignment received.

Tender of E. F. A. Montgomery for £3,470 for the building of the Boatshed accepted.

Paid Assistant Secretary to be engaged.

C. F. C. Crisp appointed Club's Clerk of Works and Inspection Officer for the Boatshed. Mr. Montgomery stated that it would suit him to have the floor of the old shed to work from and he would demolish same at cost £150—agreed.

June, 1964: Directors and two Club members stood guarantors for the Bank overdraft. Old Boatshed demolished by working bee Saturday and builder had commenced work.

13th July, 1964; We opened our own permanent office for the first time with Mrs. Newbury in charge.

Next season's Prize Presentation night to embrace ALL prizes and to be a decisive night—not a Club meeting.

Annual Subscriptions: £5 plus Y.A. of N.S.W. levy for ordinary and country members, £2/10/- plus Y.A. of N.S.W. levy for junior, associate, junior associate and absentee members.

22nd July, 1964: Ordinary General Meeting. Commodore and 59 members. Annual Report and Balance Sheet received and opened for discussion. The question was asked—why increase subscription when Balance Sheet shows a profit even after depreciating the old shed £900? The levy having been thrown out, the overdraft was in and had to be paid for, so the subscription increase was the only equitable method. Report then adopted.

Office Bearers elected and the incoming Commodore presented the Immediate Past Commodore and his wife with an inscribed ice bucket for the time and effort they had given to the advancement of S.A.S.C. Ltd. He then presented the retiring Hon. Sec. with an inscribed water jug as a memento of his work.

Membership increased from 363 to 372.

August, 1964: A. W. Merrington and J. A. Middleton elected to Hon. Life Membership.

Club will have 85 yachts racing this season in 1st, 2nd, 3rd Bluebird and Thunderbird Divisions.

Starter has requested two assistants for timekeeping.

G. Brackenbury elected Boatshed Captain.

Builder has completed Boatshed, 26-8-1964.

Lieutenant-General Sir Eric Woodward, K.C.M.G., K.C.V.O., C.B., C.B.E., D.S.O., Governor of N.S.W., accepted Patronship.

New point score system adopted.

E. J. Merrington appointed Vice-President Y.A. of N.S.W.

Automatic handicapping system to be changed from 4, 2, 1 to 3, 2, 1 minutes plus arbitrary adjustment as required.

Two rooms to be constructed in Boatshed, together with toilet and shower, ramp and pontoon in place but not fastened in accordance with M.S.B. requirements or drawings. Contractor to be notified.

N.S.M.C. to be notified that the small ramp to the south of the Clubhouse, which we repaired when we first moved here, has been excluded from our

lease by the Lands Department; therefore, we can take no further responsibility for its upkeep.

December, 1964: Commodore N. G. Cassim announced that he had entered in the Hobart Yacht Race and would carry the S.A.S.C. burgee—wished well by the members.

Contractor has now modified pontoon to M.S.B. requirements.

Thunderbird Association to be allowed use of Clubhouse and starting equipment for Championships.

Loud hailer to be purchased for Starter.

A. W. Merrington and J. A. Middleton to be a Committee empowered to collect all available historical records of the Club and to arrange for their tabulation and storage in a safe place.

Sunday, 14th March, 1965: Club host to Sir John Northcott Crippled Children's Home—wonderful day—resolved to repeat.

Boatshed charges are overdue in a number of cases—60 days Secretary to write; 90 days Hon. Solicitor to write.

Mooring fees increased to £1 per week.

Boatshed and Clubhouse have now been painted in Club colours.

Clubhouse roof has been proving a problem so it is to be repaired.

Flying Fifteen Championships to be conducted by the Club and these boats to be placed in 3rd Division.

M.S.B. indicated that it would close part of Sydney Harbour to yachting if it interfered with the shipping of the port. Y.A. of N.S.W. have sought assistance of all Clubs to be sure that there is no interference with commercial shipping.

The unused public wharf in front of Club is falling into disrepair—North Sydney Municipal Council to be written to re demolition.

July, 1965: A. W. Furse, D. W. Rayment and E. Upward are not seeking re-election and were presented with a volume of "Oceans and Islands" as a small recognition of their services to the Club. Membership increased from 372 to 398.

Part of public wharf in front of Club collapsed.

Assistant Secretary resigned and replaced by Mrs. Gander.

B. C. Psaltis appointed Hon. Auditor.

The winners of the point score in the various divisions to be the starters in the Kelly Cup.

To avoid interference with commercial shipping of the port, Fort Denison and several channel marker buoys are not to be used this season as rounding marks. Instead, two buoys are being laid by M.S.B. at cost of Y.A. for use by all Clubs—Chowder Bay and Obelisk Bay with No. 6 Neutral Bay buoy to be used in lieu of Fort Denison.

A starting line in Rushcutter's Bay is to be tried in N.E. breezes only.

North Sydney Municipal Council informed us that owing to the cost they did not intend to either demolish or repair the wharf or sea wall.

Ten new moorings have been laid.

Planning and Development Committee formed: R. Skinner, M. Vines, A. W. Merrington, B. Cameron, C. F. C. Crisp, C. R. E. Warren, B. W. J. Woods, J. A. Middleton and N. G. Cassim.

Boatshed: Dinghy racks have been erected, lockers built, light and power installed, two rooms constructed.

The University of N.S.W. Architectural Faculty have elected to study the development of S.A.S.C. Ltd. at Green Street, Cremorne, for their annual project—60 sets of plans will be drawn.

Flag Day, 1965: M.H.Y.C. will start from their own starting line; all other Clubs start S.A.S.C. starting line. All Clubs finish S.A.S.C. line.

New Board of Trade Rules gazetted for the Port of Sydney so now all craft, racing, cruising or commercial, have the same set of rules.

Y.A. desires to remove prefixes from sail numbers. To be opposed.

Finance-Administration Committee reported that a Rebuilding Fund should be established. Resolved that this be so with an allocation of £100 for 1965-66 and a 1966-67 allocation of not less than £500.

Mooring charges altered to ninepence per foot per week on overall footage basis with minimum of 17/6 including dinghy stowage. Effective December, 1965.

370 yachts crossed the finishing line on Flag Day, which was most successful.

Y.A. of N.S.W. to be requested to move the new Obelisk Bay buoy, as it is too far in the Bay.

Several members were very vocal re the new mooring charges, but despite the referral back to the Directors they still remain.

January, 1966: The old problem of a Starter's boat could be solved by the acceptance of the use of G. Cambridge's boat in return for free mooring and dinghy stowage.

Error in programme for January 22nd resulted in no race—to be resailed 5th February, 1966.

Daydream Shield to be similar class yachts racing against each other for points.

E. J. Merrington again appointed Vice-President Y.A. of N.S.W.

Sydney Flying Squadron and S.A.S.C. round No. 6 Neutral Bay buoy on opposite hands and a request from this Club for S.F.S. to change resulted in a blunt refusal—referred to Y.A. of N.S.W.

March, 1966: Four yachts broke away in a recent storm and were rescued by Norm Beadle.

10th June, 1966: Club Dinner held Wentworth Hotel at which W. Hood gave a talk on "Design and Construction of 12 Metre Yachts". Successful—members remained till after midnight.

14th July, 1966; Ordinary General Meeting—Commodore and 70 members. Membership increased from 398 to 414. The Club doubled members' contributions, resulting in \$100 being donated to the N.S.W. Team of Thunderbird Yachts challenging for the World Title to be held in Seattle. R. Christian presented with a Club tie and burgee and wished good sailing.

The Immediate Past Commodore and Mrs. Cassim were presented with a suitably inscribed silver salver and a floral tribute; J. Stewart, retiring Hon. Sec., a suitably engraved salver; and R. A. Lee, retiring Hon. Treas., a silver tankard for the work they had done for the Club.

Club has now 125 yachts on Register and 75 on the Supplementary Register and is regularly starting 65 each Saturday with up to 80 on two occasions in five divisions.

Assets \$7,390; Credit Balance \$821.

(The Club has been assisted to this favourable position by many voluntary efforts of labour—donations of prizemoney, interest on registered term notes, registered notes themselves, light fittings, light and power wiring, winch, complete overhaul and repair of existing winch, stainless steel sink and urinal, hand basin and numerous other things from probably 50 different members. Ed.)

Port Jackson and Manly S.S. Co. vacated land at Kurraba Point behind our starting line and Club pursued the matter for a Clubhouse site but it was declared public park.

Printed form of account to be adopted to show all monies due in an effort to eliminate the continual chase after subscriptions.

Governor of N.S.W. again accepted Patronship.

By-Law No. 3 adopted: "Change of Regular Helmsman—must be notified to the Racing Secretary or the Starter at least 24 hours before a race." A yacht may be disqualified for failure to notify. The Sailing Committee reserves the right to alter handicap for a change of helmsman.

Commodore suggested that the name of the Club be changed to Sydney Amateur Yacht Club Limited.

September, 1966: Club now racing 6 Divisions.

F. Bradshaw donated a new and more powerful winch for slipway.

E. J. Merrington elected President of Y.A. of N.S.W.

E. C. Gale announced that he had officially retired from racing after 69 years' competition.

Y.A. of N.S.W. Constitution submitted for approval.

Assistant Secretary resigned and replaced by Mrs. Kartzoff.

R. B. Morgan elected to Life Membership.

By-Law No. 4 approved: "No Club moorings shall be let to persons other than members or persons who have submitted applications for membership."

16th November, 1966: Extraordinary General Meeting—Commodore and 51 members and 6 visitors. The special resolution was read and after twenty minutes' discussion was put to the vote and as it failed to obtain the necessary three-quarters majority was lost. Thus the name of the Club remains unchanged.

(Manly Marine Service, who lay Club's moorings, were asked for a safe loading for them, but despite several reminders have failed to reply. Ed.)

Development Committee chaired by Rex Green submitted a very comprehensive report and R. Skinner and D. McKinley sketch plans showing alternative means of development. The entire report was adopted and the Committee requested to proceed to prepare an estimate of cost for Stage 1.

Club approved of Constitution of Y.A. of N.S.W.

January, 1967: Club decided to nominate "Wathara II", owned by B. F. Cameron, to compete in the One Ton Cup Challenge in France and the following One Ton Cup Committee was elected—I. D. Ralfe, A. W. Furse, B. F. Cameron, J. A. Middleton—with power to co-opt. (Refer "Wathara II" One Ton Cup Challenge.)

Norm Beadle resigned as Rear-Commodore and Director. H. L. Schneider was appointed Chairman of Boatshed Committee in his place.

Y.A. of N.S.W. requested to place a second buoy at Manly to avoid congestion.

R. W. W. Green elected Rear-Commodore and H. L. Schneider to Directorate.

Second slipway approved, plans and specifications to be obtained, M.S.B. approval sought and firm quote to be obtained.

5th April, 1967: Historical Publications Committee appointed—R. W. Green (Chairman), K. Retallack, and F. Talbot.

Entrance fee increased to \$30 and subscription increased to \$14 plus Y.A. of N.S.W. levy.

One Ton Cup Committee reported that it had ceased to function as from 31-5-67 as it had raised in excess of \$2,200 of which \$2,000 had been presented to B. F. Cameron. The balance will remain till the accounts have been finalised.

Y.A. of N.S.W. laid second buoy at Manly to reduce the congestion and all yachts would round both buoys.

Racing Regulations altered. Rule 10 re-numbered 12. Add new rules: 10. Dress—Helmsmen and crews of all yachts competing must be suitably dressed (shorts and shirt minimum).

11. Motors—A yacht may be propelled by motor or towed until two (2) minutes before it crosses the starting line. Add to method of handicap competition point scoring: Only yachts entered for the whole season or for the remainder of the season if a late entry be eligible to receive points. Each yacht must discard the points of three races in the season. A race in which a yacht did not start or finish can be discarded but a race in which a yacht is disqualified cannot be discarded. Otherwise the races earning the least points will be discarded.

A combined Race Programme Booklet with the other Clubs is to be tried as it will be cheaper.

19th July, 1967: Ordinary General Meeting at Clubhouse. Financially, Club sound, overdraft turned to a credit with assets of \$15,000 and unpaid loans of \$4,000. Membership fell from 414 to 389 mainly due to Directors enforcing the unfinancial rule and removing 25 names from the Register. Numeral boards were introduced during the season for starting and proved very beneficial.

September, 1967: Twelve mooring sites with ten moorings laid were purchased from Charles Rosman for \$1,500 cash.

Resolved that the words "but a race in which the yacht is disqualified cannot be discarded" be deleted from the handicap competition point score regulations.

Resolved that \$1,000 be approved for the building of a Club tender and the purchasing of an 8 hp Yanmar diesel motor.

E. J. Merrington re-elected President of Y.A. of N.S.W. and Vice-President of Aust. Yachting Association.

Further payments on the new slipway deferred pending inspection and report by qualified divers. Clubhouse alterations completed for \$4,375 and Club tender now operating.

Sir Frank Packer's offer to donate a trophy accepted.

H. and M. Chadwick and Sons, divers, report was tabled and resulted:

1. The contractor, W. F. Quinlan, being advised that the slipway was not properly constructed—
 - (a) As there is no concrete in the drums holding the supports.
 - (b) Drums on mud, not solid rock foundations.
 - (c) Rails crooked.
 - (d) Packing under rails inadequate and unstable.
 - (e) Levels not correct.
 - (f) No way to support the rails.

2. That W. F. Quinlan be required to rectify all faults forthwith and that all payments be suspended pending rectification.

3. That W. F. Quinlan be informed that if rectification is not commenced in seven days, steps will be taken to have the work carried out by another contractor at Quinlan's expense.

(Subsequently found that Quinlan was insolvent and that we would have to carry on ourselves and salvage what we could. Ed.)

Ladies' toilet block and powder room to be added to Clubhouse.

\$250 contributed towards cost of conducting Olympic Trials.

Sir Frank Packer's Gold Cup, to be known as the "Gretel" Trophy, to be awarded annually to the winner of 1st Division Point Score.

February, 1968: Daydream Shield won by S.A.S.C. for the first time since its inception.

Port of Sydney Regulations amended to give ferries the right-of-way provided they display a red diamond shape over the bridge or wheelhouse. Y.A. to put the case for yachtsmen.

Contract let to Bailey Constructions for completion of second slipway for \$1,125.

Racing fees 1968/69 season \$16 including Anniversary Regatta. 1968/69 subscription \$15 including Y.A. of N.S.W. levy and News Sheet subscription.

Centenary Year Committee: J. Jackson, C. F. C. Crisp, H. L. Schneider and N. G. Cassim appointed to plan the appropriate activities of the Club's Centenary Year.

S.A.S.C. won Inter-Clubs Teams Race for the second successive year.

Plans for a fitting-out jetty to be produced.

Chairman (J. A. Middleton) of Historical Publications Committee requested the setting aside each year an amount of \$250 so that the full cost of printing, etc., does not have to be found in 1972—approved.

April, 1968: Second slipway in use.

Burgee for Ex-Commodores authorised.

June, 1968: "A yacht should not be allowed to discard a race in which she had been disqualified" was discussed at length and adopted.

Courses to be changed for next season to allow windward finishes.

C. R. E. Warren and R. F. Uren were both congratulated on their awards of O.B.E.

(19-6-68 was a unique monthly meeting in that for the first time for many years, no guest speaker, film, lecture or other entertainment had been arranged—closed 9.00 p.m. Ed.)

J.O.G. appealed for assistance—\$50 donated.

Resolved that P. J. Worrall Trophy presented in 1953 for an Annual Canoe Race be used for Thunderbirds Scratch race.

July, 1968: Ordinary General Meeting—Commodore and 47 members. Club's assets \$20,000. Credit balance \$6,000. C. F. C. Crisp and N. F. Stevens did not seek re-election and presentations were made in recognition of their services to the Club. An average of 80 yachts crossed the starting line each Saturday with 111 on the programme in four handicap divisions, Thunderbirds, Bluebirds and Flying Fifteens. Membership has increased from 389 to 412. The Boatshed business has reached an all-time high in that the boathand's chargeable time was 61%.

E. J. Merrington elected President of Australian Yachting Federation for 1968-69.

Life Membership granted to D. R. Giddy, A. J. Muston, H. W. Winning and K. R. King.

A fifth handicap division is to be formed.

A request by R.S.Y.S. that they sail their own courses from their own start and finish with S.A.S.C. has been agreed to by the Directors for coming Flag Day.

Boatshed work is such that an assistant for W. A. Ashleigh is to be employed.

Difficulty again re suitable Starter's boat.

Y.A. of N.S.W. requested to settle the matter re rounding of Shell Cove buoy—18-footers opposite hand to yachts.

S.A.S.C. News to be published monthly, registered for transmission by post and cost 5 cents per copy included in subscription.

Thunderbird Championship organised by Club. Distinct Racing Flag adopted.

Clubhouse roof retiled.

One Ton Cup Challenge completed—best position 8th—temporary bank account closed and affairs of Committee wound up.

Letter from M.S.B. instructing us to remove four moorings; however, as these were purchased with the Boatshed we intend to leave them down and inform M.S.B. of this fact.

Bluebirds and Thunderbirds request for Skite Plates granted.

February, 1969: Ken Retallack, a member of the Historical Publications Committee, died suddenly.

Y.A. buoy removed from Obelisk Bay.

S.A.S.C. won Daydream Shield.

John Raffan has joined Historical Publications Committee and is to take over the printing in place of the late Ken Retallack.

March, 1969: Minister of Works stated that he could not guarantee that a room suitable for our celebration requirements would be available in the Opera House in 1972, but our request had been recorded.

Northcott Day—biggest yet—Club hosted 70 children.

April, 1969: 18 footers have agreed to recommend to their Directors that they change and race to I.Y.R.U. Rules.

Race entry fees increased to \$18 and membership subscription to \$16 plus Y.A. of N.S.W. levy and entrance fee to be \$40.

It was suggested that S.A.S.C. sail a common course with Royal Clubs—Club to accept the new courses but not the common starting line—line to be separate but prolonged if possible.

J. V. Raffan's generous donation, to carry out all printing for the Centenary Publication, has been accepted with gratitude.

New I.Y.R.U. Rules bind all Clubs and persons racing. This is a safeguard to all members as no-one can contract themselves out of them.

July, 1969: Three Point Score Systems to be adopted. Prize to be given for Spring Point Score (up to Christmas); prize to be given for Summer Point Score (after Christmas); Overall Point Score Trophies to remain as at present.

Resolved "That a boat may discard a race in which it was disqualified". (The old argument is on again. Ed.)

Y.A. of N.S.W. again propose a change of Constitution, but as it results in further costs to members, Club's Delegates instructed to oppose same.

Ordinary General Meeting—assets \$20,000. Credit balance \$6,000. Membership reduced from 412 to 396. 120 yachts racing in five handicap divisions, Thunderbird and Bluebird Classes.

(It should be clearly noted here that probably another Australian record has been established by the 84 years young George Mills, who sailed "Cu-Nim", the Thunderbird, to victory in the Kelly Cup after winning the Thunderbird Handicap Point Score. Ed.)

Y.A. of N.S.W. Constitution: The formula contained in the Constitution is considered to be so unjust that it has been decided to oppose it and to discuss the matter with other Clubs.

1st August, 1969: Hourly labour sales rate increased to \$2.90 and then increased again on 1st September, 1969, to \$3. Both increases due to wage rises.

G. Cambridge, who sold his original launch, has now purchased another and arrangements have been made for same to be used as a Starter's boat with Geoff himself as an Assistant Starter.

R. Hawke appointed to Life Membership.

A presentation was made to J. Millard for services as Starter to the Club.

Tender of J. W. Bailey for the fitting-out wharf was accepted.

September, 1969: Christian names to be used on the Race Programme as a trial.

A special Directors' Meeting held lengthy discussion re Y.A. of N.S.W. Constitution and resolved that Delegates be instructed to agree to special resolutions but:

(a) The levy of three times the foot length of a yacht over 20 ft. is excessive.

(b) This Club intends to divide its Yacht Register into

(i) "A" numbers

(ii) Y.A. numbers applied for through S.A.S.C. or whose owners only belong to S.A.S.C.

(iii) A courtesy list of other yachts.

(c) This Club intends to pay only on (i) and (ii).

At the Y.A. of N.S.W. meeting in October, 1969, four major Clubs objected to the Y.A. levy and charges and no vote was taken.

All yachts to show racing numbers on Genoa's which overlap the mainsail by end of October, 1969.

Two feasibility studies were carried out for the Club during the year. The first on Mosman Bay Marina showed that the "Goodwill Value" was in excess of what the Club was prepared to pay and the second on "The Laurels" proved that the Club has a great source of untapped talent.

N. G. Cassim and J. Jackson elected to Hon. Life Membership.

Y.A. of N.S.W. desire to have only one series of sail numbers in N.S.W. Delegates to strongly oppose any such move.

Centenary Celebrations Committee applied for a "Royal" prefix and the Governor replied that Her Majesty had declared twelve months ago that no further "Royal" prefixes would be granted.

Due to the ever-increasing fleet of boats the Starter's loud hailer is not loud enough and permission to purchase a louder one was granted. Thunderbird World Championships: Club to contribute one-third of cost of a Stannard Bros. launch. The S.A.S.C. burgee will fly from three entries in the 1969 Hobart Race.

Contract for the fitting-out wharf signed with Bailey, who will commence work in March, 1970. Cost \$5,800.

Y.A. of N.S.W. requested all Clubs to discontinue the use of prefixes ("A" in our case). Letter of refusal forwarded.

R.A.N.S.A. asked for a fee of \$89 for entrance of S.A.S.C. boats in their Regatta. \$89 forwarded as a donation pointing out that Flay Day is an invitation to all Clubs.

Y.A. Delegates instructed to press for a closure of Port of Sydney to commercial shipping on Saturday afternoons during the sailing season.

Daydream Shield returned to M.H.Y.C.

Y.A. of N.S.W. Resolution: Clubs in future only issue plain sail numbers; however, we may if we wish still retain the "A" prefix. They have agreed, however, to approach M.S.B. regarding some restrictions to traffic within the Port of Sydney on a Saturday afternoon.

Congratulations to the Handicapper—only one point score race remains and the final answer in five of the seven Divisions will depend on this race.

Slipping charges increased from 1st April, 1970, to \$4.50 for first day including slipping, \$1.50 for subsequent week days, \$3 for subsequent weekend days.

Membership subscription \$20 including News Sheet subscription and Y.A. of N.S.W. levy. Racing fees \$18.

President of Y.A. of N.S.W. (H. Godden of M.H.Y.C.) died in office—suitable condolences forwarded.

May, 1970: No. 1 Slipway closed—Bailey strengthened and extended same—\$1,200.

Fitting-out wharf completed June, 1970.

1st July, 1970: Letter received from Lands Department increasing Club's rental for period 1-1-70 to 31-12-76 to \$1,102 per annum. Our appeals against this failed. Our request to be allowed to purchase the whole or part of the site was refused.

Y.A. of N.S.W. Constitution has at last been finalised and the efforts of this Club's Delegates—E. J. Merrington and G. McCorquodale—to arrive at a sane, equitable basis for charges should not pass without recognition.

Resolved that prizes within a division be awarded in proportion to the number of starters in that division.

Membership rose 396 to 406. Assets increased to \$34,000. Credit balance \$14,000. Yachts on programme 123 with 98 starting each week.

Contract to alter and lengthen No. 2 Slipway for \$1,400 is to be negotiated with Bailey.

August, 1970: Over lengthy periods Club moorings have been in full use but for the first time since taking over the Boatshed there is a waiting list.

September, 1970: A motion to create an additional Flag Officer "Club Captain" to be normally filled by Chairman of the Sailing Committee was lost. Telegram of congratulations sent to crew of "Gretel II".

Waiting list for moorings.

Club has applied to Lands Dept. to be allowed to convert our leasehold to freehold and also the North Sydney Council for permission to include a further section of Green Street in our property. Both parties have replied that they are awaiting the others' reply—stalemate.

New By-Law No. 5 created—Overdue Accounts—and is much more stringent than previously.

Hon. Solicitor requested to revise the Memorandum and Articles of Association to remove the Limited from the Club name and Finance-Administration Committee to assist in modernisation at the same time.

Fourteen starters in the Ocean Race.

Small piece of land that has access to the public wharf to be included in our lease by Maritime Services Board.

January, 1971: Yacht "Coppelia" stolen from moorings—recovered by Water Police.

Race on Saturday, 23rd January, 1971, cancelled due to lack of wind—first time in living memory. Middle Harbour won Daydream Shield.

Commodore second in Thunderbird Championships. Pollution—all rubbish to be brought ashore.

April, 1971: Safety officers appointed to check safety equipment on yachts, with periodic inspections to enforce Y.A. of N.S.W. safety regulations on racing yachts.

Dinner Dance and Night Afloat held on "Lady Scott".

Y.A. of N.S.W. have increased the value of "X" in the rating formula from 4 cents to 5 cents, which will increase the Club's contribution by 25%. After six months of year have elapsed new members to be charged half annual subscription, after nine months one quarter.

A. K. Cuthbertson, A. MacKenzie and Dr. W. J. Wearn elected to Life Membership.

His Excellency the Governor of N.S.W. has agreed to write the Foreword to "The Amateurs".

June, 1971: Members of the Board wish to place on record their appreciation of Laurie Schneider's efforts and success as a Commodore and wish him well in his World Thunderbird Championships.

Fourth tier of dinghy racks erected in Boatshed.

Mooring charges increased to 9 cents per foot for members and 12 cents per foot for non-members, and labour charges also increased to \$3.50 per hour for members; \$4.50 per hour for non-members.

Steps to water on new wharf completed.

July: Office Bearers elected—assets \$26,545—membership 407—yachts regularly racing 110 with 114 on register with "A" numbers and 43 with unprefixed numbers.

August: Two new Divisions formed, thus Club races eight—Thunderbirds, Endeavour/Southerly, Special, Bluebirds, No. 1, No. 2, No. 3, No. 4.

September: Crane on fitting-out wharf now complete.

Original guarantors for Clubhouse-Boatshed purchase released and Equitable Mortgage accepted over Special Bonds.

Five sets of the drafts of "The Amateurs" distributed to Directors for perusal and comment. Appreciation recorded of the effort by J. A. Middleton to bring this to fruition—carried by acclamation.

List of safety regulations to be forwarded to all boat owners.

Chairman of Centenary Year Celebrations Committee (J. Jackson) appointed to Board from now till conclusion of celebrations.

October, 1971: Lawrence Slater withdrew from a leading position to rescue an overturned dinghy last Saturday—a most praiseworthy example of good sportsmanship.

Development Committee to determine the official attitude of North Sydney Council redevelopment of the Club on this site.

A. L. Mitchell and W. D. Rayment elected to Life Membership, and as R. A. Dickson will be elected in 1972 he be listed as Life Member in "The Amateurs".

Hon. Solicitor stated that the Attorney-General had not found any serious faults in the Memorandum and Articles of Association and he was sure they would be approved.

"Useful", to be employed at weekends during the racing season to drive tender, clean, answer telephone, issue stores, handyman, lock up—\$30.

**PROPOSED PROGRAMME FOR CENTENARY
CELEBRATIONS AS AT 31-12-71**

- Centenary Dinner Dance at Hotel Wentworth, 26th Aug., 1972
- Formal Dinner for past members, present members and their ladies—Carlton-Rex Hotel, 29th Sept., 1972
- Commodore's Centenary Flag Night, 20th Oct., 1972
- Centenary Year Regatta Flag Day, 21st and 22nd Oct., 1972
- Centenary Ladies' Day Regatta, 12th Nov., 1972
- Centenary Regatta Prize Giving, Nov., 1972

Thus, we arrive at a MODERN RACING CALENDAR

	TIME	RACING	SOCIAL
Aug.	3rd Sat.	M.H.Y.C. Invitation Race.	Pre-Season Get Together.
Sep.	1st Sat.	Club Race all Divisions.	
	2nd Sat.	R.S.Y.S. Opening Day—Point Score all Divisions.	
	3rd Sat.	Point Score all Divisions.	
	4th Sat.	R.P.E.Y.C. Invitation Race—Point Score all Divisions.	
Oct.	1st Sat.	R.P.A.Y.C. Invitation Race—Point Score all Divisions.	Commodore's Flag Night.
	2nd Fri.		
	2nd Sat.	Flag Day—Invitation to R.S.Y.S., R.P.E.Y.C., R.P.A.Y.C., R.A.N.S.A., M.H.Y.C., M.A.S.C.	
	3rd Sat.	*Point Score Races all Divisions. Tempest Memorial Trophy.	
	4th Sat.	Point Score Races all Divisions.	
	5th Sat.	Point Score Races all Divisions.	
Nov.	1st Sat.	*Merrington Trophy and Flag Officers' Trophy.	
	2nd Sat.	Point Score Races all Divisions.	
	3rd Sat.	Point Score Races all Divisions.	
	4th Sat.	Idle Hour Trophy.	Club Night Afloat.
Dec.	1st Sat.	Point Score Races all Divisions.	
	2nd Sat.	*Point Score Races all Divisions. David Carment Memorial Trophy.	Christmas Gathering.
	—	Completes SPRING POINT SCORE. CHRISTMAS RECESS with PITTWATER REGATTA between Christmas and New Year.	
Jan.	1st Sat.	Thunderbird/Endeavour Championships.	
	1st Sun.	Thunderbird/Endeavour Championships.	
	2nd Sat.	Club Race all Divisions.	
	3rd Sat.	Point Score Races all Divisions.	
	4th Sat.	Point Score Races all Divisions.	
	5th Sat.	Point Score Races all Divisions.	
Feb.	1st Mon.	Royal Sydney Anniversary Day Regatta.	
	1st Sat.	R.A.N.S.A. Invitation Race all Divisions.	
	1st Sun.	Bluebird Championships.	
	2nd Sat.	*Point Score Races all Divisions. "Brother's" Trophy.	
	2nd Sun.	Bluebird Championships.	
	Mid		Social Function.
	3rd Sat.	Lion Island Race—J.O.G. Presentation Plate. Stardust Trophy. Harbour Race and Bluebird Point Score. Flying Fifteen Championships.	
	4th Sat.	M.H.Y.C. Invitation Race (Daydream Shield or Teams Race). Flying Fifteen Championships.	
Mar.	1st Sat.	Point Score Races, all Divisions.	Social Function.
	1st Sun.	Ladies' Day.	
	2nd Sat.	Point Score Races, all Divisions.	
	Sun.		†Northcott Day.
	3rd Sat.	*Point Score Races, all Divisions. "Gretel" Trophy—John Taylor Cooke Memorial Trophy. Completes SUMMER POINT SCORE. Completes POINT SCORE.	
	4th Sat.	Kelly Cup (Champion of Champions). Club Races.	
Apr.	1st Sat.	Closing Day.	Afternoon Social.
	2nd Sat.	Nominated Skippers Day.	
	3rd Sat.	Flag Officers Invitation Race.	
	—	‡Bob Brown Trophy.	
May	2nd Fri.		Presentation of Prizes and Trophies.
June	Late		Annual Ball and Presentation Club's Gold and Silver Medals and Perpetual Trophies.
July	Mid to End	Annual General Meeting—Annual Report and Balance Sheet— Election of Officers for Next Season.	

*Days marked thus indicate that Living Members' Trophies are included in the programme and these vary annually.

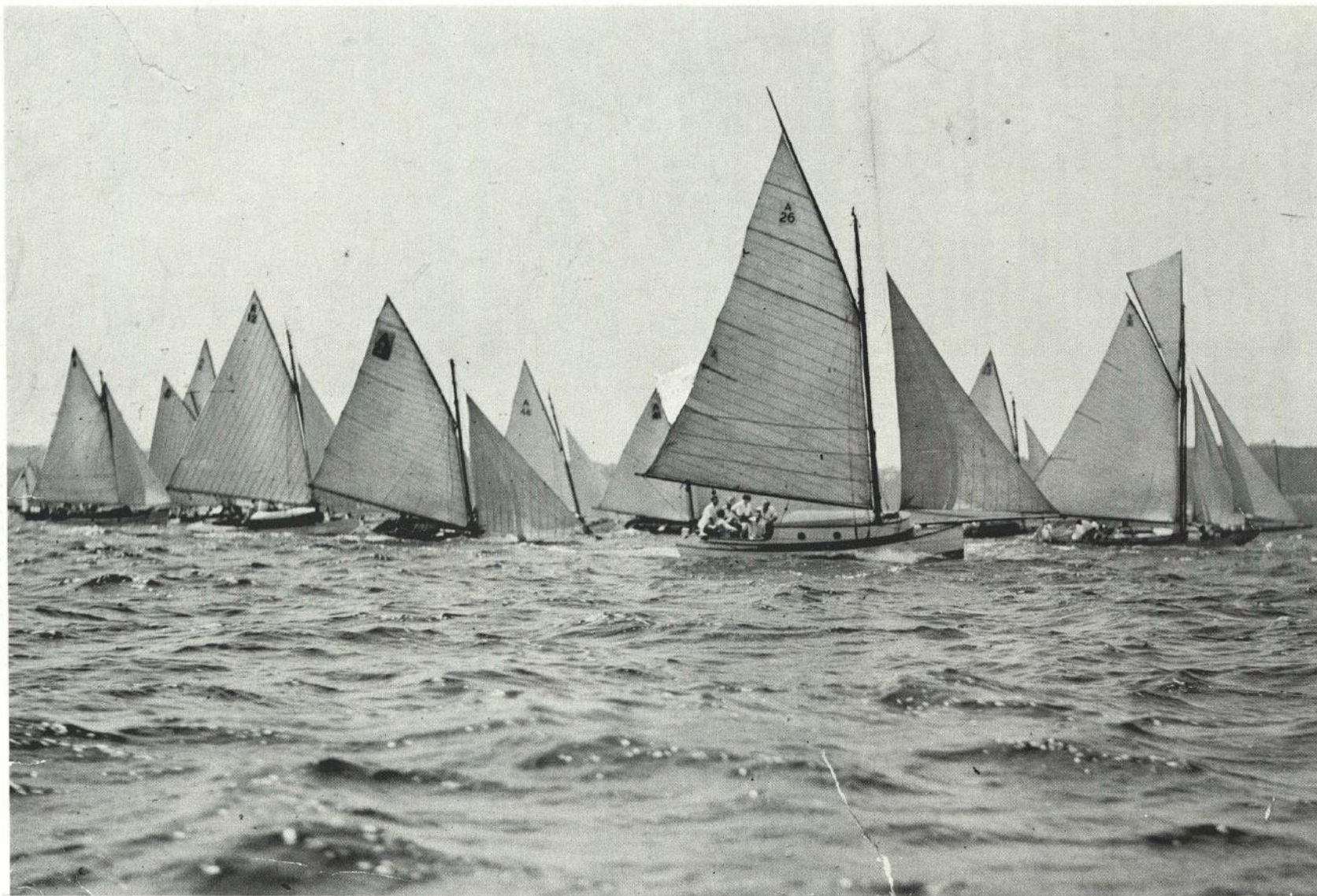
†A Sunday is chosen that has the highest tide in the middle of the day to facilitate handling of the children.

‡This race commences Easter Thursday from Sydney and finishes in Pittwater.

Easter causes slight change in the latter part of the programme due to its annual variance.







"A" Class about 1925. Left to right: P4 "CYNISCA", A1 "MIA", A16 "DAWN", A12 "QUAKER GIRL", A29 "EDNA", A46 "MAVIS", A41 "SPEAY", A26 "OLIVE", A33 "SEA ROVER" and A30 "CAPRICE".

Photo courtesy D. W. Gale.

PRESIDENTS

- 1879 Right Worshipful, The Mayor of Sydney, Charles James Roberts, C.M.G.
- 1880 Right Worshipful, The Mayor of Sydney, Robert Fowler.
- 1881-1883 Right Worshipful, The Mayor of Sydney, John Harris, M.L.A.
- 1884 Right Worshipful, The Mayor of Sydney, John Hardie.
- 1885 Right Worshipful, The Mayor of Sydney, John Thomas Playfair. (Known as Thomas Playfair.)
- 1886 Right Worshipful, The Mayor of Sydney, John Young.
- 1886-1891 Sir J. R. Fairfax.
- 1891-1892 T. H. Kelly.
- 1893-1896 E. M. Dietrich.

Allowed to lapse August, 1896.

VICE-PRESIDENTS

- 1879-85 W. Laidley, C. J. Roberts, C.M.G., H. C. Dangar, T. Cadell.
- 1885-86 W. Laidley, H. C. Dangar, T. Cadell.
- 1886-88 W. Laidley, Hon. G. Thornton, M.L.C., Hon. H. C. Dangar, M.L.C., S. H. Hyam, T. H. Kelly, G. C. Elliott.
- 1888-89 W. Laidley, Hon. G. Thornton, M.L.C., E. M. Dietrich, T. H. Kelly, G. C. Elliott.
- 1889-90 E. M. Dietrich, G. C. Elliott, S. H. Hyam.
- 1890-91 E. M. Dietrich, G. C. Elliott, S. H. Hyam, T. Marshall.
- 1891-92 E. M. Dietrich, G. C. Elliott, S. H. Hyam, T. Marshall, Dr. Milford, W. M. Maclardy, A. W. Johnson.
- 1892-93 E. M. Dietrich, G. C. Elliott, S. H. Hyam, Dr. Milford, S. Hordern, P. R. Pedley.
- 1893-94 J. J. Richardson, G. C. Elliott, S. H. Hyam, Dr. Milford, S. Hordern, A. Green, C. J. Saunders.
- 1894-95 J. J. Richardson, G. C. Elliott, S. H. Hyam, A. Green, F. G. Rae, A. J. Souter, C. J. Saunders.
- 1895-96 J. J. Richardson, G. C. Elliott, S. H. Hyam, A. Green, F. G. Rae, A. J. Souter, C. J. Saunders, P. R. Pedley, W. M. Cameron.

Allowed to lapse August, 1896.

PATRONS

- 1879-1885 His Excellency The Governor of New South Wales, The Rt. Hon. Sir Augustus William Frederick Spencer Loftus, G.C.B.
- 1886-1890 His Excellency The Governor of New South Wales, The Rt. Hon. Charles Robert, Baron Carrington, G.C.M.G.
- 1891-1893 His Excellency The Governor of New South Wales, The Rt. Hon. Victor Albert George, Earl of Jersey, G.C.M.G.
- 1893-1895 His Excellency The Governor of New South Wales, The Rt. Hon. Sir Robert William Duff, G.C.M.G.
- 1895-1899 His Excellency The Governor of New South Wales, The Rt. Hon. Henry Robert, Viscount Hampden, G.C.M.G.
- 1899-1900 His Excellency The Governor of New South Wales, The Rt. Hon. William, Earl Beauchamp, K.C.M.G.
- 1900-1901 His Excellency The Governor of New South Wales, The Rt. Hon. William, Earl Beauchamp, K.C.M.G., and Commander in Chief Australia Station, Rear Admiral H. L. Pearson.
- 1901-1903 His Excellency The Governor of New South Wales, Admiral Sir Harry Holdsworth Rawson, G.C.B., R.N., and Commander in Chief Australia Station, Vice-Admiral Sir Lewis Beaumont, K.C.M.G.
- 1903-1905 His Excellency The Governor of New South Wales, Admiral Sir Harry Holdsworth Rawson, G.C.B., R.N., and Commander in Chief Australia Station, Admiral Sir Arthur D. Fanshawe, K.C.B.
- 1905-1908 His Excellency The Governor of New South Wales, Admiral Sir Harry Holdsworth Rawson, G.C.B., R.N., and Commander in Chief Australia Station, Vice-Admiral Sir Wilmot H. Fawkes, K.C.B., K.C.V.O.
- 1908-1909 Sir J. R. Fairfax, G. J. Fitzhardinge, H. M. Shelley.
- 1909-1910 Sir J. R. Fairfax.
- 1910-1913 Sir J. R. Fairfax, N. H. Murray.
- 1913-1914 Sir J. R. Fairfax, N. H. Murray, Sir A. MacCormick.
- 1914-1918 World War I.
- 1919 Sir J. R. Fairfax, N. H. Murray, Sir A. MacCormick, W. M. Marks.
- 1920-1924 Commodores R.S.Y.S. and R.P.A.Y.C.
- 1924-1925 Commodores R.S.Y.S., R.P.A.Y.C. and P.E.Y.C.
- 1925-1940 Commodores R.S.Y.S. and R.P.A.Y.C.
- 1940-1946 World War II.
- 1946-1949 Commodores R.S.Y.S. and R.P.A.Y.C.
- 1949-1964 Commodore R.S.Y.S., Hon. Commodore R.P.A.Y.C. and Commodore R.P.A.Y.C.
- 1964-1965 His Excellency The Governor of New South Wales, Lieutenant-General Sir Eric Winslow Woodward, K.C.M.G., K.C.V.O., C.B., C.B.E., D.S.O.
- 1965- His Excellency The Governor of New South Wales, Sir Arthur Roden Cutler, V.C., K.C.M.G., K.C.V.O., C.B.E.

COMMODORES

CAPTAIN J. H. AMORA (1872-1875)

FOUNDATION COMMODORE

JOSEPH HORATIO AMORA, born Chile 1844, son of a Chilean Master Mariner and an English mother (Jane Arden), followed his father's profession. As a Sea Captain he made regular visits to Sydney where he married a local girl at Waverley in 1867 and settled here in 1869.

The first yacht to carry the Amateur Commodore's Burgee was "Inca", an open boat that had considerable success in early races. Capt. Amora later raced "Stormy Petrel" and afterwards owned the large schooner "Esperanza". At the Closing Day function held at Chowder Bay, Saturday, 25th April, 1891, Capt. Amora, in response to the toast "Old Commodores and Vice-Commodores", stated that "frequent absence from the Colony prevented him taking more part in Club functions, but old faces held fond memories." He also added "that the foundation of the Club arose from the absence of racing facilities for small boats in the existing Clubs."

He was Consul for Chile, Nicaragua and Costa Rica and Vice-Consul for the Netherlands.



W. B. MELVILLE (1875-1877). (No photo available.) Club's second Commodore. He was a foundation member and the owner of "Firefly".

S. H. HYAM (1877-1881.) (No photo available.) A foundation member who took a prominent part in all Club Races and Regattas with his various boats, "Ettie", "Faerie Queen", "Carlotta" and "Florrie".

A flamboyant man who spread the Club's name far and wide, he match raced "Carlotta" against "Lottie" for £110 on 2-3-1878 and won.

He was Mayor of Balmain in 1876 and later entered N.S.W. Parliament for that constituency. Presented the Club with a great number of trophies. Was a tireless worker.

It was during his term of office that the 75-ft. frontage to the harbour on Bennelong Point was obtained.

G. C. ELLIOTT (1881-1883). (No photo available.) George Elliott, owner of the 24-ft. "Victor", called on the noted architect Thos. Rowe to prepare plans for the Boatshed as the original plans were not satisfactory. The Clubhouse/Boatshed was erected, but was resumed shortly after completion leaving the Club with a debt.

George Elliott worked hard to reduce this debt.

Probably one of the best Social Meetings ever held by the Club took place at Hunter's Beach (Balmoral) when J. H. Burton, A. Deacon and T. R. Littledale were entertained in October 1881. They were the crew of the yacht "Asteroid", of the Royal Mersey Yacht Club, visiting Sydney.

E. M. DIETRICH (1883-1889). (No photo available.) Edwin Max Dietrich arrived in Sydney in 1876 without a friend, but his interest in sailing soon rectified this. Re the obtaining of the land at Bennelong Point and the Clubhouse he was almost an agitator, and was prepared to spare no effort to eliminate the debt after the resumption. He was a stickler for amateurism and hated the professionals. A distinctive, well-liked Commodore, held in high regard by all. Resigned to visit England and was elected President on return. On his death in 1896 the Club recorded a "deep sense of loss" and the position of President was allowed to lapse.

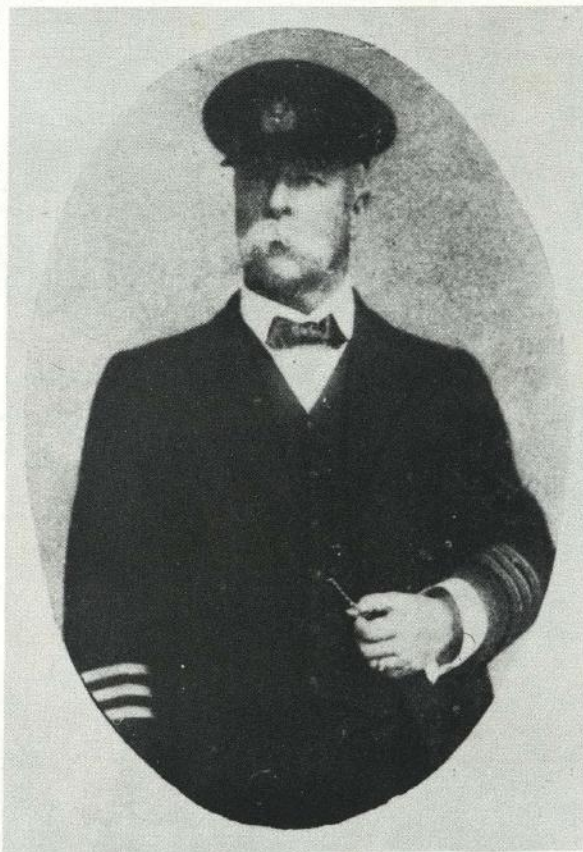
T. MARSHALL (1889-1890). Thomas Marshall—Vice-Commodore 1886-1888, unanimously elected Commodore 1889, but the name of his yacht was not recorded.

The minutes are not held for this period.

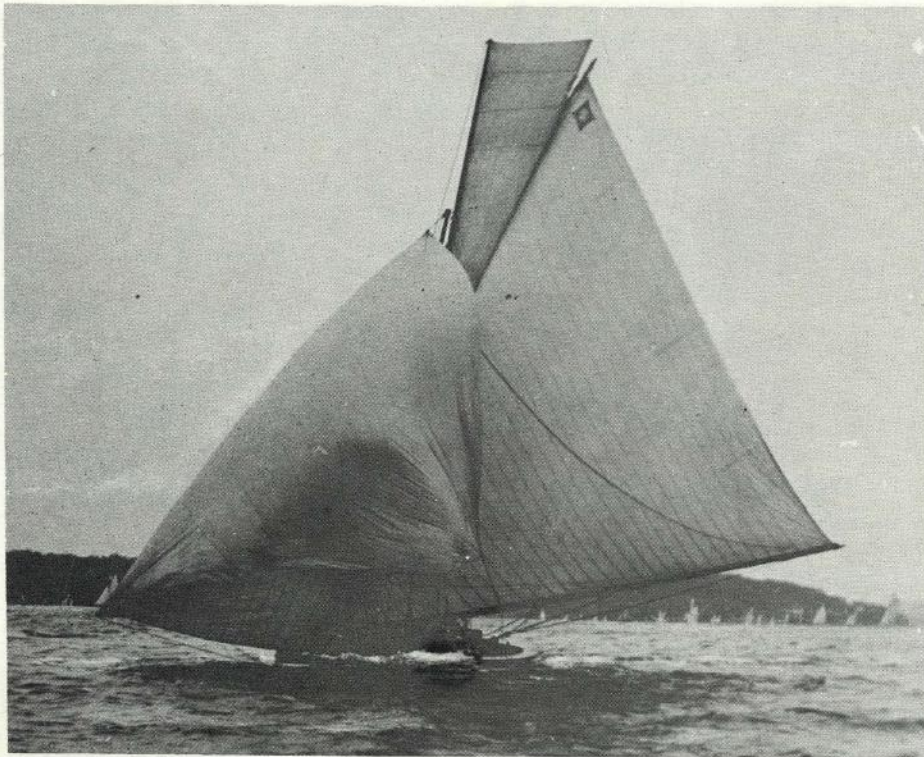
He was Commodore of the Prince Alfred Yacht Club 1907-1909.

P. R. PEDLEY (1891-1892). (No photo available.) Owner of the "Albicore", was Vice-Commodore 1888-1890 and elected Commodore 1891. The Club was actively racing 22-ft. and 24-ft. open boats during this period and he was a dyed-in-the-wool open boat man.

F. G. RAE (1892-1893.) (No photo available.) Known to everyone as Fred, he owned "Sea Breeze" and had been a Committeeman from 1887 and elected Commodore 1892. He had been Starter before his term as Commodore and was a Handicapper afterwards. The racing fleet was divided into 1st class 15 boats and 2nd class 20 boats. The system of allowing time at start in handicap races was introduced (the Mark Foy Start) and was found generally satisfactory.

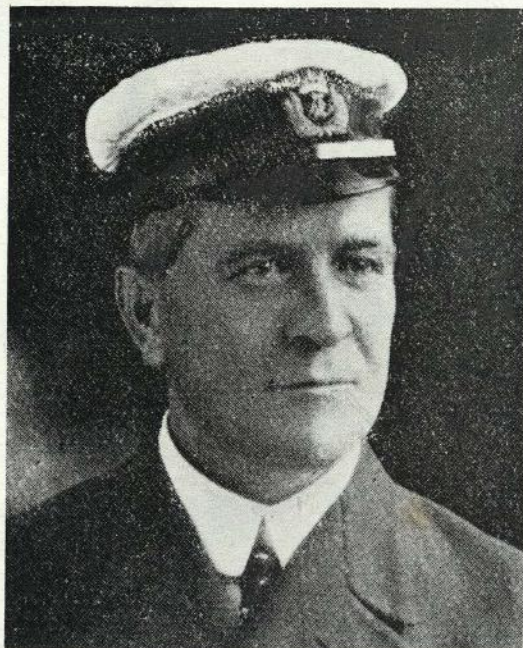


T. MARSHALL



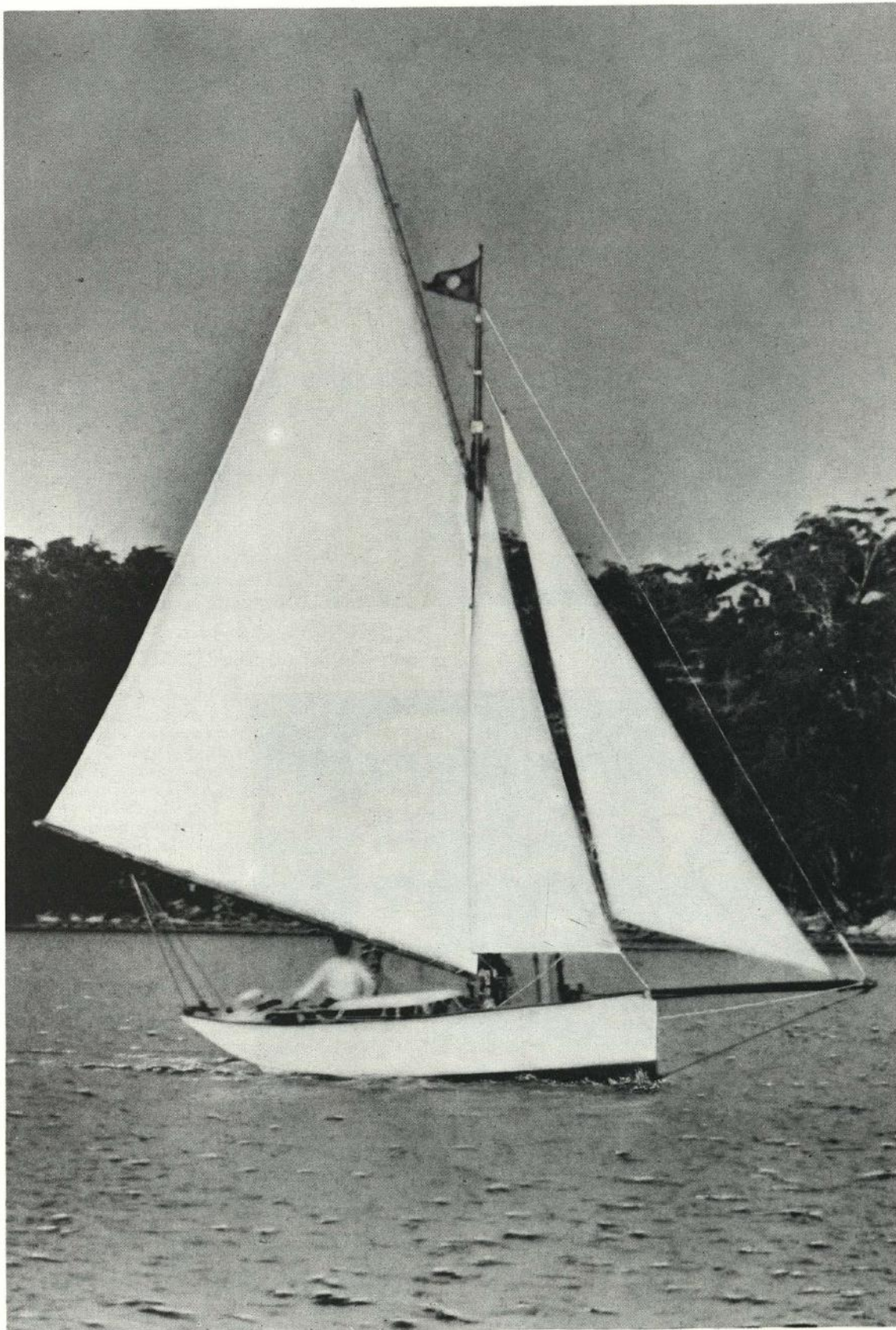
"WONGA"—A. Crane.

Photo courtesy G. Cranna.



A. W. CRANE (1902-1906). Arthur Crane joined 1895 with his 22-ft. "Wonga" and won the inter-club event for 18/24-ft. boats in which the Johnston's Bay Sailing Club and the Sydney Flying Squadron competed, 23 boats starting. 1900 owned "Laurel", 1902 "Mercia". Became Committee member in 1897

and represented Club on N.S.W. Sailing Council. Commodore 1902-06 and later owned the famous 30-ft. linear rater "Sunbeam". He was Vice-Commodore of the Prince Alfred Yacht Club (which became Royal in 1911) from 1909-1920, but remained a member of the Amateurs till his death in 1932.



"THISBY"—T. H. Kelly.

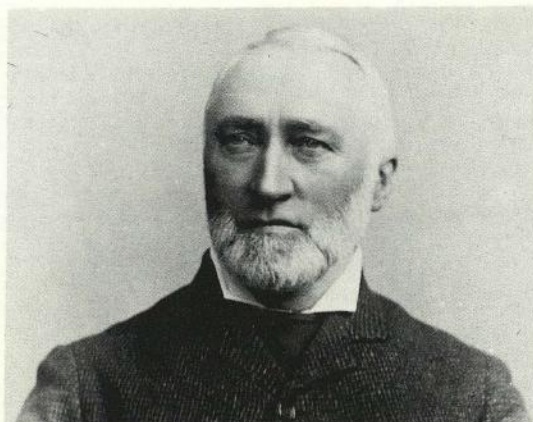
Photo courtesy C. S. King.

T. H. KELLY (1890-1891—1893-1901). Thomas Hussey Kelly joined the Club in 1885 and was elected Commodore in 1890 for one season. He was again elected in 1893 and in December of that year presented the most important perpetual Club Trophy—Kelly Cup. The Cup was first allocated to the Club Championship, sailed in three heats on a rating basis. In recent years the impossibility of bringing the fleet together on a rating basis was recognised and the leaders of the Point Score Competitions contest the Kelly Cup on a handicap basis.

T. H. Kelly was a successful businessman but his relaxation was to sail in "Thisbe" with the assistance of a paid hand, an old waterman named Stannard, who was wont to reminisce with his cronies, prefixing his stories with the words "Me and Kelly". The tales unfortunately have not survived. The large and beautiful yawl "Electra" was purchased by Tom Kelly for use by his son Carleton, who was a semi-invalid (Carleton Cup of R.S.Y.S.), but Tom remained true to his old love "Thisbe" and both yachts were moored at his waterfront home, "Glengarragh", adjoining "Redleaf" in Double Bay. He continued in office till his death in 1901 and had the longest term as Commodore to that date and is the only Commodore to die in office. He was a strong supporter and benefactor to the Club.

"Thisbe", already an old boat in 1901, had a counter added to the original tuck stern and was still sailing in 1955.

Commodore Kelly's name has become a household word in Sydney as he owned an area of over 12 acres in Hunter's Hill, partly occupied by the tin smelter of Sydney Smelting Works conducted by him. Kelly's Bush will keep his name alive outside the Amateurs.

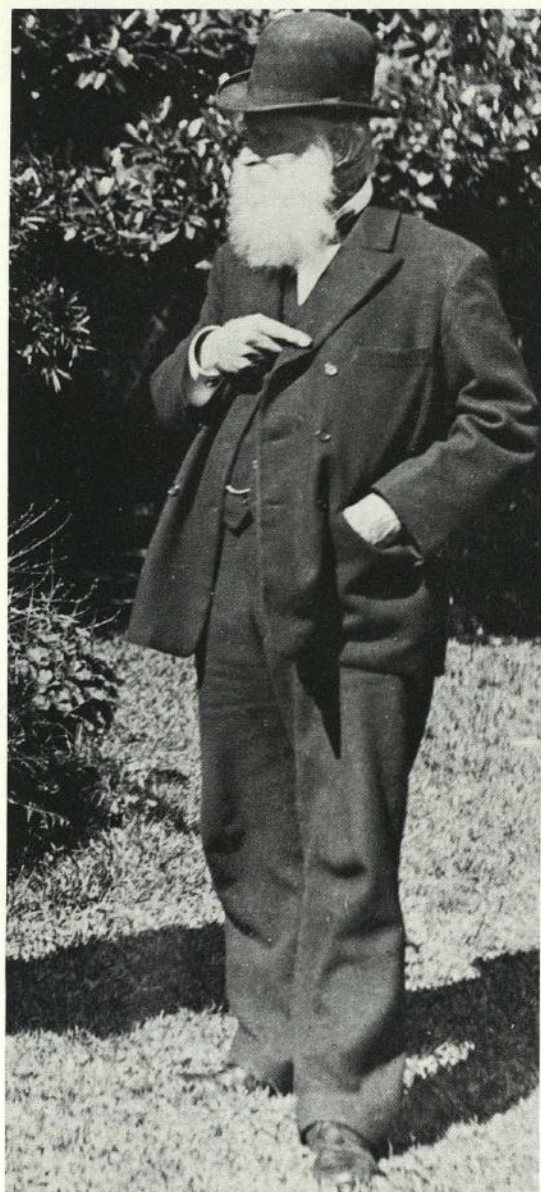


T. H. KELLY

J. O. FAIRFAX (1901-1902). Joined the Club in 1891 and raced his one rater "Brownie" and later his "B" class boat "Gnome".

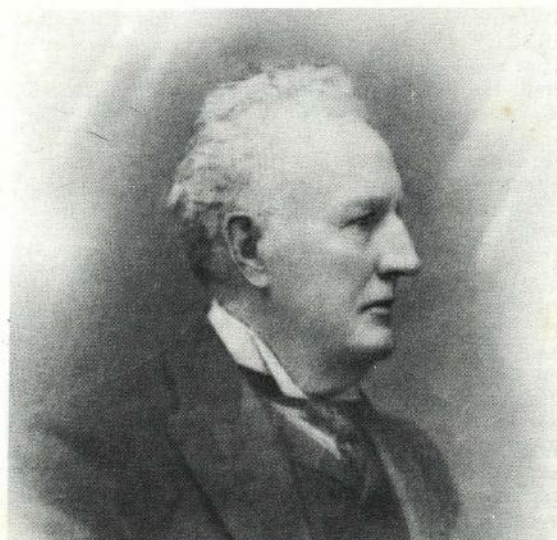
Served on Committee 1894-96, Captain 1896-97, Vice-Commodore 1897-98, 1899-1901 and on the death of his close friend and next-door neighbour at Double Bay he became Commodore 1901. Business commitments prevented further participation in Club affairs, but he remained a strong supporter and was elected to Hon. Life Membership in 1906.

DR. C. MacLAURIN (1906-1907). (No photo available.) Dr. Charles Maclaurin elected 1896, raced "Albicare", previously owned by Commodore Pedley. Elected to Committee 1902, Vice-Commodore 1903-06, then owning "Miranda", Commodore 1906. He was a cruising enthusiast and in collaboration with W. L. Hunt (Hon. Sec.) wrote a series of articles entitled "The Yachtsman's Guide to Sydney Harbour and its Neighbourhood". Further, as a medical man, he wrote "Health and Yachting". These were both published in "The Australian Yachtsman and Canoeist" by W. L. Maclardy, also a keen yachtsman and Commodore of the Prince Alfred Yacht Club 1888-91.



J. O. FAIRFAX

T. B. DIBBS (1907-1908). Thomas Dibbs elected 1903, raced "The Brothers". Elected to Committee 1904, Captain 1905, Vice-Commodore 1906 and Commodore 1907, becoming a Committeeman again 1908. The Harbour Foreshores Vigilance Committee, supported by the Clubs of the day, prevented the opening of a Coal Mine on Cremorne Point, the mine eventually being opened at Birchgrove.



H. WALTERS (1908-1911). Harry Walters, owner of the 22-ft. "Olive", joined the Club in 1905 and competed in "A" class Club races with considerable success. Elected Captain 1906, Vice-Commodore 1907, Commodore 1908. He proposed the very successful innovation—weekend camps and other such functions. He stood down in 1911, but continued as a member for many years.

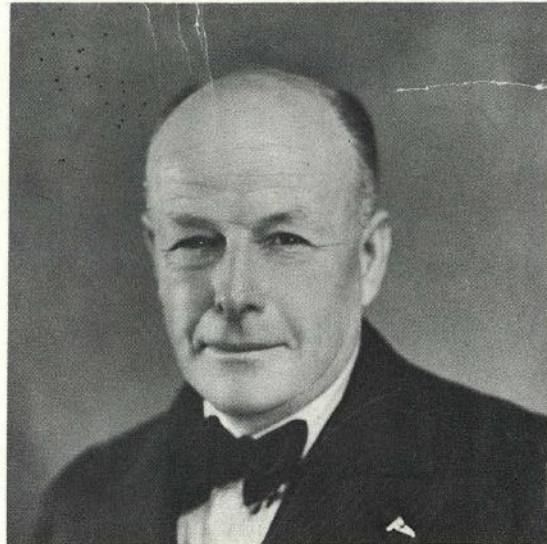


O. BACKHOUSE (1911-1913). Oscar Backhouse, youngest son of foundation member Benjamin Backhouse, purchased the one rater "Dawn" and joined The Amateurs in 1907. A larger 28-ft. "Dawn" was purchased soon after. Elected Committee 1908-10, Captain 1910-11, Commodore 1911-13, reverting to Committee 1914. After a lapse of membership during the First World War he rejoined in 1919 and served on Committee for some years from 1923. "Dawn" raced consistently gaining two points towards ownership of the original Jubilee Cup in the first three years of competition; however, the vital third point eluded him. Elected to Hon. Life Membership 1956. Died 1959.

R. G. SMITH (1913-1914). (No photo available.) Joined 1907, Committee 1910, Vice-Commodore 1911-13, Commodore 1913. He owned "Beryl", but there is no record of this boat competing in Club races under his name. With Commodore C. W. Robson he appears to have the unusual position of being a Commodore who never competed in a Club race. He was unopposed as Commodore in 1914 but on the outbreak of the First World War withdrew and took no further part in Club affairs.



R. H. C. DOWN (1914-1934). Club rules today provide for three yearly rotation of Flag Rank, thus the twenty-year term of Dick Down is a record. Elected in 1911, Captain 1912-14, Commodore 1914 in lieu of R. G. Smith who stood down. Club activities were suspended during World War I and, apart from War Service, many members resigned as subscriptions were not suspended at first. Dick Down took a leading part in getting the Club going again after the war and he raced "Rana". His main contribution was as an able administrator and a strong chairman who guided the Club to new records in membership and racing during the 1920's, and particularly during the early 30's when, owing to the depression, few starters were coming forward. It was 1921 when the Amateurs were invited to affiliate with the Sydney Yacht Racing Association and the Commodore was appointed a delegate, a position which he retained for thirty years. When he stood down in 1934, the Club was flourishing and representatives of other Clubs attended to express their appreciation of his services to yachting.



C. W. ROBSON (1934-1938). Joined 1913 and held many offices, Committee, Joint Hon. Secretary, Rear-Commodore, Vice-Commodore, Commodore, Hon. Solicitor, Delegate to S.Y.R.A., Starter and Judge. Owned "Wyuna". Died suddenly January, 1955. A tireless worker for the Club, as the preceding list shows. Never competed in an S.A.S.C. Club Race, always raced with Middle Harbour Cruising Club and later Middle Harbour Yacht Club.



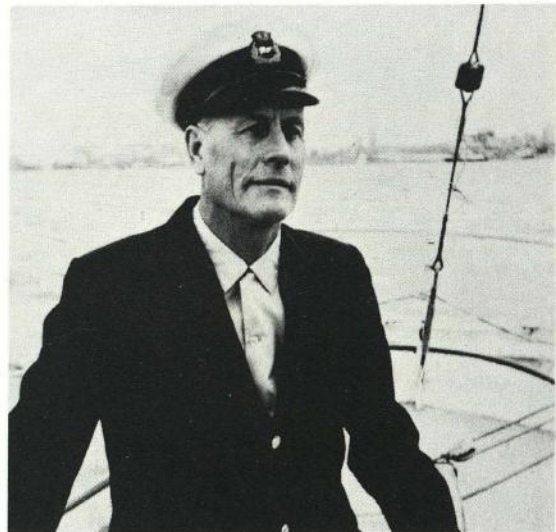
H. S. LLOYD (1938-1948). Joined 1933 and was universally known as Harry. Raced "Foam", "Waimea", "Manaia", "Waitere" in that order with great success. Committee, 1936 Rear-Commodore, 1937 Vice-Commodore, 1938 Commodore. Died 1966.



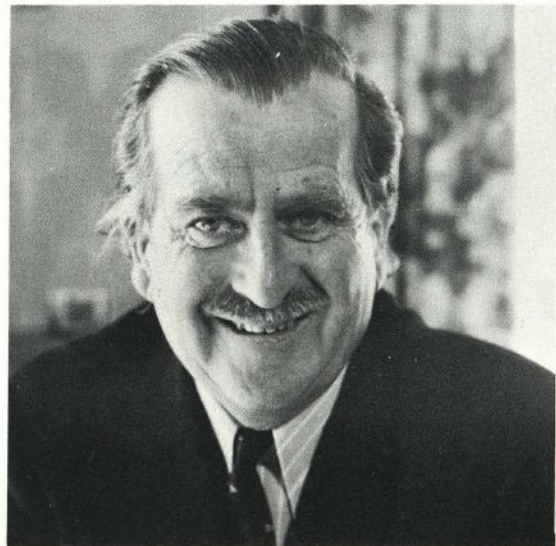
E. C. GALE (1948-1950). Joined 1910. Owned and sailed many boats the best known being "Lorelei", "Vagabond", "Wanderer", "June Bird", "Wendy", "Karoo", "Ranger", the last being the prototype of her class. Cliff (as he was always known) served the Club well, being on Committee for 33 years, holding office as Captain, Rear-Commodore, Vice-Commodore and Commodore. Hon. Life Membership conferred 1939. Cliff was a helper—get them out of trouble—give advice—assistance with a sail or hull problem. Died 1968. Referred to as "The Grand Old Man of Yachting".



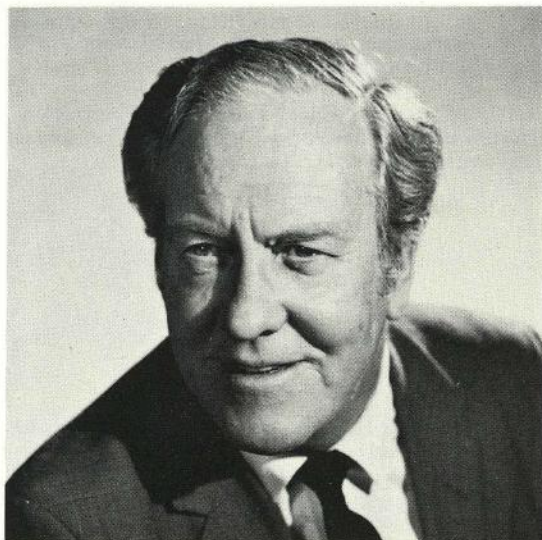
E. J. MERRINGTON (1950-1958).* Ernest (Ern) joined 1929 and has always raced "Thurloo". First the 21-footer, then the 35-ft. steel yacht which was increased to 38 ft. when the length rule was abandoned. Elected to Committee in 1946 and served as Rear-Commodore, Vice-Commodore, Commodore, Chairman Sailing Committee, Chairman Protests Committee, Club Delegate to S.Y.R.A. 1948-52, Y.A. of N.S.W. 1952-72, President Y.A. of N.S.W. 1966-68, President A.Y.F. 1968-69, Director 1961-1972. Elected Hon. Life Membership 1958. An impressive record which proves what he has done for the Club.



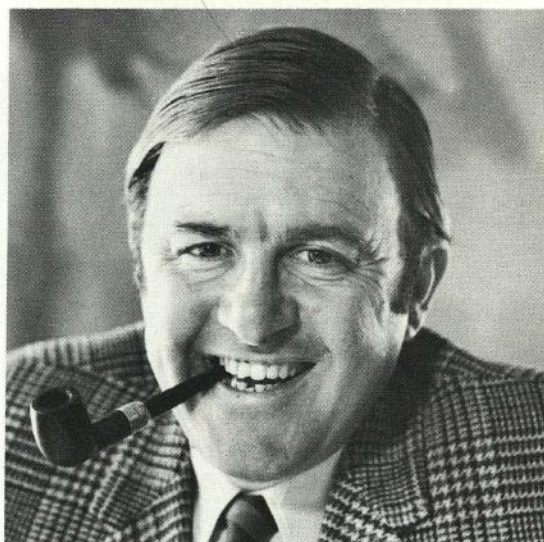
A. W. FURSE (1958-1960).* Anthony (Tony) joined 1947. Owned and raced "Idle Hour". Served on Committee, Hon. Secretary, Rear-Commodore, Commodore, Delegate to Y.A. of N.S.W. Very active in the obtaining of a Clubhouse/Boatshed or permanent home for the Club.



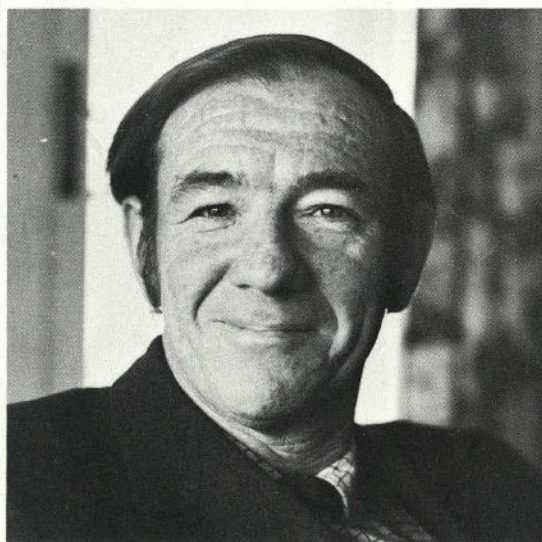
A. W. MERRINGTON (1960-1964). * Arthur William, known as Bill, first joined as a Junior in 1932 while crewing on his father's "Wanderer". This was allowed to lapse but he rejoined in 1946 when on "Eventide". Elected to Committee in 1958, he has held office as Vice-Commodore, Commodore, Director and is still serving. Our present Clubhouse was obtained during his term as Commodore. A true worker for the Club, elected to Hon. Life Membership 1964.



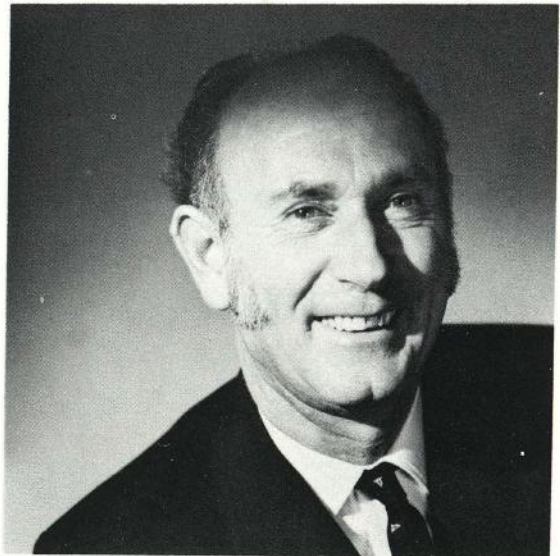
N. G. CASSIM (1964-1966).* Nicholas (Nick) joined 1958. Served on Committee, Rear-Commodore, Commodore, Director and has been Hon. Solicitor since joining the Club. Owned and sailed "Ondine" and "Lolita". Actively engaged in obtaining of Clubhouse and elected Hon. Life Member 1969.



J. JACKSON (1966-1969).* John joined 1954. Became Hon. Racing Secretary, Director, Delegate to Y.A. of N.S.W., Vice-Commodore, Commodore, Chairman Centenary Celebrations Committee. Owned and sailed "Lady Luck" and "Frith". Elected Hon. Life Member 1969.

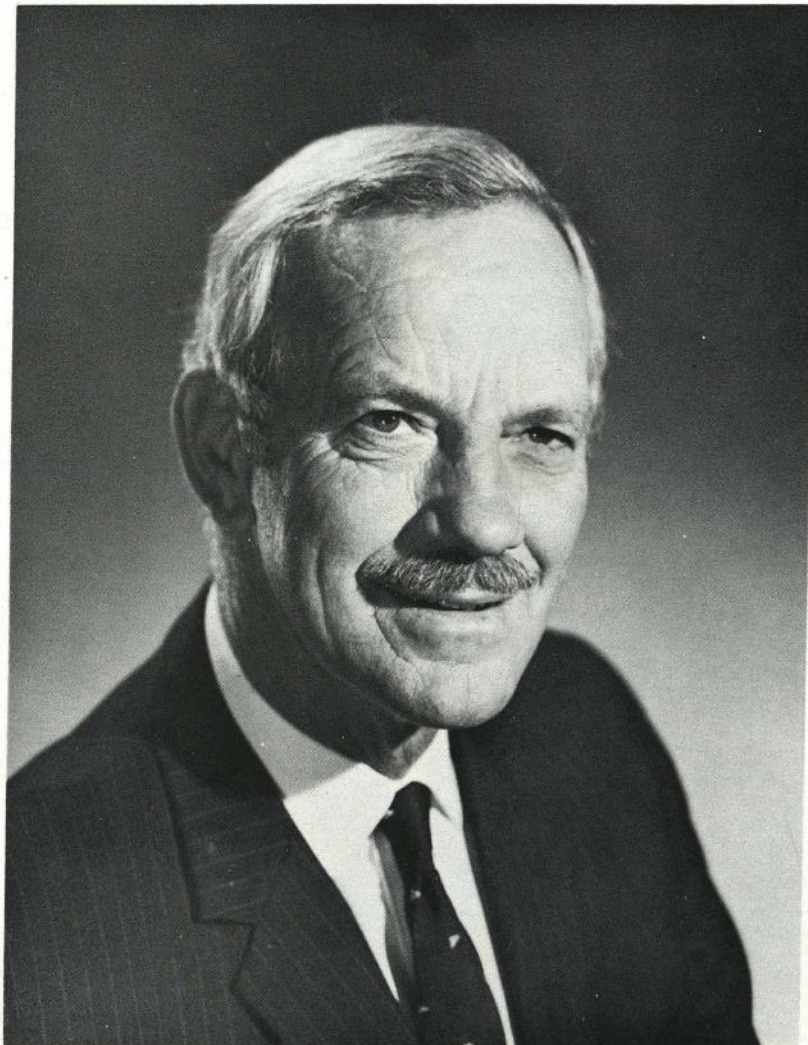


H. L. SCHNEIDER (1969-1971).* Laurie joined 1964. Served on Committee, Rear-Commodore 1967-68, Vice-Commodore 1968-69 and is now a Director. Sails "Larriken". Active not only in Club affairs but Thunderbird Association. Privately entered the World Thunderbird Championships British Columbia, Canada, 1971.



S. B. LLOYD (1971-).*
STEPHEN BARTON LLOYD, the Club's present Commodore, joined in 1938. Owns and sails "Waitere". Has been active on Committees for a number of years accepting Flag Rank when he became Rear-Commodore in 1968, Vice-Commodore 1969 and Commodore 1971.

*Living Members



VICE-COMMODORES

1872-75	C. Bransby	1916-19	J. C. Davis
1875-78	T. Marshall	1919-25	S. Spain
1878-81	W. Johnson	1925-26	J. C. Davis
1881-84	A. J. Soutar	1926-28	E. C. Gale
1884-85	J. J. Richardson	1928-34	C. W. Robson
1885-86	P. W. Creagh	1934-35	A. M. Merrington
1886-88	T. Marshall	1935-36	J. Backhouse
1888-91	P. R. Pedley	1936-37	S. Spain
1891-92	C. J. Saunders	1937-38	H. S. Lloyd
1892-94	J. McMurtrie	1938-46	E. C. Gale
1894-95	W. M. Cameron	1946-47	J. M. Hordern
1895-96	E. R. Taylor	1947-48	E. C. Gale
1896-97	H. M. Cockshott	1948-50	E. J. Merrington*
1897-98	J. O. Fairfax	1950-54	H. E. Pfeiffer*
1898-99	H. M. Cockshott	1954-56	A. W. Furse*
1899-1901	J. O. Fairfax	1956-57	K. Brown*
1901-02	A. W. Crane	1957-59	G. Crichton*
1902-03	A. E. Cutler	1959-60	A. W. Merrington*
1903-06	Dr. C. MacLaurin	1960-61	I. H. Wrigley*
1906-07	T. B. Dibbs	1961-62	B. Wild*
1907-08	H. Walters	1962-64	C. R. E. Warren, O.B.E.*
1908-09	J. B. Craig	1964-66	J. Jackson*
1909-10	W. Birnie	1966-68	C. F. C. Crisp*
1910-11	Dr. H. C. Fitzhardinge	1968-69	H. L. Schneider*
1911-13	R. G. Smith	1969-71	S. B. Lloyd*
1913-16	W. D. M. Taylor	1971-	H. H. Jackson*

*Living Members

CAPTAINS

1887-88	S. MacDonnell
1888	J. J. Richardson
1888-89	F. G. Rae
1889-90	C. J. Saunders
1890-92	J. McMurtrie
1892-93	W. M. Cameron
1893-95	E. R. Taylor
1895-96	H. M. Cockshott
1896-97	J. O. Fairfax
1897-99	E. M. Moors
1899-1901	T. W. Bremner
1901-02	A. E. Cutler
1902-03	E. W. Heywood
1903-05	D. W. Roxburgh
1905-06	T. B. Dibbs
1906-07	H. Walters
1907-08	J. B. Craig
1908-10	Dr. H. C. Fitzhardinge
1910-11	O. Backhouse
1911-12	W. Rayment
1912-14	R. H. C. Down
1914-16	R. R. H. Moore
1916-23	W. Rayment
1923-25	W. L. Dendy
1925-26	E. C. Gale
1926-27	C. W. Robson

March, 1927, replaced by
Rear-Commodore.

REAR-COMMODORES

Replaced CAPTAIN in March, 1927

1927-28	C. W. Robson
1928-34	C. Plowman
1934-36	S. Spain
1936-37	H. S. Lloyd
1937-46	J. M. Hordern
1946-47	W. Clark*
1947-48	E. J. Merrington*
1948-49	R. B. Prentice
1949-50	H. E. Pfeiffer*
1950-51	S. H. Prentice*
1951-54	A. W. Furse*
1954-56	K. Brown*
1956-59	H. M. Begg*
1959-62	W. S. Chambers*
1962-64	N. G. Cassim*
1964-65	C. F. C. Crisp*
1965-66	N. Beadle*
1966-67	R. W. W. Green*
1967-68	H. L. Schneider*
1968-69	S. B. Lloyd*
1969-70	I. D. Ralfe*
1970-71	H. H. Jackson*
1971-	E. C. Slocombe*

*Living Members.

BOATSHED CAPTAINS

1964-65 G. Brackenbury*
 1965-66 J. Rodgers*

Allowed to lapse 1966.

*Living Members.



HONORARY SECRETARIES

1872-73	J. S. Garling	1904	L. Spain and
1873-76	W. R. Benson		W. E. Moore
1876-77	W. Johnson	1904-05	F. Poppenhagen
1877-78	J. C. McDonald	1905-06	W. L. Hunt
1878-81	E. M. Dietrich	1906-07	C. Trebeck
1881-83	A. Green	1907-12	R. J. Gray
1883-85	P. C. Trebeck	1912-13	J. S. Walford
1885-86	A. L. Mullins and C. Cameron	1913-14	S. Spain
		1914-15	S. Spain and
1886-87	H. Carpenter and J. W. Pickering	1915-19	C. M. Barker
		1919-22	S. Spain
1887-89	S. Wilson and J. W. Pickering	1922-24	R. J. Gray
		1924-25	T. B. Sorrell
1889-90	A. F. Bethem	1925-38	M. M. Goddard*
1890-92	W. L. Hunt and E. W. Heywood	1938-46	S. D. Wenborn
		1946-56	N. M. Goddard
1892-94	W. L. Hunt	1956-57	L. P. Jones*
1894-95	D. Ramsay and E. M. Moors	1957-58	R. G. Swinton*
		1958-59	A. W. Furse*
1895-97	D. Ramsay	1959-64	B. F. Cameron*
1897-98	J. St. G. George and D. Ramsay	1964-66	J. A. Middleton*
		1966-68	J. Stewart*
1898-99	W. L. Hunt and P. Summerbell	1968-70	N. F. Stevens*
		1970-71	G. K. Paton*
1899-1900	W. L. Hunt and S. N. Stevens	1971-	R. H. Green*
			J. Tomasetti*
1902-04	C. F. Thompson and D. K. Dawson		

*Living Members



RACING

Hon. Secretaries, separately listed, controlled racing and produced programmes and notification of races in the daily press from 1872 to about 1910. This duty was then performed by a Handicapping Committee consisting of varying numbers presided over by the Commodore.

In 1920 an Assistant Secretary was specifically appointed to handle Racing.

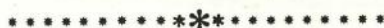
1920-22 T. B. Sorrell
 1922-24 M. M. Goddard*

HON. RACING SECRETARIES

1924-25 S. D. Wenborn
 1925-27 C. W. Robson
 1927-28 F. J. Barlow

1928-32	A. R. Goldsmith
1932-35	A. H. Spence
1935-37	G. E. Browne
1937-45	L. P. Jones*
1945-47	R. E. Hughes*
1947-48	R. B. Prentice
1948-50	J. W. Kennedy*
1950-54	W. S. Chambers*
1954-55	H. D. Mellor*
1955-56	D. W. Gale*
1956-58	C. A. G. Mecham*
1958-60	G. Brackenbury*
1960-63	J. Jackson*
1963-66	F. Wrobel*
1966-69	G. McCorquodale*
1969-71	P. Gregory*
1971-	P. A. Slocombe*

*Living Members.



HONORARY TREASURERS

1872-73	W. J. McLeod
1873-75	F. Korff
1875-77	W. J. McLeod
1877-90	T. Stokes
1890-92	H. Carpenter
1892-94	C. H. Goddard
1894-1900	H. C. Doran
1900-01	F. I. W. Harrison
1901-02	C. F. Thompson
1902-06	D. E. Walker
1906-10	C. M. Barker
1910-26	M. W. Asher
1926-28	C. Plowman
1928-53	W. Rayment
1953-55	B. J. Woods*
1955-57	H. D. Mellor*
1957-58	W. Rogerson
1958-61	W. Oxby
1961-62	W. Oxby and B. J. Woods*
1962-66	R. A. Lee*
1966-69	J. Tomasetti*
1969-71	A. F. W. Grellman*
1971-	D. M. Stokes*

HON. LIFE MEMBERS

Date of Appointment		Date Joined Club
1904	W. Reeks	1885
1906	J. O. Fairfax	1891
1908	D. E. Walker	1899
1909	W. L. Hunt	1889
1920	F. J. Doran	1882
1920	J. C. MacDonald	1886
1920	R. J. Gray	1906
1920	C. B. Meyer	1913
1920	J. T. Reardon	1914
1922	H. B. Pickering	1887
1922	J. W. Pickering	1887
1922	M. Foy	1889
1922	A. T. Gale	1883
1922	H. M. Shelley	1891
1922	E. M. Moors	1890
1924	M. W. Asher	1908
1925	Rt. Hon. Lord Forster, P.C., G.C.M.G.	1921
1926	His Hon. Judge G. H. Fitzhardinge	1907
1927	R. H. C. Down	1911
1927	W. L. Dendy	1914
1937	S. Spain	1903
1937	W. Rayment	1907
1937	S. D. Wenborn	1921
1938	C. W. Robson	1913
1938	J. C. Davis	1909
1939	E. C. Gale	1910
1953	H. S. Lloyd	1933
1956	O. Backhouse	1907
1956	L. P. Jones	1929*
1958	E. J. Merrington	1929*
1960	A. W. Furse	1947*
1963	W. J. Millard	1929*
1964	A. W. Merrington	1946*
1964	J. A. Middleton	1959*
1969	N. G. Cassim	1958*
1969	J. Jackson	1954*

*Living Members

LIFE MEMBERS
As at December, 1971
Introduced 1955

Date Joined Club	
1906	R. R. H. Moore L. C. Waterman
1909	C. Norton
1913	J. Langham C. B. Meyer F. C. Mackillop*
1914	F. B. Langley
1919	D. S. Carment*
1920	A. J. Stone A. E. Albert* M. F. Albert J. P. Backhouse H. G. Campbell*
1921	S. H. Stevens E. Spring-Brown E. E. Doran M. M. Goddard* L. Robertson
1922	F. White
1923	N. M. Goddard H. G. T. Hotten* A. P. Mackerras*,
1924	F. L. Hayes N. K. Wallis W. A. Harvey*
1925	C. L. Crisp*
1926	D. A. Norton* R. B. Morgan* A. F. Graham H. Halvorsen* H. H. York
1927	H. M. Aspinall* R. G. Kellaway* L. Rayment*
1928	G. L. Carter* J. M. Hardie* H. E. Pfeiffer* J. E. Pfeiffer* J. J. R. Punch L. Vickery
1929	G. R. Clark* W. Clark*
1930	A. T. Muston* J. S. Mills R. E. Hughes* H. W. Winning*
1931	R. V. Gale* D. R. Giddy* K. R. King*
1932	R. R. Hawke* A. K. Cuthbertson* A. Mackenzie* W. J. Starkey* Dr. W. J. Wearn*
1933	A. L. Mitchell* W. D. Rayment* R. A. Dickson* C. H. Wearne*
1934	
1935	
1936	
1937	

*Living Members.

KELLY CUP WINNERS

1894	F. J. Doran	"Sophia"	16 ft.
1895	W. M. Paul	"Varuna"	22 ft.
1896	F. J. Doran	"Inez"	18 ft.
1897	W. M. Paul	"Varuna"	22 ft.
1898	A. Kinnimont	"Irex"	22 ft.
1899	S. Hordern	"Plover"	22 ft.
1900	C. Moseley	"Quadratic"	17 ft. 4 ins.
1901	A. E. Cutler	"Bunyip"	18 ft. 3 ins.
1902	J. St. G. George	"Dragon"	20 ft.
1903	A. W. Crane	"Mercia"	20 ft.
1904	Not held		
1905	A. Spain	"Varuna"	22 ft.
1906	T. M. Banks	"Oweenee"	16 ft.
1907	T. M. Banks	"Oweenee"	18 ft.
1908	T. M. Banks	"Oweenee"	18 ft.
1909	T. B. Dibbs	"Brothers"	25 ft.
1910	F. A. Lomer	"Lina"	25 ft.
1911	J. S. Walford	"Sombra"	24 ft.
1912	W. D. M. Taylor	"Triton"	24 ft.
1913	J. S. Walford	"Sombra"	24 ft.
1914	E. C. Gale	"Vagabond"	20 ft. 6 ins.
1915-6-7-8-9	Races not held—World War I		
1920	D. W. Roxburgh and S. Spain	"Mischief"	22 ft.
1921	S. Spain	"Mischief"	22 ft.
1922	F. J. Doran	"Inez"	21 ft.
1923	Rt. Hon. Lord Forster, P.C., G.C.M.G.	"Corella"	21 ft. 6 ins.
1924	W. E. Arnott	"Nettle"	21 ft. 6 ins.
1925	Rt. Hon. Lord Forster, P.C., G.C.M.G.	"Corella"	21 ft. 6 ins.
	W. L. Dendy	"Sea Rover"	Cruiser Class
1926	P. S. Arnott	"Wattle"	21 ft.
	W. D. M. Taylor	"Triton"	Cruiser Class
1927	E. C. Gale	"Junebird"	
1928	J. Backhouse	"Niobe"	
1929	W. Rayment	"Snowdrop"	
1930	R. Rudder	"Avona"	
1931	R. F. Graham	"Culwulla IV"	
1932	W. Clark	"Bellbird"	
1933	A. Wedderburn and R. C. Foot	"N.S.W. II"	
1934	R. F. Graham	"Culwulla IV"	
1935	W. J. Pritchett	"Goora"	
1936	T. M. Wayland	"Sapphire"	
1937	J. M. Hordern	"Monsoon"	
1938	H. M. Aspinall	"Junebird"	
1939	A. J. Stone	"Ozone"	
1940-1946	Races not held—World War II		
1947	T. J. Cooke	"Caprice"	
1948	D. & L. Rayment	"Frolic II"	
1949	J. P. Ward	"Janaway"	
1950	J. H. Freeman	"Wattle"	
1951	G. Crichton	"Lady Luck"	
1952	A. M. Merrington	"Eventide"	
1953	J. R. Mayger	"Echo"	
1954	F. W. Oxby	"Rambler"	
1955	L. J. Hickey	"Setare"	
1956	K. Brown	"Hoana"	
1957	G. Walton	"Windigo"	
1958	I. H. Wrigley	"Neptune III"	
1959	A. W. Merrington	"Eventide"	
1960	G. Brackenbury	"Almira"	
1961	D. G. Fraser	"Degra"	
1962	G. Crichton	"Questing"	
1963	G. Crichton	"Questing"	
1964	B. Kirkwood	"Lewana"	
1965	F. Wrobel	"Thunderbird"	
1966	D. Wearn	"Waitangi"	
1967	T. P. Moody	"Sparkle"	
1968	B. Wild	"Tilliarra"	
1969	G. N. Mills	"Cu-Nim"	
1970	L. Wildman	"Unalass"	
1971	G. Clark	"Amira"	
1972	S. W. Chambers	"Twain"	

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TROPHIES—
 (left to right): J.O.G. Plate, Jubilee Plate IV,
 Worrell, IDA, TEMPEST Memorial, GRETTEL,
 Kelly Cup.

Photo Young & Richardson.

MEMBERSHIP IN EXCESS OF 50 YEARS

Member	Dates	Years
Stan Spain	1903-1967	64
Mark Foy	1889-1951	62
Alf Gale	1883-1943	60
Cliff Gale	1910-1968	58
J. MacDonald	1872-1930	58
Laurie Waterman	1906-1963	57
Fred McKillop	1913-1968	55
W. Hunt	1889-1943	54
D. Walker	1899-1952	53
James Langham	1913-1965	52
Fred Langley	1914-1966	52
Dick Down	1911-1963	52
Walter Rayment	1907-1959	52
Arthur Stone	1919-1971	52
David Carment*	1919-	
Harry Campbell*	1920-	
Alexis Albert*	1920-	
Max Goddard*	1921-	
Harry Hotten*	1922-	

LONGEST ASSOCIATE MEMBERSHIP

Rita Maynard* 1957-

*Living members.



BOAT REGISTER, SEASON 1921-22 JUBILEE YEAR					
Racing No.	Name	Owners			
A1	"Mia"	G. H. Fitzhardinge	A26	"Olive"	S. H. Stevens
A2	"Mischief"	D. W. Roxburgh and S. Spain	A27	"Rua"	A. R. Goldsmith
A3	"Sea Bird"	W. L. Dendy	A28	"Senorita"	J. W. Jira
A4	"Snowdrop"	W. Rayment	A29	"Winifred"	T. Ferry
A5	"Adelma"	N. Hall	A31	"Olive" (25 ft.)	Dr. C. Shepperd
A6	"Frolic"	W. Rayment	A32	"Athene"	D. Carment
A7	"Waitangi"	H. L. Carter	A33	"Curlew"	H. B. Pickering
A8	"Avona"	A. J. Stone	A34	"Corona"	H. V. Marks
A9	"Adelphi"	C. R. Mitchell	A36	"Beryl"	R. G. Robinson
A10	"Warrani"	H. Saxton	A37	"Kingfisher"	R. Moore
A11	"Burraneer"	F. C. Coates and H. S. Best	A39	"M.D.R."	C. W. Robson
A12	"Bul Bul"	R. C. Griffiths	A40	"Vagabond"	C. Stewart
A14	"Gillena"	R. Moore	A41	"Spray"	L. Robertson
A15	"Brothers"	J. C. Davis	A44	"Boronia"	J. L. Burton
A16	"Dawn"	O. Backhouse	A47	"Sirius"	J. Wright
A17	"Triton"	W. D. M. Taylor	A48	"Ruhia"	A. E. Arnott
A18	"Neried"	H. J. Pearson			
A19	"Wanderer"	E. C. Gale			
A20	"Rana"	R. H. C. Down	C1	"Corella"	Rt. Hon. Lord Foster, P.C., G.C.M.G.
A21	"Malua"	C. G. Phillips	C2	"E.O.J."	J. Milson
A22	"Sea Belle"	R. A. MacDonald	C3	"Boomerang"	F. Albert
A23	"Apache"	L. Murnin	C4	"Inez"	F. J. Doran
A24	"Whimbrel"	C. H. G. Henty	C5	"Gumleaf"	J. Alderton
A25	"Jam Satis"	A. Gale	C6	"Cherry-Too"	A. H. Davies

21-FOOT CLASS BOATS



CLUB MEMBERS, SEASON 1921-22
JUBILEE YEAR

Albert, F.
Alderton, G.
Alderton, J.
Allum, A. H.
Anderson, R. N.
Allard, G. G.
Asher, M. W.
Arnott, A. E.

Burrows, E.
Best, H. S.
Baruch, E. R.
Bromley, R.
Brodie, H. F.
Brockhoff, T. A.
Backhouse, O.
Bacon, S. W.
Boesen, A.
Burton, J. L.
Boardman, L.

Crane, A. W.
Chinnery, J. E.
Craig, Dr. R. Gordon
Carment, D.
Carment, D. (Jnr.)
Carter, H. L.
Carter, R.
Coates, F. C.
Campbell, H. G.
Cairns, A.
Cunningham, Dr. A. J.
Curtis, O.

Davis, J. C.
Down, R. H. C.
Dempster, S. M.
Dimond, R. O.
Dendy, W. L.
Doolen, W. B.
Deane, S. C.
Dorhaner, F.
Doran, E. E.
Davies, A. H.

Foy, Mark
Fitzhardinge, G. H.
Fitzhardinge, R. G.
Fraser, Dr. D.
Fairland, S. H.
Ferry, T.
Forster, Rt. Hon. Lord,
P.C., G.C.M.G.

Gale, A.
Gale, E. C.
George, J. St. G.
Goldsmith, A.
Graham, A. L.
Griffiths, R. C.

Hall, D. C.
Harper, H. K.
Hordern, Sir S.
Hungerford, E.
Hodgson, F. W.
Henty, C. H. G.
Hinds, F.
Hindmarsh, J. R.
Hartley, H. V.
Heath, C.P.

Jira, J. W.
Jones, S.
Jones, R. F.
Jervis, H.

Knight, C. W.
Kellerman, A.

Lister, B.
Lomer, F. A.
Langham, J.
Lupton, C. E. R.
Langley, F. B.

Moors, E. M.
Marks, W. M., M.H.R.
Millett, H.
Mould, A.
Mitchell, A.
Murray, A.
Manse, A.
Mitchell, C. R.
Milson, J.
Moore, R. H.
Marks, H. V.
Moore, G. F.
Murnin, L.
MacArthur, E. J. Bayley
McLaren, S. D.
MacLean, F.
MacLean, J. N.
McMinn, W.
McKillop, F. C.
McDonald, R. A.
Mackerras, Dr. I. M.

Norton, C.

Pickering, H. B.
Pickering, J. W.
Patrick, R. L.
Phillips, C. G.
Pearson, H. J.
Preston, A.

Rayment, W.
Rutledge, C. P.
Robinson, R. G.
Robson, C. W.
Ross, P.
Roche, J.
Rayment, R.N. Lieut. J. F.
Rumbald, J. A. V.
Robertson, L.
Roxburgh, D. W.

Shelley, H. M.
Spain, S.
Scrutton, R. L.
Stone, A. J.
Spain, A. H. S.
Stevens, S. H.
Stevens, A.
Saxton, H.
Sorell, T.
Shore, J. B.
Stewart, C.
Smith, O.
Sheppard, Dr. C.
Sweetapple, Dr. H. A.

Taylor, W. D. M.
Taylor, P. G.
Taylor, H. E.
Thompson, L. J.

Usher, P. C.

Walters, H.
Waterman, L.
Wilson, J. J.
Walker, C. M.
Wilson, A. F.
Wadsworth, A.
Wenborn, S. D.
Wood, J. B.
Wilson, A.
Waley, F. G., C.B.E.

Young, L. S.
Younger, H. M.

JUNIOR MEMBERS

Albert, A.
Backhouse, J.
Brown, C. A.
Brown, E.
Carter, R. V.
Doran, F. G.
Goddard, M. M.
Harpur, H.
Hall, N.
Lorimer, G.
Rayment, L.
Sandeman, F. C. S.
Wilson, E.
Wright, J.

SYDNEY AMATEUR SAILING CLUB
YACHT REGISTER AS AT 31.12.71

A1	"Ranger"	R. V. & D. W. Gale	A70	"Amiri"	G. Clark
A2	Reserved for S.A.S.C. use		A71	"Marybel"	P. H. Makinson
A3	"Questing"	G. Crichton	A72	"Marty-Phipps"	S. Dearnley
A4	"Blue Jacket"	W. D. Rayment	A73	"Paxeka"	R. J. Clark
A5	"Elaine"	B. W. J. Woods	A74	"Fiesta"	W. S. Mellor
A6	"Eillom II"	R. G. Searle	A75	"Allegro"	S. C. Warnock
A7	"Idelweiss"	W. Clark	A76	—	—
A8	"Goldie"	W. S. Chambers	A77	"Cagou"	B. K. James
A9	"Vena"	J. Stewart	A78	"Frith"	J. Jackson
A10	"Nanefflar"	I. D. Ralfe	A79	"Megan"	E. S. Finckh
A11	"Patty B"	N. Beadle	A80	"Nimbus"	C. A. G. Mecham
A12	"Hobo"	W. H. Grant	A81	"Kalinda"	F. R. & G. M. Humphreys
A13	"Psyche II"	S. H. Prentice	A82	"Basilisk"	R. Climpson
A14	"Elfin"	S. G. Macintosh	A83	"Seamble"	E. J. Sanders
A15	"Delphis"	P. K. Spence	A84	"Emma"	R. A. Morrison
A16	"Restless II"	W. M. Anderson	A85	"Zylinder"	S. C. Barrett
A17	"Salamander"	G. McCorquodale	A86	"Kio-Loa II"	B. F. Walker
A18	—	R. D. Rose	A87	—	F. J. Buckley
A19	"June Bird"	W. A. Ashleigh	A88	"Carinya"	G. Brackenbury
A20	"Bacillus"	Z. & D. Freeman	A89	"Ika Vuka"	I. R. Hay
A21	"Maid Maryke"	C. H. Selby	A90	"Careel"	R. H. Mitchell
A22	"Pomeebee"	G. de Looze	A91	"Gadabout"	R. Hopkins
A23	"Senta"	M. R. Burke	A92	"Avenger"	K. Wilcock & R. Simpson
A24	"The Wallaroo"	L. J. Long	A93	"Serenade"	D. S. Sinclair
A25	"Dinah M"	F. Magarey	A94	"Waiheke"	A. Croker
A26	"Penguin"	J. H. Anderson	A95	—	C. F. Crisp
A27	"Etrenne"	A. F. W. Grout	A96	"Riki"	T. Roys-Smith
A28	"Aston"	J. Tomasetti	A97	"Temptress"	P. Waites
A29	"Rambler II"	E. L. Upward	A98	"Aphrodite"	V. D. Bear
A30	"Hoana"	J. A. Adams	A99	—	P. Eklund
A31	"Jill III"	G. W. Batchelor	A100	"Coromandel"	R. B. Withers
A32	"Electra"	B. North	A101	—	A. Wheeler
A33	"Springbok"	E. Armitage	A102	"Scimitar"	P. D. Fagan
A34	"Viking"	J. P. Maynard	A103	"Dom III"	P. Collins
A35	"Margaret Rintoul"	R. J. Tardif	A104	"Chanson"	R. M. Moxham
A36	"Awanui"	H. H. Jackson	A105	"Moona Culla"	J. Shorter
A37	"Warana"	J. C. Merrington	A106	"Sintra"	A. Havvyatt
A38	"Eventide"	A. W. Merrington	A107	"Phim"	K. G. Rienits
A39	"Wainunu"	H. G. Nossiter	A108	"Dipper"	J. H. Jamieson
A40	"Thurloo"	E. J. Merrington	A109	—	—
A41	"Piper"	J. A. Foye	A110	"Ataruka"	A. Major
A42	"Elphin"	R. M. Tyson	A111	"Eos"	B. Donnison
A43	"Caprice"	H. E. Pfeiffer	A112	"Mulloha"	C. Phipps & J. Anderson
A44	"Dolly"	C. H. Bull	A113	"Gnome"	G. Y. D. Scarlett
A45	"Elandur K"	J. A. B. Newton	A114	"Waipru"	J. D. Mooney
A46	"Waitere"	S. B. Lloyd	A115	—	—
A47	"Valiant"	O. R. Dowling	A116	—	—
A48	"Sao"	J. O. Dark	A117	—	—
A49	"Tarpon"	B. G. Ironside	A118	—	—
A50	"Carriona"	A. Merrick	A119	"Arrowhead"	J. Gibson & A. Grellman
A51	"Parriwi"	J. Bisset	A120	—	—
A52	"Jolie Brize"	J. R. Winn	A121	"Yolanda"	B. A. Hudson
A53	"Wizard of Id"	A. E. Hutchins	A122	"Salamis"	P. Milford
A54	"Wirraminna"	H. S. Smith	A123	—	—
A55	—	W. G. Hill	A124	"Amanda II"	K. Chalmers
A56	"Windsong"	G. H. F. Todd	A125	"Taugessi"	H. D. Mackel
A57	"Kria"	M. K. Lawrence-Slater	A126	—	—
A58	"Lorraine"	F. H. Talbot	A127	"Arana"	J. V. Raffan
A59	"Iolanthe"	G. B. & R. G. Cranna	A140	"Hytime"	N. Drewitt Smith
A60	"Nimanoa"	R. L. Banta	A141	"Giselle"	K. F. Melton
A61	"Seabiscuit II"	P. V. C. Brown	A142	"Elusive II"	D. Dunkerley
A62	"Prospector N"	N. R. McDonald	A146	"Senyah"	G. Hill
A63	"Nous"	W. & J. Lawler	A152	"Tara-Ipo"	A. Norton Smith
A64	"Susan"	G. J. Harrington	A156	"Lolita"	N. G. Cassim
A65	"Waitangi"	W. J. Wearn	A157	"Bundilla"	P. L. Gough
A66	—	L. W. White	A161	"Arinda"	P. B. Green
A67	"Aquarius"	W. H. Chapman	A163	"Julan"	F. Snape
A68	"Amethyst"	F. Bradshaw	A166	"Pandora"	A. Watson Smith
A69	"Sirrah"	J. B. Stott			

S.A.S.C. YACHT REGISTER OF
UNPREFIXED NUMBERS AS AT 31.12.71

KA29	"Fling"	G. Walton
72	"Fantasy"	C. Penny
78	"Enterprise"	M. W. Tayler
132	"Gymea"	H. Baldwin
151	"Irex II"	D. M. Stokes
179	"Orana"	A. Gonski & T. MacDonald
214	"Genista"	H. J. Skudder
VY270	"Pania"	M. S. Alexander
298	"Impala"	K. W. Tindall
308	"Margreta"	C. R. E. Warren, O.B.E.
309	"Unalass"	L. Wildman
313	"Pankina"	G. E. Day
317	"Thunderbird"	F. Wrobel
318	"Tara"	J. P. Boyer
324	"Flight"	R. A. Swift
325	"Larriken"	H. L. & W. K. Schneider
326	"Zest"	B. Rutter
346	"Tilliana"	B. Wild
400	"Mystic III"	N. D. Chidgey
413	"Mehitabel"	R. L. Skinner
417	"A La Bristol"	S. Paridis
426	"Sephina"	R. F. Stephenson
427	"Christina"	R. C. Christian
433	"Mirage"	S. G. Kuhn
455	"Sundowner"	H. D. Mellor
509	"Mehalah"	P. C. Gregory
523	"Galaxy"	D. H. Cohen
550	"Twain"	W. S. Chambers
555	"Columbine"	K. J. Mullens
588	"Taluna"	J. Jacob
654	"Diva Jana"	D. Kelly
668	"Capriccio"	E. R. Taylor
676	"Thresher"	E. B. North
712	"Areskia"	W. Ostling
752	"Saltair"	R. C. Peters
755	"Yeoman IV"	E. C. & P. A. Slocombe
821	"Saris"	R. J. & M. McDonald
822	"Eric the Red"	P. Curtis
864	"Kaldari"	R. Wilson
898	"Clancary"	P. C. Cary
998	"Puffin"	M. A. Nicholls
1040	"Debonaire"	R. J. Goodman
1052	"Mijah III"	H. E. O. Trounson
1104	"Wyambo"	M. C. Russell

LIST OF YACHTS OWNED BY MEMBERS
AS AT 31.12.71

F/KA1	"RSYS I"	R. Gale
MH4	"Janaway"	J. P. Ward
7	"Norn"	A. F. Albert
8	"Sulair"	F. A. Barclay
16	"Blue Finn"	A. T. Muston
20	"Norske"	R. A. Dickson
31	"Mathana"	J. M. Coxon
35	"Culwalla"	A. F. Graham
39	"Windward II"	J. M. Hardie
43	"Stephanie J"	R. F. Uren
58	"Merinda"	G. C. Nott
MH69	"Ragtime"	H. J. Alexander
79	"Waimea"	J. H. Freeman
MH82	"Thara"	A. E. Prigge
86	"Cherub"	L. d'Alpuget
102	"Ellida"	J. D. McCarthy
DKA132	"Sea Joy IV"	A. Jarman
217	"Morag Bheag"	D. C. Maclurcan
225	"Nightwatch"	F. P. Collins
232	"Kilkie"	L. P. Jones
316	"Saracen"	T. Dayhew
416	"Windsong"	N. F. Stevens
448	"Sheba"	L. & E. D. Clinch
551	"Samiel"	C. Iacono
571	"Gem"	J. Nobbs
666	"Nicola K"	J. B. Griffin
786	"Yo Ho Ho"	F. P. Fletcher
825	"Coppelia"	W. G. Jasper
891	"Zephyr"	E. R. Tutty
894	"Menabilly"	R. T. Finch
965	"Ponce de Tigre"	A. R. Tyson
	"Wondrous"	K. R. King
	"Walkabout"	J. McE. Brown
	"Tarentaal"	W. H. Cogill
	"Siandra"	E. H. Drew
	"Islav"	D. N. MacDougall
	"Ho Kai"	A. L. Mitchell
	"Tess"	W. J. Starkey
	"Betty"	J. C. Whetton
	"Kathleen"	L. W. White

MEMBERS AS AT 31.12.1971

Honorary Life Members	
Cassim, N. G.	1958
Furse, A. W.	1947
Jackson, J.	1954
Jones, L. P.	1929
Merrington, A. W.	1946
Merrington, E. J.	1929
Middleton, J. A.	1959
Millard, W. J.	1929
Life Members	
Albert, A. F.	1920
Aspinall, H. M.	1928
Campbell, H. G.	1920
Carment, D. S.	1919
Carter, G. L.	1929
Clark, G. R.	1930
Clark, W.	1930
Crisp, C. L.	1926
Cuthbertson, A. K.	1935
Dickson, R. A.	1937
Gale, R. V.	1933
Giddy, D. R.	1933
Goddard, M. M.	1921
Graham, A. F.	1927
Halvorsen, H.	1927
Hardie, J. M.	1929
Harvey, A. W.	1925
Hawke, R. R.	1934
Hotten, H. G. T.	1922
Hughes, R. E.	1932
Kellaway, R. G.	1928
King, K. R.	1933
Mackenzie, A.	1935
Mackerras, A. P.	1923
Mackillop, F. C.	1913
Mills, J. S.	1932
Mitchell, A. L.	1936
Morgan, R. B.	1926
Muston, A. T.	1931
Norton, D. A.	1926
Pfeiffer, H. E.	1929
Pfeiffer, J. E.	1929
Rayment, L.	1928
Rayment, W. D.	1936
Ross, M. G.	1937
Starkey, W. J.	1935
Wearn, Dr. W. J.	1935
Wearne, C. H.	1937
Winning, H. W.	1932
Ordinary and Junior Members	
Adams, J. A.	1956
Aldous, G. J.	1963
Alexander, H. J.	1945
Alexander, M. S.	1966
Amorsen, R.	1970
Anderson, J. H.	1970
Anderson, W. M.	1961
Armitage, E. G.	1964
Arthy, D.	1963
Ashleigh, W. A.	1958
Attwater, P. W.	1971
Audsley, M. S.	1947
Baldwin, H.	1964
Banta, R.	1968
Banyai, A.	1956
Barclay, F. A.	1946
Barracough, G.	1965
Barrett, P. C. (Jnr.)	1971
Barrett, Dr. S. C.	1962
Batchelor, G. W.	1969

Beadle, N.	1963
Bear, Dr. V.	1970
Berghouse, D. J.	1971
Bergin, B. F.	1969
Berriman, T.	1968
Bisset, J. D.	1965
Boyer, J. P.	1968
Brackenbury, G.	1955
Bradshaw, F. D.	1965
Bradshaw, J. M.	1965
Bragg, J. P.	1968
Brell, N. D.	1966
Brown, E. J.	1970
Brown, H. W.	1962
Brown, J. McE.	1969
Brown, K.	1946
Brown, P. V. C.	1968
Buckley, F.	1971
Burch, Capt. J. W.	1948
Burgess, G. J.	1963
Bull, C. H.	1969
Burke, M. R.	1969
Burt, A.	1967
Cambridge, G. G.	1962
Cameron, B. F.	1955
Cane, P. R.	1961
Carr, C. M.	1970
Cary, P. C.	1963
Chalmers, K. McL.	1963
Chambers, W. S.	1948
Chapman, W. H.	1969
Chidgey, G. H.	1959
Chidgey, N. D.	1966
Christian, R. C.	1964
Clark, G. P.	1970
Clark, Dr. R.	1968
Clarke, K. C.	1970
Climpson, R.	1971
Clinch, L.	1966
Cohen, Dr. A. D.	1962
Cogill, W. H.	1965
Cole, D. L.	1968
Collins, F. P.	1959
Conolly, A. G.	1968
Cooke, H. E.	1957
Cornwell, J. M.	1953
Cox, C. L.	1971
Coxon, J. M.	1938
Cranna, G. B.	1968
Crichton, G.	1948
Crisp, C. F. C.	1962
Crocker, A. M.	1967
Crowley, L.	1951
Curtis, P. E.	1970
Dale, R.	1971
D'Alpuget, L. A.	1963
Dalton, K. H.	1963
Dark, J. O.	1970
Darton, P. J.	1962
Davies, J. R.	1967
Davis, D. G.	1966
Day, G. L.	1964
Day, R.	1964
Dayhew, T.	1969
De Looze, G.	1970
Dearnley, S.	1970
Dewsnap, G. C.	1969
Dodd, J. R.	1970
Donnison, B. H.	1966
Dove, P. C.	1963
Dowling, O. R.	1939
Downes, R. B.	1971
Drew, E. H.	1963
Drewitt Smith, N.	1970
Dunkerley, D.	1970
Eaton, I. L.	1970
Edye, Dr. J. A.	1968
Eklund, P. J.	1959
Ellis, J. M.	1971
Evans, R. J.	1964
Fagan, P. D.	1971
Finch, Dr. R. T.	1964
Finckh, E. S.	1969
Fletcher, F. P.	1950
Frank, J.	1964
Fraser, R. G.	1961
Freeman, Dr. D. D.	1959
Freeman, J. H.	1965
Freeman, Dr. Z.	1958
Gale, D. W.	1948
Gallant, J. S.	1971
Gay, A. L.	1970
Geddes, P. J.	1966
Gibson, J. H.	1962
Giddy, I. S.	1948
Gilkes, C. K.	1945
Glassford, R. W.	1971
Godtfredsen, H.	1971
Goldie, J. E. D.	1968
Gonski, Dr. A.	1964
Goodman, P. J.	1957
Gough, P. L.	1969
Green, Dr. P. B.	1966
Green, R. H.	1965
Greenway, C. A.	1966
Gregory, P. C.	1965
Grellman, A. F. W.	1966
Griffin, J. B.	1964
Grout, A. F. W.	1952
Haddon, G. B.	1970
Halloran, J. A.	1946
Hamilton, I. T.	1963
Harrington, G. J.	1971
Hart, J. K.	1970
Hart, R. M.	1969
Harvey, P. R.	1965
Havyatt, A.	1968
Hawkins, H. J.	1971
Hay, I. R.	1971
Haynes, W. F.	1971
Helliwell, D. M.	1949
Hicks, Dr. K. E.	1967
Hill, G.	1966
Hollman, L.	1947
Holmes, R. J.	1967
Hood, W. J.	1954
Hopkins, R. G.	1957
Hopkinson, F.	1971
Howe, J. R.	1970
Hudson, B. A.	1968
Humphreys, F. R.	1969
Hutchins, A. E.	1971
Hutton, C. J.	1971
Iacono, C.	1964
Ironside, B. G.	1965
Jackson, H. H.	1967
Jacob, J. W.	1967

James, B. K.	1971	Nordstrom, L. L.	1970	Stewart, J.	1962
Jamison, J. H.	1970	North, E. B.	1964	Stoddard, H. J.	1965
Jarman, A. A.	1969	North, H. B.	1970	Stokes, D. M.	1967
Jasper, Dr. W. G.	1963	Norton-Smith, A.	1967	Stott, J. B.	1966
Jentsch, J. D.	1971	Nossiter, H. G.	1962	Strathdee, I. D.	1971
Jeremy, J. C.	1971	Nossiter, R. H.	1956	Stuart, R. W.	1969
Johnson, G. E.	1938	Nott, G. C.	1956	Swift, R. A.	1961
Jones, O. L.	1967			Swinfield, D. F.	1961
		Ostling, W. H.	1971		
Kelly, D.	1968	Oxby, J. R.	1961	Talbot, Dr. F. H.	1965
King, C. F.	1946	Oxby, W.	1959	Tardif, R. J.	1969
Kirkwood, B. D.	1953			Taylor, M. W.	1965
Knapp, A.	1967	Paridis, S.	1968	Taylor, E. R.	1969
Knudson, P. S.	1971	Parkes, E. A.	1969	Taylor, Dr. N.	1964
Kuhn, S. G.	1968	Paton, G. K.	1963	Tindall, K. W.	1967
		Penny, C. B.	1969	Todd, G. H. F.	1968
Laidlaw, A.	1971	Perrett, A. F.	1970	Tomasetti, J.	1961
Lawler, J. M.	1965	Peters, R. C.	1967	Trounson, H. E. D.	1964
Lawler, W. R.	1964	Phippard, F. J.	1970	Turkington, J. M.	1971
Lawrence, S. M.	1971	Piper, J. D.	1964	Tutty, E. R.	1967
Lee, J. S.	1970	Playoust, J. J.	1966	Tyson, A. R.	1961
Lee, R. A.	1960	Potts, A. G.	1962	Tyson, R. M.	1956
Lenning, L. R.	1968	Prentice, S. H.	1946		
Lewis, D. R.	1946	Prigge, A. E.	1939	Upward, E. L.	1958
Lewis, W. R.	1953	Psaltis, B. C.	1950	Uren, R. F.	1960
Lloyd, S. B.	1938				
Lockwood, J. W.	1952	Raffan, J. V.	1966	Vout, A. W.	1967
Lukins, G. R.	1962	Ralfe, I. D. V.	1964		
		Rayment, E. C.	1961	Waites, P. R.	1966
McCarthy, J. D.	1965	Rey, I. A.	1966	Walker, B. F.	1968
McCorquodale, G.	1963	Rice, W. J.	1967	Walton, G.	1956
McDonald, N. R.	1963	Richardson, J. S.	1971	Ward, J. P.	1946
McDonald, Mrs. R. H.	1971	Rienits, Dr. K.	1969	Warnock, S. H.	1971
McDonald, R. J.	1970	Rogers, J. M.	1955	Warren, C. R. E., O.B.E.	1960
McIntyre, P. I.	1970	Rosengarten, K.	1960	Wearn, D. L.	1954
McKinlay, G.	1962	Rose, R. D.	1955	Wheeler, S. A.	1957
McLaurie, T. W.	1971	Roubin, G. J.	1963	Whetton, J. C.	1963
McLeay, Dr. A. C.	1967	Royse-Smith, T.	1962	White, L. W.	1961
McNaughton, C.	1967	Russell, M. C.	1971	Wilcock, K.	1970
Macdonald, T. R.	1967	Rutter, B.	1969	Wild, B.	1951
Macdougall, D. N.	1964			Wildman, L.	1962
Macintosh, S. G.	1964	Sanders, E. J.	1971	Williams, K. J.	1971
Mackel, H. D.	1965	Satchell, R. L.	1971	Wilson, D.	1970
Mackereth, J. H.	1967	Saville, E. G.	1971	Wilson, R. F.	1964
Maclurcan, D. C. B.	1962	Scarlett, G. Y. D.	1962	Winn, J. R.	1969
Major, A. R.	1969	Schneider, H. L.	1964	Wise, H. F.	1971
Magarey, Prof. F.	1968	Schneider, W. K.	1965	Withers, R.	1971
Makinson, P. H.	1956	Scrivener, T. M.	1970	Woods, B. W. J.	1949
Marriott, D. J.	1970	Searle, R. G.	1957	Wrobel, F.	1957
Maynard, J. P.	1955	Selby, Dr. C. H.	1964		
Mecham, C. A. G.	1954	Sevitt, R.	1962	Country Members	
Mellor, H. D.	1951	Shaffran, C. J.	1962	Gibbon, M. L.	1952
Melton, K. F.	1961	Shannon, McC. E.	1963	Lawson, P. A.	1961
Merrick, A. McC.	1962	Shaw, A. V.	1961	Trimble, T. H.	1939
Merrington, D. R.	1956	Sheedy, J. J.	1970		
Merrington, J. C.	1962	Shephard, K. E.	1971	Absentee Members	
Miller, R. M. A.	1971	Shorter, J.	1959	Bryan, S. J.	1961
Miller, R. S.	1965	Simpson, R. O.	1970	Crockett, J.	1964
Mitchell, R. H.	1970	Sinclair, Dr. D. S.	1966	Earl, J. B.	1970
Molesworth, D. G.	1969	Skeels, D. J.	1964	Geddes, P. J.	1966
Mooney, J. D.	1970	Skinner, D. J.	1969	Green, R. W. W.	1964
Morgan, R. G.	1970	Skinner, R. L.	1963	Hill, W. G.	1968
Morrisby, D. P.	1968	Skudder, H. J.	1961	Hodge, B. F. G.	1967
Morrison, R. A.	1971	Slocombe, E. C.	1965	Holmes, J. G.	1967
Moss, K. S.	1961	Slocombe, P. A. (Jnr.)	1968	Pfeiffer, A. D.	1962
Moxham, Dr. R. M.	1962	Smidlin, R. J.	1971	Pfeiffer, M. J.	1954
Mullens, K. J.	1970	Smith, A. W.	1969	Phipps, Dr. C.	1962
		Smith, H. S.	1967	Poulton, H.	1967
		Smith, H. S. (Jnr.)	1968	Vickery, G. J.	1970
		Smith, R. T. C.	1967		
Nash, T. P.	1964	Snape, F.	1964	Associate Members	
Neave, G. G.	1959	Spence, P. K.	1960	Anderson, Miss J. M.	1962
Newton, J. A. B.	1971	Spicer, S.	1970	Barrett, Mrs. D. M.	1967
Nichols, M. A.	1971	Stephenson, R. F.	1964	Maynard, Mrs. R.	1957
Nicholson, K. W.	1968	Stevens, N. F.	1965	Merrington, Mrs. H.	1962
Nobbs, J. G.	1971				

SYDNEY AMATEUR SAILING CLUB

1972-1973
RACING FIXTURES

1972

SATURDAY

Aug. 26	M.H.Y.C. Invitation Race (S.A.S.C. Start)—Club Race—All Divisions.
Sep. 2	Point Score Races—All Divisions.
Sep. 9	R.S.Y.S. OPENING DAY—Point Score Races—All Divisions.
Sep. 16	Point Score Races—All Divisions.
Sep. 23	Point Score Races—All Divisions.
Sep. 30	Club Races—All Divisions.
Oct. 7	Waratah Spring Festival Races—Point Score Races—All Divisions.
Oct. 14	Point Score Races—All Divisions.
Oct. 21	FLAG DAY—Invitation to R.S.Y.S., R.P.E.Y.C., M.H.Y.C., R.A.N.S.A., M.A.S.C., C.Y.C., S.F.S. and Greenwich and Parramatta River Clubs—Point Score Races— All Divisions.
Oct. 28	Point Score Races—All Divisions.
Nov. 4	Point Score Races—All Divisions.
Nov. 11	Point Score Races—All Divisions.
Nov. (Sun.) 12	LADIES' DAY.
Nov. 18	Point Score Races—All Divisions.
Nov. 25	Point Score Races—All Divisions.
Dec. 2	IDLE HOUR TROPHY RACE.
Dec. 9	Point Score Races—All Divisions.
Dec. 16	Point Score Races—All Divisions.

1973

Jan. 20	Point Score Races—All Divisions except Bluebirds and 4 Divisions.
Jan. 27	R.A.N.S.A. REGATTA (Non-Point Score).
Feb. 3	Point Score Races—All Divisions.
Feb. 10	Point Score Races—All Divisions.
Feb. (Sun.) 11	DAYDREAM SHIELD.
Feb. 17	Point Score Races—All Divisions.
Feb. 24	Point Score Races—All Divisions.
Mar. 3	Point Score Races—All Divisions.
Mar. (Sun.) 4	NORTHCOTT DAY.
Mar. 10	Point Score Races—All Divisions.
Mar. 17	Point Score Races—All Divisions.
Mar. 24	Point Score Races—All Divisions.
Mar. 31	KELLY CUP AND CLUB RACES.
Apr. 7	Nominated Skippers' Races.
Apr. 14	CLOSING DAY.
Apr. (Thu.) 19	Bob Brown Trophy Race (Pittwater Finish).







Talking over old times—Cliff Gale and Harry Lloyd.
Photo courtesy J. A. Middleton.

H. S. LLOYD

Harold Septimus Lloyd, despite his position and dignified bearing, was seldom, if ever, referred to or addressed as Mr. Lloyd during his 33 years as a Club member. His cheerful disposition and friendliness were such that he was always known, to old and young alike, simply as "Harry".

He started sailing at the age of 10 when he joined the Parramatta River Naval Cadets and learnt the rudiments of sailing from Harry Shelley, who had founded the group and taught his young charges in his own boat "Waimea".

Harry's first taste of ownership came when he acquired a share in a 6-ft. canvas dinghy called "Umsloppogas", which he sailed until circumstances forced him to temporarily give up sailing after the death of his father in World War I.

His temporary retirement lasted longer than expected because, despite his keenness to get back to sailing, it was not until 1931 that he was finally able to return to the love of his early years.

In that year he purchased the 22 footer "Mercedes" and sailed her with his two friends, Dr. Hamilton Kirkland and John Allsop, as crew. But even with their expert assistance he was unable to transform "Mercedes" into a racing yacht, so in 1933 he sold her and bought the 25-ft. centreboard coach-house auxiliary, "Foam", from Les Buckingham. Les had been racing "Foam" with the Amateurs and Harry decided she should stay with the Club. He became a member the same year and retained "Foam's" number—A46.

He met with immediate success. In his first season he won the Tempest Memorial Trophy, and the following season he won the Second Division Gold Medal.

It was during this season—1934-35—that one of Harry's crew, Harry Maxwell, had a yacht designed for him by A. C. Barber, and built by Billy Fisher. He called her "Koonya" and commenced racing with the Royal Sydney Yacht Squadron. Harry Lloyd was so taken with her that in 1936 he bought her from his former crew member, renamed her "Waimea" and registered her with the S.A.S.C. with his own sail number—A46.

1936 was a good year for Harry Lloyd. He acquired a new yacht. He moved up to No. 1 Division, and he was elected Rear-Commodore. The following year he was made Vice-Commodore and in 1938 he became Commodore, a position he held with dignity and success for ten years.

During World War II Harry sold "Waimea" to his life-long friend Eric Shelley, a son of Harry Shelley, and then in 1944 bought the New Zealand 18 footer "Manaia", which he raced for one season in No. 3 Division. In 1947 he found that a sister ship to "Waimea" was available, so he bought her from John Benn and changed her name to "Waitere"—sometimes facetiously referred to as Tram Stop.

Harry was remarkably successful with "Waitere", winning the First Division Point Score on five occasions: 1952-53, 1954-55, 1956-57, 1958-59 and 1961-62. The first three of these five Gold Medals also won him the Jubilee Plate, which he re-presented.

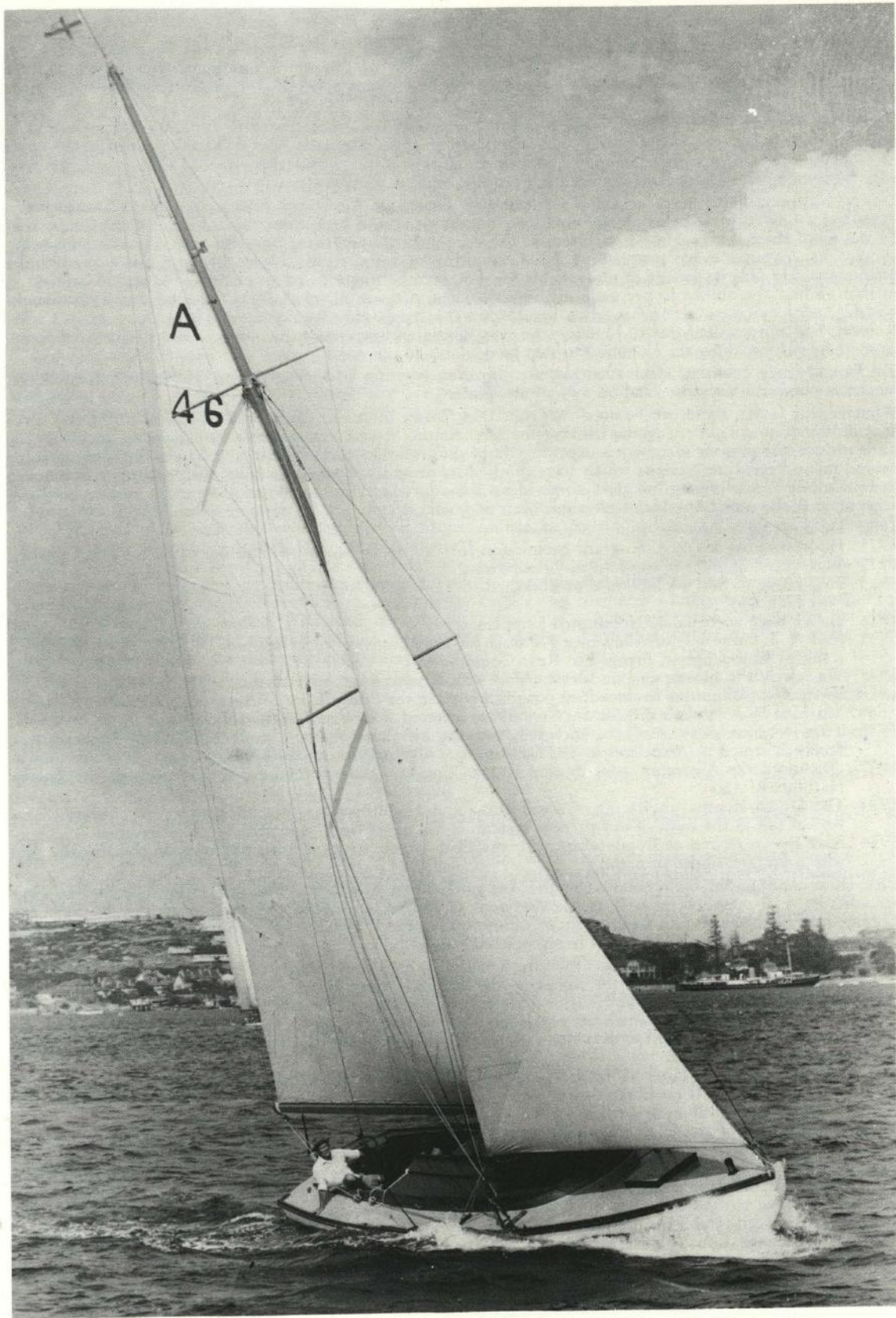
Harry's success was due not only to his ability as a skipper, but also to his persistence and determination. There would be very few skippers with a better record for consistent starts, and probably none with his determination to finish any race in which he started. A typical example was an occasion when his weather rigging parted in a strong westerly blow. He immediately put "Waitere" about, sheltered under Bradley's while temporary repairs were made, and went on to finish the race. He was unplaced, but the points he scored for finishing helped to win his Gold Medal at the end of the season. It is hard to beat that sort of a man.

The Club lost a valuable and enthusiastic member when Harry Lloyd died on Opening Day in 1966.

But although Harry Lloyd has sailed his last race, his memory and his spirit are still very much a part of the fabric of the Amateurs. His memory is perpetuated by the Silver Medals presented each year to the runner-up in each Division, and his spirit still sails with "Waitere", which is now owned and raced by his son Stephen, who was for'd hand for his father in both "Waimea" and "Waitere".

Not only is Stephen emulating his father by demonstrating that the name of Lloyd is still a force to be reckoned with in First Division, but he is also following in his footsteps by being an enthusiastic member active in the affairs of the Club. He has served on the Development Committee. He was Rear-Commodore in 1968-69, Vice-Commodore in 1969-70-71 and is our present Commodore.

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"WAITERE"—H. S. Lloyd at helm,
S. B. Lloyd crewing.

Photo courtesy S. B. Lloyd.

R. H. C. DOWN

Although Richard Henry Charles Down has not been connected in any way with the Olympic Games, he, nevertheless, has something in common with a large number of Olympic champions. Dick Down and the champions referred to all hold records which can never be broken. It is not true of all records that "records are made to be broken".

When the Western World changed over to the metric system the current records for distances measured in miles and yards became records which will stand for all time. Similarly, Dick Down's record of 20 years as Commodore of the Sydney Amateurs became an all-time—and unbeatable—record when the Amateurs' rules were changed to limit the Commodore's term of office to three years.

During his remarkable term as Commodore, Dick Down—it infuriated him to be called Downs—was described as dictatorial, demanding, impatient, domineering and ambitious, and there is little doubt that he was all of these things. He was dictatorial in that he wanted everything done his way. He was demanding in that he required every member of his Committee to support his ideas. Every decision had to be unanimous. He was impatient in that all his ideas had to be put into effect at once. He was domineering in that he had the ability to persuade all his associates to do it "Down's Way" and he was ambitious in wanting, very much, to retain his office for 25 years. He probably would have if his close friend, C. W. Robson, had not pointed out to him that he was killing enthusiasm in his succession of Vice- and Rear-Commodores by making the Commodoreship unavailable to them.

But he had three qualities which even his most outspoken critics had to recognise. He was a hard worker, he was a wonderful organiser and he was a born leader.

Whatever his faults, there can be no doubt that Dick Down built the Club from its lowest point ever after World War I, and held it together during the Depression. He was responsible for initiating many of the things which the present members accept as part of the tradition of the Club, and he was the driving force behind many "one-time" events which have marked its progress. Space precludes the possibility of naming them all, but the following list gives some idea of his forward thinking—including some which were not acceptable at the time but which have since been adopted.

1920 He initiated a drive for Junior Members.

1921 He persuaded S.Y.R.A. to grant permission for "A" to be worn on mainsail of all Amateur yachts.

1922 Was a leading light in the Jubilee Celebrations.

1925 First move to find a Clubhouse or Boatshed.

First Flag Day.

1926 Ladies were accepted as Nominated Skippers.

Had A. J. Stone's Time Allowance Formula for championship races adopted.

Rank of Club Captain changed to Rear-Commodore.

1927 Was elected to Honorary Life Membership with membership at an all-time high of 247.

1929 Persuaded Committee to introduce penalty points in the Point Score to force boats to sail.

Much to Dick Down's disgust the Committee reversed their decision the following year.

1930 Tried to have lady members accepted, but the members rejected the idea. (Lady members were finally accepted as Associates in 1957 and proved a great asset to the Club.)

1932 Organised the Amateurs' contribution to the Aquatic Carnival to mark the opening of the Sydney Harbour Bridge.

1933 The Down Report on Racing, Classification and Handicapping was adopted in its entirety. (This Report is still the basis of our present system. It has never been superseded—only modified.)

1934 Dick Down retired as Commodore with the Club membership at 309, 85 boats on the Register and with a credit balance of £500.

Dick Down announced his retirement at the Annual General Meeting in August, 1934. The meeting was attended by 150 members as well as the President of the S.Y.R.A., the Commodore of the R.S.Y.S., the Commodore of the L.M.Y.C. and the Vice-Commodore of the R.P.A.Y.C. His address covered the progress of the Club from 1914 to 1934 and it is reproduced here in full.

"In retiring from the position of Commodore, I take this final opportunity of thanking first the members, not only for having given me all the honours within their power, but for having so loyally accepted and supported the various schemes and suggestions that have been put forward from time to time with the object of advancing the sport which we represent, and the building up of the S.A.S.C. to its present proud position in the yachting world with a name that is honoured and respected in yachting centres within the Commonwealth and beyond.

It is no secret that at the close of the 1912/13 season the affairs of S.A.S.C. were just about awash at dead low tide, with about 120 members on the roll—but with numbers in arrears and no funds in hand—and with a racing fleet dwindling towards a parallel with today's position of the older Sydney Clubs.

In the building up of the Club, to which I have referred, it is my opinion that the admittance of junior members was one of the Club's outstanding successes as it gave a fine body of young enthusiasts a personal interest in the Club. As they attained adult status, an overwhelming percentage has continued in membership, consequently the venture has brought into and retained in yachting many whose interest would, in all probability, have drifted into other sports ashore. My appreciation of the solid support given by the members to myself and the officials who have been associated with me during the twenty years is emphasised because it has enabled the Club to achieve the following successes:

1. A membership of keen sailing men, all of good repute—in excess of 300 good sportsmen.

2. A fine reserve partially invested in Consolidated Treasury Bonds, which produce in excess of £20 per annum towards each season's Prize Fund.

3. The largest Racing Fleet for any one Club in N.S.W. The Fleet, although mixed in design, is mainly representative of good, seaworthy craft and in its present divisions gives interesting and fairly even racing. During my period of office I have also been ably supported in two very vital positions, Honorary Treasurer and Honorary Secretary. The Treasurer in office when I was elected was 'Jack' Asher, whose aggregate service was 17 years, and after one or two, including Mr. Plowman, had filled the position, our good friend Walter Rayment carried on, and, not only from the Club's standpoint, but also from the Auditor's point of view, the Treasurer's records have never been better.

The Honorary Secretary's work was principally carried on in the earlier years by Jack Gray, Stan Spain and Tom Sorrell respectively and subsequently by that prince of workers for the Club, Syd. Wenborn. Stan Spain and Walter Rayment have during the period flown the flags of Vice- and Rear-Commodores with distinction and have always been solid workers in the interests of S.A.S.C.

Subsequently, the Commodore-elect came into the picture as a Flag Officer and the amount of work which he has carried out as Handicapper, in the Sailing and Protest Committees and in the preparation of Annual Reports, etc., has been a wonderful help and is an index to the future. The Club is certainly fortunate in having an officer with Mr. Robson's ability and personality ready and willing to give of his not too many spare hours to carry on in the position of Commodore.

The Committee has always been a harmonious body and every member has always been ready to listen to and respect the other's point of view and to pull his weight within his ability and opportunity.

The combined objective has always been the general good of the S.A.S.C. Consequently, where all have been working, each in his own way, for the one main object, there naturally has been no room for 'log rolling' or dissension. My personal thanks are due particularly to Mr. Walter Dendy for his ready assistance on many important occasions.

I would not want to forget the Starters, who have rendered outstanding service during my term, particularly Messrs. F. F. Buchanan, Wenborn, Sorrell, Plowman and others who gave up their Saturdays (in some cases continuously) to carry out the duties of Starter and Judge.

Lastly, because he is still on the job, to Mr. Spence, not only in that he does all that has been done before, but in addition he carries on the details falling to the Racing Secretary and that in itself is no small job. The special interest and work of Arthur Stone cannot be overlooked in the attempts to elucidate the difficulties of applying Rating Rules to the diverse S.A.S.C. fleet.

Finally I would remind members that their officials are human and, therefore, not infallible, and while errors of omission or judgment can and sometimes do occur, there is the other side of the picture, that the officials are giving of their leisure time in an honorary capacity to further the interests of the Club and the sport in which we are joined. Fair and constructive critics are a help, and always welcome, but 'pin-pricking' as a hobby does not make for progress nor is it 'sporty'. I ask that you accord at least the same confidence and help to my successor as you have to me."

At the conclusion of the address the new Commodore—C. W. Robson—was elected and installed. Having taken the Chair he presented Mr. Down with a cut glass spirit set mounted on a silver salver which was inscribed with the dates of his election and retirement, and also with a bound copy of the last Annual Report and Balance Sheet. In his speech he stated, inter alia, "that Mr. Down's record of service to the Club would probably never be equalled and could well be a world record".

Mr. L. Waterman, President of S.Y.R.A., said that he had not been able to find any record of one person serving as Commodore for as long as had Mr. Down.

Mr. Paul Ross, Commodore of the R.S.Y.S., stated that the S.A.S.C. would stand as a lasting memorial to the work of R. H. C. Down.

Mr. A. V. Toll, Commodore of the L.M.Y.C., said that he hoped that the advice which had been of great assistance to him and his club in the past would still be available, and he trusted that Mr. Down would still visit Lake Macquarie as often as previously.

Mr. R. F. Graham, Vice-Commodore of the R.P.A.Y.C., invited Mr. Down to race, in future, as a guest with all other yacht clubs.

The Club Flag Officers, both past and present, then spoke in support of the Commodore and the other official speakers and Mr. Down, in a brief reply, said "that his proudest moment in a lifetime of sailing was when he was elected to Honorary Life Membership, and that his Honorary Life Membership Badge was his most prized possession".

In addition to his record with the Amateurs, Dick Down also represented the Club for 30 years on the Sydney Yacht Racing Association—later to become the Yachting Association of N.S.W., and was a Foundation Member of the Middle Harbour Cruising Club, which later became the Middle Harbour Yacht Club.

He died in 1963 at the age of 91.

GALES A Force to be Reckoned With

To the ordinary sailing man a GALE is a wind of force 8 on the Beaufort Scale causing "moderately high waves of great length. Crests begin to break into spindrift. Foam is blown in well-marked streaks along the direction of the wind. Most smacks seek shelter", but to members of the Sydney Amateurs a GALE is a person—a member of one, of two unrelated families whose name has been associated with the Club since 1883.

Before dealing with their individual histories let us list the members of the two families:

A. T. (Alf) Gale, 1883-1943	E. C. (Cliff) Gale, 1910-1969
C. H. (Harry) Gale, 1883-1884	A. E. (Eric) Gale, 1933-
J. W. (John) Gale, 1905-1920	C. M. (Milton) Gale, 1950-1953
	R. V. (Roger) Gale, 1933-
	D. W. (Bill) Gale, 1948-

Alf and Harry Gale joined the Amateurs in 1883, but Harry's interest in sailing was short-lived and he resigned the following year. Alf, however, was an active sailing man for the rest of his life. He enjoyed the courtesy title of "Captain", a name bestowed on him by his friends following twelve months he spent aboard a windjammer in the 1890s. John joined in 1905 and sailed with Alf until his death in 1920. He served on the Committee in 1912.

Alf's first boat was a 22-ft. fishing boat type called "Tempest". He sold her in 1905, when John joined the Club, and bought a 24 footer which he also called "Tempest".

In these two boats Alf, who was a born instructor, trained over forty young men in sailing and seamanship, many of whom he introduced to the Club. Fifteen of his pupils lost their lives in the Great War and after the cessation of hostilities he and John donated the Tempest Trophy as a memorial to their sacrifice. (Refer Stanley Spain.)

Their third boat, which they bought in 1912, they again renamed "Tempest". She was originally called "Jam Satis". Her owner, who had watched her being built, was a Latin scholar and at her launching he looked at her floating for the first time and remarked "Jam Satis" (I am satisfied). The name stuck.

The "Tempests" were all kept at Rasmussen's shed in Rushcutter's Bay and they were perfect examples of having "a place for everything and everything in its place". Alf and John were methodical to a fault and their Sunday sails to Castle Rock, including the ritual of making the tea, followed a set pattern from which they never deviated. They were never known to tow or carry a dinghy.

During the years 1918-19-20, A. P. Mackerras sailed with them, but when John died in 1920 Alf sold "Tempest"—formerly "Jam Satis"—to W. J. Creagh, who changed her name to "Ianthé" and had a coach-house fitted. Alf sailed with Dick Windeyer in "Bluebird" until 1936, and then with Dr. Furber in "Cuthonna" until he finally retired from active sailing.

A. T. (Alf) Gale was Assistant Honorary Secretary of the S.A.S.C. from 1887 to 1889, and Auditor from 1888 to 1889. He became a Life Member in 1922.

E. C. (Cliff) Gale was born in Balmain in 1887, and christened Edwin Clifford by parents who had a habit of calling their children by their second names. His father, Claude Gale, introduced Cliff to sailing at the age of two months and started him on the way to becoming a legend in his own lifetime, and one of the best known and most respected skippers ever to sail on Sydney Harbour.

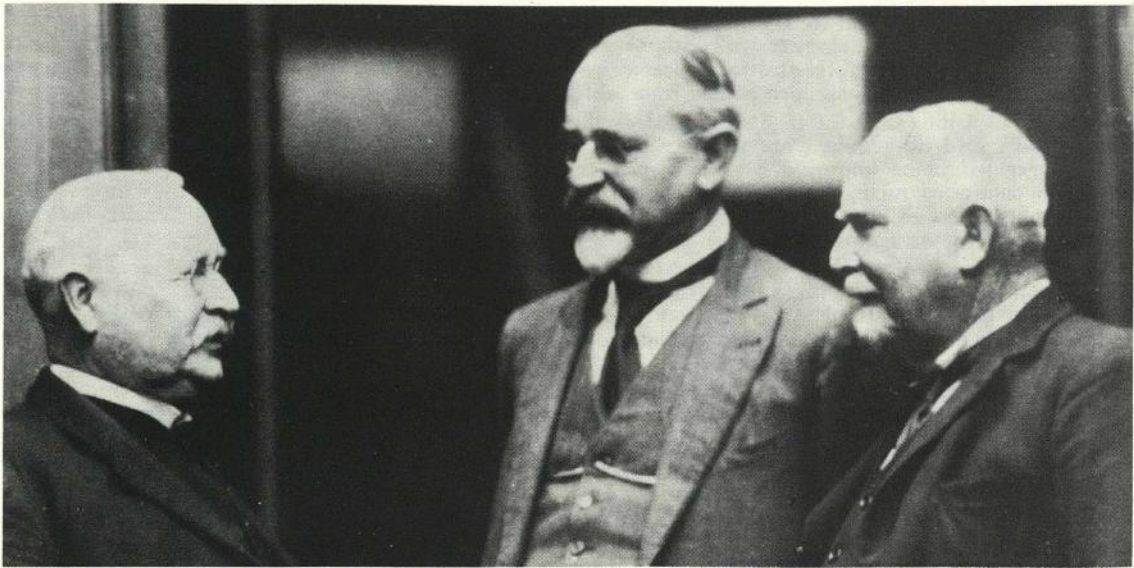
His very early years were devoted to building and sailing canoes made from unbleached calico stretched over a light timber frame, with centreboards fashioned from "borrowed" metal display boards. The one nearest to the required size was that advertising FRY'S COCOA.

He took part in his first canoe race at the age of eight. The same year, 1895, his father gave him an 8-ft. dinghy for his birthday and Cliff, despite his extreme youth, spent long hours following pieces of wood around and watching the way the tides ran round the points and bays of the harbour. The "local knowledge" he gained by these, and later, observations was a contributing factor to his success as a racing skipper in later years.

At the age of ten Cliff was crewing in the 6-ft. skiffs (these boats had a beam of 5 ft.!) and graduated from them to the 8 footers and then the 10 footers. He was bailer boy in the 10-ft. "Crescent" when she won the Interstate Championship in 1901 with Billy Dunn at the helm. These 10 footers were remarkable boats and very difficult to handle. And no wonder. They had a beam of 8 ft. with two tillers about 6 ft. apart. Their masts were over 20 ft., and they carried a 16-ft. bowsprit and an 18-ft. boom. Their spinnaker poles were up to 22 ft. long and it took 5 very agile and athletic crewmen to handle the gear and keep them from capsizing.

From the skiffs Cliff moved up to the snapper boats. These craft were very seaworthy, being copies of an "outside" fishing boat but with a yacht finish and equipped for racing. His two favourites were "Tempest" (after Alf Gale had sold her) and "Mischief".

His next step was up to the large keel yachts—"Jenny Wren" and "Sayonara". Cliff always enjoyed sailing in "Sayonara" as her owner, Paul Ross, was a hard-driving skipper who preferred to "lump" it rather than reef it.



Harry, Walter and Alfred Gale.

Photo courtesy A. P. Mackerras.



"THE GRAND OLD MAN OF YACHTING"
—E. C. Gale at the helm of "RANGER".

Photo Jack Wood.

1908 was a momentous year for Cliff. He turned 21 and he bought a boat of his own—the 17-ft. “Lorelei”, for which he paid £20, complete with two suits of sails. Two years later he joined the S.A.S.C. and commenced his long and successful racing career with the Club. An accident in 1912 put a stop to active sailing so Cliff bought a small open launch from which he could watch others race.

Then in 1913 Cliff saw a 21 ft. 6 in. half-decked, clinker-built boat which took his fancy. She was the “Vagabond”, and he acquired her with a dinghy and three suits of sails for £50. Convinced that her performance would be improved by modifying her keel, Cliff sold his launch, put “Vagabond” in the shed and continued racing “Lorelei”. When the new keel proved to be a success—to the surprise of a number of scoffers—Cliff sold “Lorelei” to Charles Barton and the following season “Vagabond” and “Lorelei” were racing against each other.

In 1914 Cliff married and took his bride, Marguerite, for a honeymoon in “Vagabond”. Marguerite Gale was undoubtedly one of the first women to be seen aboard a yacht in the yachtsmen’s paradise of Broken Bay, Cowan Creek and the Hawkesbury, and she tells many a story of the reaction of other boatowners at this invasion of what they had always considered to be a “strictly males only” world.

Cliff raced and cruised in “Vagabond” for nine years and during those years introduced all his children to sailing. They all sailed from the age of one month in their baskets lashed to the mast under the foredeck. It is also a matter of history that “Vagabond” had never retired from a race and had never been reefed while racing. After “Vagabond” Cliff designed, and had built, two yachts, but neither came up to his expectations and he sold them. The first he called “Vagabond II”, and the second “Wanderer”. The latter was sold to a Mr. Winn, who took her to Lake Macquarie.

In 1922 Cliff bought a boat in Rushcutter’s Bay and named her “June Bird” after his daughter. As with “Lorelei”, he did not sell “Vagabond” until he was sure his new boat would suit him. He was more than satisfied with his choice and “June Bird” has always been known to the Gale family as the “happy ship”. Cliff raced “June Bird” consistently and with success. He won many races with her and for seven years she was scratch boat in her division. He sold her in 1928. He was Vice-Commodore at the time and had to resign from office as he was no longer a boatowner.

But being boatless did not mean that Cliff was on the beach. He accepted Lex Buckle’s offer to skipper “Hoana”, and in five races brought her back from sixteen minutes to scratch. A report of the racing on 28th January, 1929, read, *inter alia*, “Cliff Gale as skipper of Lex Buckle’s ‘Hoana’ was seen at his best in the blow at the Anniversary Regatta, putting up a remarkable performance. Compelled to allow starts of up to 25 minutes, he won the cruiser’s race with ease.”

In that same year Cliff bought a boat called “Wendy”. But she did not measure up and was sold again a few months later. Next he designed and built “Karoo” (White Cloud) but she, too, was not just right and was also sold.

1932 saw Cliff once again skippering for Lex Buckle. This time in the Fife designed, nine-metre “Josephine”. And the touch of the Master again became evident. “Josephine’s” handicap came down, she started to win races and finally took the point score.

By 1933 Cliff had completed another design and had commissioned Billy Fisher to build the hull. She was a 24 ft. 3 in. raised decker and he called her “Ranger”. This boat looked right, she felt right and she was right. He had incorporated in her design all the good points of all the boats he had owned, designed or sailed in and he was completely satisfied with a boat at last. “This one really is A1”, he said.

“Ranger” carries the number A1 to this day. She is now sailed by Cliff’s son Bill, and is still a force to be reckoned with in her division. The proof of the soundness of her design is the fact that seven other boats have been built off her lines, making her the prototype of a class.

Cliff’s success as a designer is the more remarkable in that he produced all his designs by eye. He had no training and no mathematical background. His method was to build a “bread and butter” or “layer cake” model of pine and cedar, and whittle it down till he had the shape he wanted. Often he would hand his models round to other sailing enthusiasts for comment or criticism during the ferry trip from Mosman to the Quay, and they became known affectionately as “Cliff’s Creations”.

His greatest success was the designing of “Mathana” for the Clark Brothers in 1939. Because of her size and the cost involved in building her he insisted that the finished model be submitted to a naval architect for checking before they started to build. They agreed, so from the model Cliff drew up her plans, made a profile sketch and drew in, again by eye, her spars, rigging and sail plan. This was all submitted to Mr. Blackman, a leading naval architect, who carried out a complete design calculation. His report was that the centre of lateral resistance was slightly out of place, but as the yacht had been designed for overseas cruising, this had no doubt been done to ensure that she would heave-to under sail. He recommended that she be built exactly as Cliff had designed her.

Cliff Gale was made an Honorary Life Member of the Club in 1939, and was elected Commodore in 1948, having served on the Committee for 33 years and held office as Captain, Rear-Commodore and Vice-Commodore.

In 1950, when he retired as Commodore, many members rose to speak in his honour. Among them was the late Stanley Spain who told of an occasion, many years before, when he and Cliff, having beaten the rest of the fleet, were beating to the finish in a howling westerly with nothing between them. Suddenly Cliff’s tiller broke and his boat threw in irons. Stan immediately luffed up and threw a spare tiller to Cliff with a “See if this fits”.

It did, and away they went again, hammer and tongs. Cliff just beat Stan to the finish, but he did not cross the line. He sailed the wrong side of the Starter’s boat and allowed “Mischieff” to get the gun. As Stan said before he sat down, “No more need be said”.



"VAGABOND"—Cliff Gale.

Photo courtesy Mrs. M. J. Gale.

Cliff spent all of his 81 years of life on salt water, 72 of them under sail and 69 of them in active competition. His wins over that period have been estimated at more than 400. His success was due as much to his ability to tune a boat as to sail one. His uncanny ability to look at a boat's lines and sail plan, and alter either or both to improve her performance, amounted almost to genius.

But Cliff was not just a racing man. He has cruised as many miles as he has raced, and over the years he has sailed up every river on the N.S.W. coast. Count has been lost of the number of times he sailed between Sydney and Broken Bay, but it is on record that his fastest time was two hours and his slowest thirty. There is also no record of how many boats he has towed off a lee shore, or how many people he has rescued or assisted when they were in difficulties.

Cliff was always helping someone. Whether getting them out of trouble or offering advice and assistance on some boat or boating problem. No one who asked Cliff for anything was ever refused.

At the Annual General Meeting on the 21st September, 1966, Cliff announced that he was retiring from racing and handing the helm over to Bill. But he continued to sail in "Ranger" up till Christmas 1967.

When he died on the 22nd April, 1968, not only the Amateurs, but the whole sailing fraternity lost a friend, because Cliff Gale was "The Grand Old Man of Yachting" in the fullest sense of the phrase.

Arthur Eric Gale (always called Eric) was born in 1893 and, like his brothers, sailed in his father's boat from a very early age. He graduated through canoes and small dinghies to the skiffs which he sailed with the Lane Cove River Club and the Johnson's Bay Club. He was a foundation member of the Snail's Bay Amateur Sailing Club where he sailed his father's boat, "Swansea", against brother Cliff in "Lorelei".

When Cliff joined the S.A.S.C. in 1910, Eric joined his crew as for'd hand. He sailed with Cliff in "Lorelei", "Vagabond" and "Ranger", and Cliff always claimed that Eric was his secret weapon.

Being a seagoing marine engineer with C.S.R., Eric's sailing was restricted to when his ship was in port until 1933, when he joined the Port Jackson and Manly Steamship Company. But in 1937 he had to give up sailing altogether when he accepted "weekend and holiday shift". From then until he retired he never had a weekend or a public holiday off.

He tells an interesting and amusing story of the day the Manly Ferry "Bellubera" caught fire while moored at Kurraba Point. He and a greaser were alone aboard "Dee Why" which, being to leeward of "Bellubera", was in danger of being involved in the blaze. So they cast off and with Eric at the wheel and the greaser manning the engines, "Dee Why" was moved up Neutral Bay to safety. The Captain, arriving as they moved away, was put aboard by launch and "Dee Why", with Eric and the greaser back at their normal stations, was taken to Circular Quay. By the time they were back at Kurraba Point the fire was under control and the police were in charge, and Eric, with his intimate knowledge of the vessel, was detailed to escort the police in a search for a missing man. After a very thorough search had proved fruitless Eric asked, "Who are we looking for, anyway?" "Bloke by the name of Gale!" he was told. The amazement of the police, when he told them who he was, was nothing compared to his own amazement when he was reprimanded next day for taking "Dee Why" to sea without a Master's Ticket.

When Eric retired from the Port Jackson Company, engineers with a Chief's Steam Ticket were difficult to find and he was approached by two marine bodies who wanted his services. He obliged both and as a result he operated the Pilot Steamer "Captain Cook" for the last months of her career, and also the Show Boat "Kalang" (later "Sydney Queen") until her retirement.

Eric Gale is enjoying his retirement living in Cremorne. He is still agile and would undoubtedly give a good account of himself in an Old Buffers' Race.

Claude Milton (Milt) Gale was one of the first Australians to enlist in the AIF for the Great War. He enlisted in Queensland and his Army number was 86. He always said (perhaps as a joke) that he wanted to live to his AIF number in years. He made it by 18 days.

Milt joined the Club in 1950 and supplied the Starter's boat until he retired in 1953.

R. V. (Roger) Gale, Cliff Gale's second son, sailed in his father's boats till he was six years old, when he took to dinghies and divided his time between Cadet dinghies and 12-ft. skiffs until 1932, when he joined his father again as for'd hand in "Josephine".

But Roger's first—and best—love was open boats, and when he was transferred to Mackay, Queensland, in 1939, he sailed in the 16-ft. skiffs until the War interrupted sport everywhere.

Back in Sydney in 1945, after five years' War Service, he stayed with open boats and sailed in the 16's and 18's, both as crew and helmsman, until 1947 when he again joined the crew of "Josephine" as for'd hand and nightwatch helmsman. It is perhaps significant that with Roger Gale filling these two important roles, "Josephine" won the Montague Island Race.

He stayed with "Josephine" for the 1948 Hobart Race, but his first love was calling, and in 1950 he returned to open boats and sailed a 16-ft. skiff in Middle Harbour for the next three years with some success. Then, in 1955, the Royal Sydney Yacht Squadron purchased six Finns and commenced a series of races to choose a helmsman to represent Australia at the 1956 Olympic Games. There were 80 candidates, and Roger was one of the three who went to Melbourne for the final trials. Colin Ryrie was the successful competitor, but Roger had finally found the answer to his love for open boats. He had found the Finn, and he has been involved with them ever since.

From then on Roger has sailed in every State and Australian Championship for Finns and has represented this country in New Zealand.



"GALES"—left to right: R. V. (Roger) Gale,
Mrs. M. J. Gale, E. C. (Cliff) Gale and
D. W. (Bill) Gale.

Photo courtesy Mrs. M. J. Gale.

He is currently President of the N.S.W. Finn Association, having formerly been Secretary and President of the Australian Finn Association. He is also an Instructor in the R.S.Y.S. Junior Sailing Scheme, which was formed some eight years ago. He has also served as a Committeeman with both the S.A.S.C. and the R.S.Y.S. His undoubted administrative ability has been of great value to both Clubs.

Boats are his hobby, and he has inherited his father's facility for modifying and tuning sailing craft. But Roger is also handy with tools and he carries out his alterations without professional assistance.

Roger's son, John, is following in the footsteps of his grandfather and his father. In 1969 he won the State 12-ft. skiff championship in his "Josephine", which he designed and built himself.

Another son, Stephen, served his time as a boatbuilder with Halvorsen's and is also an outstanding first hand in open boats. His daughter, Carolyn, sails a Moth and won the R.S.Y.S. Championship in 1970.

D. W. (Bill) Gale admits to a feeling of guilt or "letting the side down" when he recalls his early youth. In the Gale tradition he sailed with his father from a very early age, but he also remembers how disappointed he was whenever the sails were hoisted—it spoils his fishing.

But luckily for the Gale image, he grew out of this strange obsession and at 11 years of age he began crewing in "Ranger". Also in the crew were Eric Gale and another 11 year old, Geoff McCorquodale. Their introduction to racing might have turned lesser youngsters off for life. They were treated to a 60 knot westerly which had "Ranger's" lee cockpit seat under water all the time they were beating to windward. Perhaps the fact that they won by an enormous margin made it all worth while. In any case Bill, like the rest of the Gale family, was hooked for life.

His sailing was interrupted by the Second World War, but on his return in 1946 he picked up where he had left off and joined the S.A.S.C. in 1948.

Four years later he was elected to the Committee, another two years and he was Handicapper for Division 2, and the following year he accepted the onerous task of Racing Secretary. While Handicapper for Division 2, Bill introduced bold and revolutionary handicapping by giving and taking time in big lumps. It caused quite a stir at first, and a deal of opposition, but Bill's concept is now generally accepted practice in all the Club's divisions.

1955 saw Bill working hard to organise a Bluebird Championship on Sydney Harbour. He was successful and his efforts resulted in the Club forming a Bluebird Division. Bill Gale thus became the father of class racing for Bluebirds as the S.A.S.C. was the first ever to race these yachts as a separate division.

After another trip overseas—this time to the U.K.—Bill returned in 1961 to racing, to the Sailing Committee, and to handicapping. He is, to this day, carrying out all three activities with equal success.

In 1967 Bill skippered the 24-ft. "Sparkle" at the request of the owner. He proved that some of his father's touch had rubbed off by winning the Silver Medal for 3rd Division, and also the Kelly Cup. It was at the end of this season that Cliff Gale announced his retirement, and Bill took over the helm of "Ranger"—with a mighty tough job ahead of him trying to live up to his father.

He made a good start, and proved he was a worthy son of his father, by winning the 3rd Division Point Score from scratch in his second season. "Ranger", with Bill at the helm, was still on top, despite the fact that she was one of the pre-World War II boats in 3rd Division, and was 1½ tons heavier than her average competitor.

Bill doubts if he can do it again—but he will certainly be trying. "Ranger" has been racing with the Club continuously since 1936 and Bill says will continue to race "whilst ever I can hold a tiller". He has also stated that if he can teach or help one quarter of the number of people that his father did, he will be content. His own family is following in his footsteps, so there will be Gales around for many years to come. Gales—a force to be reckoned with.

"JUNE BIRD" AND THE COLO

(Mrs. M. J. Gale's own story of the 1927 Easter gale and floods—Ed.)

Having decided on a holiday on our own, we were able to arrange for happy care of our family at home. We planned to leave at daylight on Good Friday.

"June Bird" was provisioned and made ready for the trip, but Thursday evening brought torrential rain and a howling southerly which lasted till Saturday evening.

Sunday dawned with clear skies and rapidly lessening wind so we set off early, our goal being a few of the out-of-the-way places I had not seen before in the Broken Bay-Hawkesbury River area.

The Skipper set sail on the way down harbour, but we found a heavy sea coming in and two motor cruisers turning back as it was too uncomfortable. We joined the fleet at Quarantine, all waiting to get away. Cliff was watching the weather and the sea seemed to be abating so we motored over to Watsons Bay, where I was taken up to the Gap to see long unbroken rollers with no white caps. As I knew by experience that "June Bird" was a good sea boat, I was easily persuaded to "give it a go".

I was given the tiller, while the Skip took a reef down and made everything secure for a rough trip. I was handed a packet of chewing gum, not one of my vices, and told to head straight out a bit, then to go through Blue Fish. I knew we'd get "a bit of a dusting" but was promised a good trip from Manly on.

Cliff kept very busy leaving me with the tiller and chewing gum, which one chews madly when a big'un comes at you; great for relieving tension. Try it sometime!

As promised, when we got off the Cardinal's Palace, the turbulence eased and our little ship settled down to the long rolling seas like the little lady she was.

With sail tied and the boat listing to a comfortable angle, I was able to see the lights come on along the shore. From my position at the Skipper's feet, snug with rug and cushions, the moon was high in the sky and I cannot imagine a more beautiful scene.



"RANGER"—E. C. Gale at helm, D. W. Gale
and G. McCorquodale crewing.

Photo Lovell-Simons.

When off Palm Beach, we noticed heavy clouds rolling up from the S.W. and when we rounded the "Joe" I again took the tiller while Skip took the sails down and stowed them. He expected more bad weather, so up went the awning and we made a quick passage over to The Basin. We anchored in close to Bonnie Doon and were enjoying a cup of tea when down came the rain and howling wind.

Next morning we donned oilskins and walked up to the Trig Station from where we could see the seas piling up and no sign of a break, so we thought—Refuge for us.

On our way out, we saw two very distressed old chaps in one of the old small yachts, I think, maybe, the "Jenny Wren". They were off the rocky end of Mackerel Beach; their anchor wasn't holding and they were in the teeth of the southerly. Going as close as we dared, Cliff shouted that we'd come round again and throw a rope, which they must wind around the mast several times and both hold on. They sprang to obey instructions and we hauled them away to safety. We saw that their anchor was secured and left them close in to Bonnie Doon, with a loaf of bread and strict instructions to stay put till the storm passed.

We'd a quick trip to Refuge with rising tide and following wind. We were amazed to see the cliff face completely covered with roaring water, every vestige of sand being washed from the beach. We anchored in the right hand corner, letting out plenty of line and a stern line to a rock ashore, which kept us comfortable through a night of wind and torrential rain. Our dinghy being full of water in the morning Skipper must have a bath in it. I firmly refused his ecstatic invitation to join him, preferring a basin of warm water.

The weather was improving, but very cold, and while I prepared a hot breakfast, Cliff rowed to pay his respects to Mr. Paul, a dentist, who owned a roomy old-style launch. They had a radio and were listening to news; the "Riverina" had been wrecked on the south coast, many boats were adrift in the harbour, a couple of pontoons at the wharves had been sunk and some of Manly's pines had gone down. Also there was a request from police asking if anyone had seen two old men in a yacht who had not been heard of for several days, relatives being anxious about them. As we knew that these were the two left sheltering at The Basin and also anxious to let our folks know we were O.K., we lost no time in getting away to Brooklyn. Arriving there we found all lines down and little hope of getting a message through. We persuaded the one policeman to leave a note on the first train coming down, to be given to police at Central requesting them to advise both families of our safety.

We bought freshly baked bread at the bakery and set off up river. Turning off to go into Berowra Waters, we pulled into a small wharf, where we went ashore and were served the largest platter of oysters and the best I've seen either before or since. This man had a contract to supply someone in the city and wasn't allowed to sell any to be taken away. We were certainly favoured guests that day!

We went off, after the inevitable swapping of tales, up to the head of Berowra Waters, to find still another chap and his wife, known to Cliff. They had the boatshed and had a cosy dwelling. We had a cup of tea there and later they came aboard for drinks and more anecdotes.

Next morning at sun-up there was the usual chore of rubbing the varnish work with a chamois and after early breakfast off to our goal, the Colo. We were astonished to see the main river running "a banka". Opposition always a spur to "the old man of the 'June'", we set off against the rushing, brawling river. When we got out to mid stream the debris was appalling; melons, pumpkins—some of which we collected—sheep, cases, a garden seat, many small trees and lastly a cow. I was greatly relieved when we saw the entrance to the Colo. We found it much easier going and very little debris.

It was very beautiful with the water right up to the trees—many of them autumn tinted. By this time I was a bit apprehensive as there seemed to be no place for a safe anchorage. Cliff was sure we'd find a spot round the next bend. There were a few, a gorgeous red tree lured us on and when we reached the bend, the river had narrowed so suddenly we decided to turn back. As we did the engine stopped and bingo!—we were ashore amongst the fire-blackened trees. In a wink, the Skipper threw the anchor down stream to keep her head that way. In a few minutes a man appeared over the high bank opposite. He called "What the — are you doing up here? You're seven miles above navigation and if you don't get out now, you won't for another seven years". He started to strip off coat and shoes, followed by a big, strong youth, his son. They began swimming towards the boat, but were taken downstream by the strong current, so Cliff had to go in the dinghy to their rescue. By the time they were all aboard, the boat was listing to starboard, a fine sand-bank building under her. The men were fine workers and obeyed instructions without question and before long we had blocks and tackle up the trees. The dinghy was lashed to the boom with me in it and the boom swung out over the side, with orders to hop out and down into the cabin when we came off and the boom swung in. After much pushing and pulling and heave-hoing we came off with a rush, the boom swung in and I was down in the cabin very smartly. The mast broke down the tops of branches as we cleared and ropes and blocks were left hanging there.

We went down stream in fine style with water power, till we suddenly pulled up. Our farmer friends said, "Don't worry, it's only the old two-rail fence." Dad hopped over onto the top rail and pushed us off. The run of water had eased considerably and as the tide was rising Cliff was able to land our good Samaritans, who assured us they had indeed enjoyed the excitement and were only worried about Mum as they would be late for lunch. As they had quite a way to go, they set off at a brisk trot.

We carried on a little way till we found a little bay on which had been built up an outcrop of rock, and was just the place to anchor. The Skip then went back up the road a couple of miles to get our gear left up the trees. I did my best to clear up the ship a bit, but was too nervous to wash down the decks, as every now and then a rush of water would make her tremble and strain at the leash.

I'd never seen "a wild man from Borneo", but I thought this surely must be he when I saw the apparition coming down the road, black with soot and bare back bleeding from scratches, with ropes, etc., draped over his shoulders. I don't wonder that a passing motorist refused him a lift.

We soon had the "June" ship-shape, and after a hot wash and clean clothes for us, we made for the main river, where we were glad to see the riverboat "Erina" tied alongside a wharf unloading supplies and ready to take on farm produce for Palm Beach and Newport. We knew the Captain and we gladly tied alongside



"JUNE BIRD"—The Happy Ship—Cliff Gale
at helm with Mick Aspinall and J. Best crewing.

Photo courtesy Mrs. M. J. Gale.

and bought eggs, fruit and tomatoes from the farmer. The Captain gave us some bacon when he heard that we had not had time to think of food since early breakfast. What a meal that was! The sun was setting as we sat down and we were ready for bed as soon as we cleared up. We decided we'd had a really fun day!

Early next morning as the tide was high and the river much clearer we went up to a farm we had visited before where we were always able to get cream, milk and fruit. We had promised to call sometime and take them for a run up river.

They were glad to see us and we took them for an outing. We enjoyed a picnic lunch and the kids had great fun in the dinghy. We left for home next morning, as we felt our folks may be worried if they had not received our message. Incidentally, they had not!

We anchored under Barrenjoey that night after a most uneventful trip and morning brought the hoped for nor-easter. We had a lovely run home and soon after we came alongside the boatshed, the two boys came flying down with their billy-cart; their bright, happy faces made us feel it was well worthwhile giving up a couple of days of our holiday. They had great fun loading up the pumpkins and coming down for another load and we were happy to finish our holiday on the harbour with them.

This was just one of the many exciting incidents in my life with E.C.G. His instant reaction and unfailing knowledge of what to do gave me complete confidence and many a laugh over our various scrapes together.

H. M. SHELLEY

Harry Mansfield Shelley has been variously described by people who knew him as a humanitarian, as a disciplinarian and as a humorist. In fact, he was all three; a blend of qualities which produced a strong and likeable personality, and made Harry Shelley an unforgettable character.

It was the humanitarian in Harry that prompted him, in 1900, to found the Parramatta River Naval Cadets, using his beautiful home, "Glendoon", at Henley as headquarters. He provided all the equipment, including the boats. He built and maintained a large camp on his own land at North Harbour, where he took the entire company on a training exercise each Christmas and Easter. The lads had to provide only two things—their uniforms and the desire to learn.

It was the disciplinarian in him that made him such a success as Scoutmaster to the group, which grew from 14 foundation members to over 100 cadets. There were many who, later in life, thanked Harry Shelley for their early training.

The success of the venture, and the soundness of the training the boys received, was shown in a very strange way in the year 1946. In that year the Commodore of the Royal Sydney Yacht Squadron gave a dinner to the Flag Officers of all the Sydney Yacht Clubs. Four of his guests—Dr. Tom Furber, Commodore R.P.E.Y.C.; Harry Lloyd, Commodore S.A.S.C.; D'Arcy Shelley, Vice-Commodore R.S.Y.S.; and Keith Adams, Vice-Commodore M.H.Y.C.—were all Foundation Members of the Parramatta River Naval Cadets.

The Foundation Members did their early training in sailing and seamanship aboard Harry's old half rater "Waimea", which he had been racing with the Amateurs through the 1890s, but in 1902 he had the 25-ft. half decker "Vailele" built at Henley by Fred de Russett and Walter Verrell, and the cadets had a new ship.

"Vailele" raced with the Club for six years under Harry's ownership, though she was raced as often by Fred Doran as by Harry. She was sold to Judge Fitzhardinge in 1908 and re-named "Mia", a name she retained when later purchased by Gordon Allard. She has been referred to as the original of her type.

Harry replaced her with a new "Vailele", also built specially for him. This new ship was 28 feet overall and had a coach-house. She was a comfortable, solid seaboat, somewhat similar to the "Sea Rover" type, but Harry kept her for only three years, replacing her in 1911 with a motor boat called "Sea Scout".

In 1920 he built a new "Sea Scout", a 48-ft. sailing craft of what was, in those days, known as the "cruiser class". Harry used her constantly throughout the twenties, and she was well known both on the harbour and in Broken Bay. She was laid up during the Depression and never used again by the family.

About the year 1926 Harry moved from Henley to Hunter's Hill, from where each morning Fred de Russett would run him to the City in a 22-ft. cedar boat called "Porpoise", putting him ashore at Erskine Street Wharf. "Porpoise" was originally a sailing cutter which had been presented to Harry by the parents of the boys of the P.R.N.C. He had her converted to a launch when the group disbanded in 1925.

The humorist in Harry Shelley was never far from the surface. And his lifelong friend and sailing companion Fred de Russett always rose to the occasion whenever Harry decided to put on an impromptu "act". A typical example occurred one Christmas on a popular beach in Pittwater.

Harry, walking along the beach, let out a yell as he stubbed his toe, then hopping to the water's edge he hailed Fred, who was still on board.

"What do you want?" shouted Fred.

"Bring some gelignite. That's the third time I've stubbed my toe on that rock and I'm going to shift it."

"What did you say?"

"BRING SOME GELIGNITE. I'M GOING TO BLOW UP THIS ROCK."

With the whole bay now alerted, as he had intended, Harry began scooping out sand from the side of the rock, and by the time Fred arrived he had the beach almost to himself. The few who remained to watch saw Fred produce the stick of "gelignite", a length of "fuse" and a "detonator" from his pocket, and stared—still unbelieving—while Harry assembled and placed his charge. But when he lit the fuse and scuttled for cover with Fred, they took to their heels and ran.

When, after thirty seconds, nothing had happened, heads began to appear, and Harry, sure of his audience, went cautiously back to his "bomb", cut a piece off the fuse and re-lit it. Again nothing happened, and this time both Fred and Harry went back. They dug the thing up, examined it carefully, shook their heads in disgust and, with a shrug of their shoulders, strolled off up the beach—leaving their "bomb" on the rock where anyone brave enough to take a closer look could see it was made up of a sausage, a piece of cord and a copper tack.

Harry delighted in this type of joke. But Harry was not a practical joker. He was a humorist, whose only desire was to amuse people—and the more people the better. Particularly if by amusing them he could bring strangers together and start them talking on common ground. He firmly believed that a lack of communication was to blame for much of the world's trouble, and was convinced that most misunderstandings could be avoided if people with different ideas would just talk to each other. He always deplored the tendency of some Club members to sit in groups with their own division at monthly meetings. He believed the divisions should apply only to racing and had no place at social gatherings. Ideas should be shared with everyone, not just immediate competitors, and to encourage this he proposed holding handicap races between the divisions.

It was because he saw such value in sharing knowledge and passing on experience—particularly to the young—that he was prompted to found the P.R.N.C. for the benefit of the youngsters in his area. And it was for the same reason that he supported any other organisation which was doing a similar job. He accepted the vice-presidency of practically every sailing and canoe club in Sydney, covering each with an



"WAIMEA"—Harry Shelley.

Photo courtesy E. Shelley.

annual donation, and assisting all of them in any way he could. He did it for years. It was his way of helping to train the boys of today to be the men of tomorrow.

The sport of sailing and the youth of his day both owe a great deal to Harry Shelley.

Harry had two sons—D'Arcy and Eric—and it is said they started their sailing careers in the bathtub, from where they graduated to a dinghy named "Bluebell". After "Bluebell" they became otherwise occupied and did not sail again until the thirties, when Eric started again with "Wingi", and then bought "Waimea" from Harry Lloyd. D'Arcy also came back into the sport with a 25-ft. raised decker called "Quest", which he sold after the war and bought "Jane Kay".

D'Arcy's son, John, also started sailing in a dinghy from Hunter's Hill, but acquired the 18-ft. coach-house yacht "Spindrift" in his early twenties and raced her with some success in Third Division. In the late thirties he built one of Sydney's first Jubilees. He called her "White Maa" and when war broke out he sold her to Stuart Doyle who took her to Pittwater. After the war John did not immediately buy another boat, but spent the next twelve years crewing—six years in "Thetis" and six years in "Wendy". Then in 1967 he built a Lazy E—"White Maa II"—in which he taught his own sons to sail.

These lads are the fourth generation of Shelleys, and it is reasonable to suppose that having cut their teeth on a mainsheet, and been brought up from an early age on the ideals laid down by their great-grandfather, they will be worthy descendants of Harry Shelley—humanitarian, disciplinarian and humorist.

MERRINGTONS Of the Sydney Amateurs

The name Merrington has been so closely associated with the Sydney Amateur Sailing Club over a number of years that when the name is mentioned to any sailing man who is not a Club member, the reply is invariably "You mean the Merringtons of the Sydney Amateurs?"

Who else would we mean? Because the name has become almost synonymous with the Amateurs. You might mention the Amateurs without invoking thoughts of the Merringtons, but you cannot mention the Merringtons without someone mentally coupling the name with the Amateurs. History has recorded several similar couplings: Kitchener of Khartoum; Lawrence of Arabia; Clive of India, just to mention a few. And now—The Merringtons of the Sydney Amateurs.

There have been other names associated with the Club for much longer periods, but none has been listed for such a long and continuous period in some official capacity as the name Merrington.

It was started by Arthur Mayfield Merrington—"A.M." to his friends—who joined the Club in 1928, having been nominated by Seppie Stevens.

"A.M." was a big man. He stood 6 ft. 2 ins. and weighed over 15 stone. From his early youth he had been messing about in boats. His boyhood days were spent on the shores of Snail's Bay as a crew member of his father's 16-ft. sailing boat. His own first boat was a canvas dinghy which he built himself. He graduated from this to a 14 footer called "Kestrel".

After selling "Kestrel" he sailed as mainsheet hand in J. Moffett's "Murcia" when she won the Port Jackson and State Championships.

His next—and favourite—boat was the 18 footer "Merlin". He watched her being built by Hardman in Snails Bay, and skippered her to many victories in the Balmain Amateur Sailing Club, the Mosman Club and the Sydney Flying Squadron. He was forced to sell her when a bout of rheumatics put a stop to his racing activities.

In 1918 "A.M.", with his young family, moved to a waterfront residence on Huntley's Point, where his sons grew up in an atmosphere of boats and boating. "A.M." could not sail open boats. But his love of salt water was too strong to be denied. So he bought the launch "Gumnut" and watched others race.

His one regret was that he could not teach his sons to sail in his own open boat. But he did the next best thing. He interested them in sailing model yachts and was to see them win several Anniversary Regattas in "the models". He became President of the Drummoyne 2-ft. Model Yacht Club and spent a lot of time organising model yacht racing and training youngsters in the art of the sport.

But he never lost his interest in open boat sailing and for five years he was President of the 16-ft. Skiffs Interstate Committee.

In addition to his interest in sailing, "A.M." was also very active in the world of rowing. Before his illness he had been an active racing member of the Glebe Rowing Club for 14 years, and he maintained his interest long after he had given up competitive rowing. He was President-Patron of the Club for 50 years.

Although "A.M." was resigned to never again sailing open boats, by 1928 the urge to again "feel a tiller" was so strong that he purchased the 26-ft. raised decker "Wanderer" and joined the S.A.S.C. "Wanderer" was an early Cliff Gale design, which "A.M." bought from Mr. Winn of Newcastle.

He skippered "Wanderer", A38, to many successes over the years. He won the Anniversary Regatta for S.A.S.C. boats for three years in succession—1933-34-35. Also the Don Taylor Memorial Race, Pittwater Regatta, in 1935, and numerous Club events up to the outbreak of the Second World War.

In 1946 "A.M." took delivery of a modified Junlar class yacht, designed by the late George Griffin and built by Jim Perry. She was oregon planked over spotted gum frames, and it is interesting to note—26 years later—that the 35-ft. hull was delivered for only £700 (\$1,400).

Being 68 years of age when she was delivered, "A.M." named her appropriately. He called her "Eventide", and under his old number A38 she raced very successfully until he retired in 1954. He died in 1957 at the age of 79.

Ernest Joseph Merrington ("A.M.'s" eldest son) was born in 1911 and spent his early years sailing models. His first experience of active sailing was with his father in the 18 footer "Merlin".

His first independent command was a small sailing dinghy, which he later sold and built a 15-ft. clinker, centreboard canoe.

He joined the S.A.S.C. in 1929 and won his first Gold Medal in 1934 when he skippered his father's yacht "Wanderer" to victory.

In 1934 he commissioned J. Lucas to build a 21-ft. three-quarter deck yacht which he called "Thurloo" (camp by the water). She was a Bermudan rigged, modified English Bembridge Class boat, and cost him a modest £115 (\$230). She performed well and won her share of races, but Ernest outgrew her and sold her to Arthur Prigge in 1938.

Then, in 1945, Ernest made history. He commissioned young Alan Payne to design him a steel yacht. It was to be the first steel yacht on the S.A.S.C. register, but it was also the first yacht ever to come from the board of Alan Payne. And it was one of the first yachts to have the mast stepped on deck. Although designed to 38 ft., "Thurloo" was originally cut off at 35 ft. to comply with the S.A.S.C. limit, but had 3 ft. welded onto her stern when the rule was abandoned.

Her launching in 1946 coincided with Ernest's election to the Committee, and since that time HE HAS NEVER BEEN OUT OF OFFICE!



"WANDERER"—A. M. Merrington at helm
—a family outing.

Photo courtesy J. C. Merrington.

That's right. Ernest has served the Club continuously for 26 years. He has been Committeeman, Rear-Commodore, Vice-Commodore, Commodore, Chairman of the Sailing Committee, Chairman of the Protest Committee, Delegate to the Sydney Yacht Racing Association, Delegate to the Yachting Association of N.S.W., President of the Australian Yachting Federation, and still a member of the Board of Directors. An impressive record indeed. A record which would perhaps seem to indicate that Ernest was one of those dominating, forceful characters with a superiority complex who love the limelight.

Nothing could be further from the truth. Ernest Merrington is the living proof that the quietly spoken word is more effective than the bellow. Ernest has that strange quality which compels people to listen, even though he speaks softly. And he does speak softly. In all his racing career, including the 1960 Hobart Race when "Thurloo" was hove-to for 24 hours in a sixty knot gale, Ernest has never been known to raise his voice. And yet nobody in his crew—or even in his presence—has ever been in doubt that Ernest was in command, either of the ship or of the situation. He is the perfect example of how quiet confidence in one's own ability can inspire confidence in others, and to crew with Ernest Merrington or to serve under him on a committee is to know that one has met a "born leader".

He was elected to Honorary Life Membership in 1958 after his eight year term of office as Commodore. Ernest married Mary Robson, daughter of C. W. Robson, another S.A.S.C. Commodore, and they had three sons and a daughter. Over the years they have all crewed with their father in "Thurloo". David and Robert both bought Finns after the Melbourne Olympic Games. They acquitted themselves very well but both have temporarily retired from sailing. Stephen has crewed with his father constantly for many years, and Joyce has skippered "Thurloo" to victory in a Ladies' Race, proving that her touch was as good as her mother's who sailed Walter Rayment's "Snowdrop" into first place in a similar race in 1933.

The Club lost a keen supporter when Mary Merrington died suddenly in 1959.

Dianne and Lynne, the daughters of Ernest's second marriage, are real little sea nymphs who are fast learning the ways of a ship under sail from a gentle but thorough teacher.

Arthur William Merrington (Bill) took over the helm of "Eventide" when his father retired in 1954 and is still sailing her to this day.

Like his father, Bill has continued to win races. He won the Club's Gold Medal for 1st Division in 1958-59, and the Kelly Cup at the end of the same season. He won his second Gold Medal in the 1967-68 season.

After winning his last Gold Medal Bill said: "It amazes me, with the enormous extensions of 'knowledge' in hull design and sailmaking, that 'Eventide' can acquit herself so well against far more modern yachts. Particularly as she is adequately equipped with comfortable accommodation for cruising, and has installed an 8-hp Stuart Turner engine".

Bill first joined the Club as a junior member in 1932, but allowed his membership to lapse during the economic troubles of the 30s. However, he continued to crew in "Wanderer" and rejoined in 1946 when he transferred to "Eventide".

Bill was elected to the Committee in 1958, became Vice-Commodore in 1959 and in 1960 he was elected Commodore. He held the rank of Commodore for the next four years, and they were vital years for the Club. It was during Bill's term of office that the Clubhouse was acquired, and we were lucky to have a man of his calibre at the helm during those difficult days. He was an energetic worker and a progressive thinker who always kept the members informed of what was being done and what had to be done, and he gained their complete confidence. This confidence was amply demonstrated when he called an Extraordinary Meeting and told them how much money was needed to purchase the Green Street property. They subscribed or donated the lot.

"This trust and response from the members was the proudest moment of my time as Commodore", said Bill. When he retired as Commodore in 1964 he was made an Honorary Life Member and elected to the Board of Directors. He has served on the Board ever since.

Bill's daughters, Barbara and Frances, have both won Ladies' Day Trophies, and his son, James William, has sailed in "Eventide" from the time he could crawl. He has crewed with his father since the age of ten and will soon be a contender for the Nominated Skippers' Race.

John Cossor Merrington grew up in an atmosphere of boats and boating and at the age of ten began serious sailing in a 9-ft. clinker dinghy.

With this boat he became a Foundation Member of a Club at Huntley's Point, of which his father was the first Patron. It later became the River Sailing Club.

As the Club grew John changed to other boats and ultimately became the proud owner of a 12-ft. skiff which he raced consistently until 1942, by which time the River Sailing Club had over twenty skiffs and VJ's racing on the Parramatta River above Gladesville Bridge.

In 1942 he bought his first 16-ft. skiff, "Cynisca", and joined the Greenwich 16-ft. Skiff Club. Over the next twenty years he not only owned and raced such champion boats as "Meteor" and "Viking", but he also took a very active part in the administration of both the Club and the N.S.W. 16-ft. Skiff Association, of which he was State Treasurer from 1957 to 1962. He was made a Life Member of the Association in 1962 when he moved up from the skiffs to his first deep keel yacht.

That same year he bought the "Jolie Brise" from the estate of the late Dick Moore and renamed her "Warana" (Blue Skies). He joined the S.A.S.C. at the same time and retained her old number A37. He engaged David Fraser to reconstruct the deck house, restep the mast on deck and convert her from gaff rig to a mast head bermuda sloop.

"Warana" races regularly with the Club and has won her share of races. She has been placed second in the 1st Division Point Score.



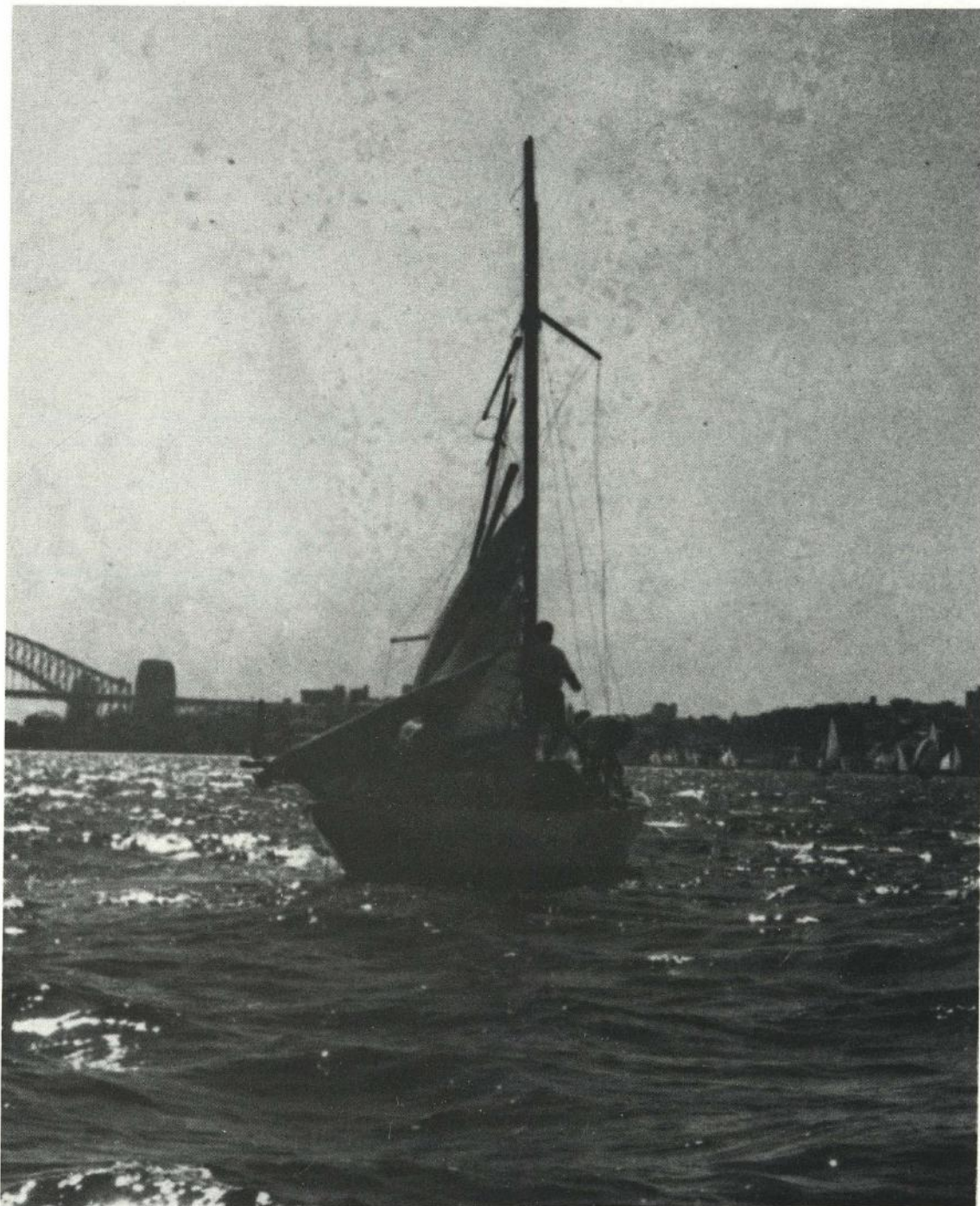
"EVENTIDE"—A. W. (Bill) Merrington at helm,
B. Hislop, J. (James) Merrington and G. Walker
crewing.

Photo: Photo Patrol.

John's three children, Peter, Jennifer and Wendy, like all Merringtons, were born with a certain amount of salt water in their veins.

Peter has sailed and raced all types of boats and in 1969 won the 12-ft. Skiffs Upper Harbour Championship. He is at present overseas. Jennifer is also keeping up the tradition and for the last two seasons has won the Hunter's Hill Sailing Club Championship. Wendy is being taught the rudiments of the sport by her father and sails her own Manly Junior.

With five grandsons and seven grand-daughters following in "A.M.'s" footsteps it should be many years before there is not a Merrington of the Sydney Amateurs on the Club Register.



Struggling home—"EVENTIDE" after her second
dismasting.

Photo courtesy A. W. Merrington.



"WARANA"—J. C. (John) Merrington at helm,
P. Knight, I. Hamilton, Dr. J. Nield and
R. Johnston crewing.

Photo: Photo Patrol.

TO HOBART IN "THURLOO" 1960

The Official Programme of the Sydney-Hobart Race, in all subsequent years, describes the 1960 event simply by listing 30 finishers and two retirements, and stating that it started in a light nor'easter, followed by several days of light, favourable breezes which turned to south off the Tasmanian coast and continued until the finish.

A factual report without doubt, but perhaps a little over-simplified. For a start it fails to mention the fog, which covered the whole south-east coast of Tasmania and separated the navigators from the novices. And there is no mention of the fact that the Sydney Amateur Sailing Club was represented for the first time.

The entrant was Ernest Merrington's 40-ft. steel sloop "Thurloo", and her crew were all members of the Club. Ernest took with him Geoff (Joe) de Tores and Geoff Piper of his regular crew. Roger Hopkins sailed as navigator, and the writer (David Rayment) was signed on to make up the numbers.

Although "Thurloo" had competed in a number of minor ocean races over the years, this was her first major event and a lot of work was needed to fit her out to C.Y.C.A. standards. Pulpits, life-rails and navigation lights had to be fitted above decks, and below, a chart table, a two-way radio and a gymballed galley were high on a long list of requirements. We were busy boys during the weeks preceding the race.

On Boxing Morning I joined the ship at 7.30, having picked up a copy of the Sailing Instructions from the C.Y.C. on the way from home. With all the last-minute jobs to be attended to they were put aside to be read later. And that, as you will learn if you read on, was a mistake.

With 32 boats milling around at the start, Ernest decided to cross at the leeward end of the line, to keep clear of the ruck near the Starter's boat. And it paid off. "Thurloo" was first away, crossing, as Roger said, "between the smoke and the bang", and fifth round South Reef behind "Kurrewa II", "Solo", "Astor" and "Archina".

And what a perfect day for the start. The nor'easter was 8-12 knots, the sky was clear and the sea, after several days of calm weather, was almost flat. Our spinnaker was set and drawing by 12.10 and settling down on a course of 180 degrees (compass) we were on our way.

The first Radio Sched was at 1300, and brought us our first bit of trouble. We could hear everybody else, but nobody else could hear us. The second time round "Lauriana" said she could hear us but not read us. Later, with the aid of wires, globes, torch batteries, perseverance and witchcraft, Roger located a broken wire in the mike, which he replaced and put us back in business. Roger is a handy man to have around.

By 1500, when Roger and I (the Port watch) left the deck for our watch below, the fleet was well spread out with "Thurloo", doing a steady 6 knots, at the tail of the leading bunch. Another group was well astern, and a third further out to sea. Identification was virtually impossible.

The system of watches was three hours on and three hours off with Joe, who did the cooking, being attached to the Starboard watch. Roger and I divided our three hours into half hour tricks at the tiller. We found the short stretches the best way to combat drowsiness, particularly on an overcast night when concentrating on a compass course can be pretty tiring. A clear night is a very different thing, for then you can hang a star in the rigging and follow it happily along with only an occasional glance at the compass to make a slight correction for its progression across the sky.

All through Monday, Tuesday and Wednesday the perfect conditions stayed with us as we sailed steadily down the coast, marking off our progress by bearings of the prominent points. Everybody wanted to be in on the pilotage, but Roger trusted only his own work. And rightly so. I remember young Geoff coming below with the hand-bearing compass and saying to Roger:

"Cook's Pigeon House is bearing 280. Can I lay it off on the chart?"

"O.K.," said Roger, "but don't forget the Variation. Use the centre scale."

"That's an old chart", I interrupted. "That Variation is not dead accurate."

"But it's dead accurate enough, isn't it?" asked Geoff!!

There was constant interest during those first three idyllic days. We were always in sight of at least one other competitor. There were bearings to be taken and laid off. After each Sched there were positions to be plotted and compared with last time. Sail trimming kept us busy, as the breeze, though always favourable, was also variable. The only discomfort was the unmitigated heat during most of the day, but the early mornings and the evenings were quite beautiful. And the nights were warm and balmy—and very romantic. But nothing lasts forever, and shortly after dark on Wednesday the breeze began to haul ahead until it was broad on the Port bow and freshening. The spinnaker pole was shied right for'd, sheets were hardened in, and soon "Thurloo" was heeling for the first time since squaring away round South Reef. When the Starboard watch relieved us at 9 p.m. they wore safety harnesses for the first time.

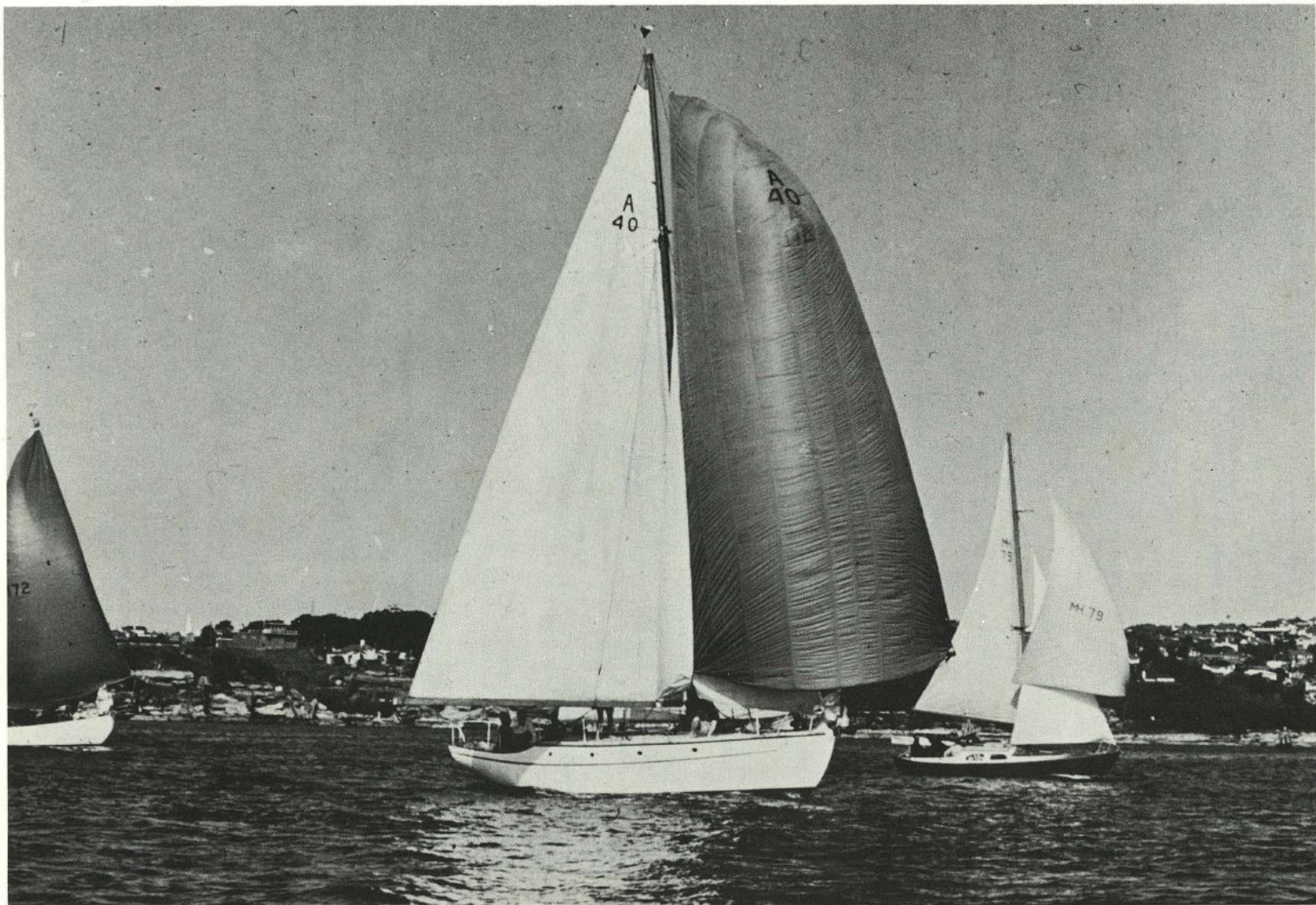
The breeze stayed in the sou'east all night, but there was very little sea so it was quite comfortable. And then, at 4.30 in the morning—just when Roger and I were in our deepest sleep—there came two calls from the deck:

"Hey, you fellows. Take a look at this." Joe's voice.

"All hands. Get the spinnaker off her. Quick." The Skipper.

We were out like a shot and up on deck before the others had reached the halyard.

It was just daylight. But grey. And in the south, extending right across the sky, was a copy book southerly cloud roll. It was a beauty. And looked exactly like the photograph in the Pilot Book that frightens every yachtsman in Sydney. We knocked the spinnaker off, dug out the roller reefing handle and waited. But nothing happened. The cloud roll passed harmlessly overhead and another took its place—and another—and another.



"THURLOO"—E. J. (Ern) Merrington—
first S.A.S.C. entry in Hobart Race.

Photo courtesy J. A. Middleton.

Different ships—different splices. Apparently Tasmanian cigar-shaped clouds are quite different from New South Wales cigar-shaped clouds, and half an hour later we had the spinnaker set and drawing again, and were romping along over a lumpy sea with the breeze a steady force 4 on the Port beam.

These conditions continued all day, but shortly after dark the breeze backed right round to the nor'east again and freshened, and for the rest of the night we bucketed across Bass Strait with the wind nearly dead aft. A low scud of cloud raced across the moon and disappeared ahead, to be followed by a short clear patch and then another procession of broken, low cloud.

It was most impressive. The whole world seemed to be hurrying to Hobart, and, with a rising sea and an occasional wave top coming over the quarter, "Thurloo" did her best to keep pace with it, shouldering her way south at a constant 8 knots, and rolling a bit more than was comfortable.

By daylight the breeze had moderated, though it was still in the nor'east. But the day had a strange, unreal quality about it. Overhead there was a clear blue sky. But "Thurloo" was sailing in a grey haze which reduced visibility to about five miles.

At the mid-day change of watch Joe asked:

"When do you reckon we'll see land?"

Roger took a look at the chart and fiddled with the dividers. "Well if you could see 15 miles you could see some now. Cape Forestier is off our Starboard bow."

His tone was very confident. And why not? With the haze blotting everything out who could argue with him?

"And, by golly, I can too", said the Skipper.

It was one of those miracles. For less than a minute there was a thinning of the haze in the west and the coastline could be faintly, but clearly, seen. It soon closed in again, but we had all seen it and there could be no doubt that Roger's navigation was "spot on", as we used to say in the Air Force.

"Well, bugger me," said Joe in an awed voice. "That sextant thing works after all. I thought it was a lot of bull. I kid you not."

For the rest of the day a breeze which constantly made and died and backed and veered kept the watch on deck very busy, and frequent trips to the foredeck were necessary to handle the boom-guy. Young Geoff (Piper), the baby of the crew, found it quicker to go through the cabin—much to the discomfort of the watch below.

He would grab the hatch, swing down below, let go when he was nearly horizontal, take two giant strides and shoot up the forehatch, almost in one movement. But there came the time—it was inevitable—when he forgot to unclip his safety harness from the cockpit. He swung down below, let go in the horizontal position, and reached the end of his tether while he was in mid-air near the cabin roof. And there he hung, with a look of utter amazement on his face, for what seemed like several seconds before crashing to the cabin sole on the flat of his back. He continued to do it, but thereafter the flourish was missing.

The awkward conditions lasted until midnight when the breeze finally settled in the sou'sou'east, and for the first time since leaving Sydney we had to stow the spinnaker and haul our wind. "Thurloo" revelled in it and tramped along with her rail down, making light work of the rising seas.

Contrary to expectations, however, the rising wind did not dispel the fog. In fact, it got thicker, and our watches on deck became a struggle against drowsiness as we took turns at staring at the compass, and staring into the fog, constantly on the look out for the yachts which we knew were in our vicinity, each one sailing, as we were, in its own grey bubble of isolation.

Once during the night our little world was visited by a steamer which materialised, without warning, out of the murk astern. She held us in her searchlight for a few moments and then vanished, just as suddenly, into the fog ahead. And again, shortly after daylight, we were overtaken by another. This one slowed down, flashed a message too rapidly for us to read, speeded up again and was swallowed up in a matter of minutes. At least these two appearances confirmed that we were on track, as they could only be making for Cape Pillar. Both, we learned later, had picked us up on radar from several miles astern.

We beat on down the coast for the rest of the morning with vague bits of land appearing and disappearing—a lot of it no doubt imaginary—until finally Tasman Island came up out of the murk just when and where Roger had said it would.

And what a rugged sight it was. Sheer pillars of rock, fluted like gigantic organ pipes, and broken off in jagged, uneven rows. A hundred feet above the water the cliffs disappeared into thick, dark grey clouds, and even below that they were more or less veiled by rain and scud. The base of the cliffs was being pounded by seas coming straight from the Antarctic, and with spray being flung high into the air, it was at once a grand and an awe-inspiring sight. It was a dead lee shore, and with sheets eased "Thurloo" tore past it at between 7 and 8 knots.

It was 11.20 a.m. when we rounded Tasman Island and set a course of 235(C) for Cape Raoul, hidden somewhere ahead in the fog. At 12.30 it appeared dead ahead and at 12.45 we checked sheets round it and began a thrilling run up Storm Bay with both wind and sea on the quarter. And there was plenty of both. The fog stayed with us as far as Betsy Island, then gradually cleared as we closed the Iron Pot. The wind, too, began to take off and with the end in sight we took it in turns to shave with the Skipper's electric shaver.

Approaching One Tree Point the Skipper asked:

"Is there enough water to go inshore of that big red beacon up ahead?"

Roger looked at the chart.

"Plenty", he replied, "3½ fathoms half way to the shore."

"O.K., we'll go inside", said the Skipper, and held his course.



Crew of "THURLOO" in Hobart Race—
left to right: J. Piper, G. DeTores, R. Hopkins,
E. Merrington and D. Rayment.

Photo Mrs. M. Merrington.

It was a very short leg from there to the finish, and the dying breeze gasped its last as we crossed the line at 5.28.

We were lucky. The only other yacht in sight—and not so far astern—went back down the Derwent with the tide and did not finish till the next morning. It was “Lass O’Luss”.

But we had finished. And apparently all Hobart had turned out to welcome us. We crossed the line to a deafening cacophony of motor horns, hand clapping, whistles and cheers. It was incredible. And it continued until we had been towed into Constitution Dock and moored—bow to the wharf with an anchor out astern. It was a thrilling and moving experience, and one which, I am sure, none of us will ever forget. I know I found myself blinking and swallowing hard, and Roger confided later that he nearly burst into tears when he was asked for his autograph as he passed a warp ashore.

After we had settled down and had time to look around, Roger asked a question which had been in my mind for some time.

“Where is everybody?” he asked quietly. “There are only 15 other boats here. That makes us 16th out of 32. Forty-eight hours ago we were sixth last, according to the Sched positions.”

But here the Old Girl was. Seventeen years old, and sailed with one main, one jib and one flat spinnaker—apart from storm sails. Sixteenth over the line and eighth on handicap, against modern thoroughbreds with bags and bags of sails.

We felt we had done the Amateurs proud—until the Commodore of the Royal Yacht Club of Tasmania came aboard to welcome us.

“Welcome to Hobart”, he said. “But why on earth did you go the wrong side of the John Garrow Light?”

“John Garrow Light? Wrong side?” the Skipper looked bewildered.

“Didn’t you read the Sailing Instructions? It’s there in black and white.”

Without a word Ernest took them from the drawer where they had been thrown before the start “to be read later”.

He read them for the first time—and laughed. A slightly hollow laugh.

“Across the Starting Line in Sydney Harbour to the Finishing Line in Hobart, LEAVING THE JOHN GARROW LIGHT TO PORT!!”

It was the ONLY mark of the course. We could have gone round Lord Howe Island or down the west coast of Tasmania with impunity. But we had sailed the wrong side of the John Garrow Light—a matter of perhaps twelve feet—and that was the wrong thing to do.

They did not disqualify us. They were kind and said we had retired. And that is why all subsequent Hobart Race Programmes show the 1960 race as having 30 yachts finishing with two retirements—“Ile-Ole” (the only three-masted vessel ever to compete in a Hobart Race) and “Thurloo”.

But “Thurloo” did not retire in vain. Because I’ll wager that nobody who has heard her story, nor anyone who reads this account, will ever again—be he experienced skipper or complete novice—start in a race without first reading, marking, learning and inwardly digesting the Sailing Instructions.

YACHTING CARGOES

(With apologies to John Masefield)

Stately motor cruiser with flying bridge gleaming,
Anchored in the Basin for a mid-week spell,
With a cargo of tycoons, top brass executives,
Bikinis and chorus girls, Hock and Moselle.

Overcanvassed Eighteen planing down to Bradley’s,
Pride of Sydney Harbour and the bookies’ joy,
With a cargo of experience, muscle and profanity,
Trapeze men, skipper and bailer boy.

Sordid ocean racer, running under storm jib,
Rolling down to Hobart over Bass Strait swells,
With a cargo of wet spinnakers, ghosts and staysails,
Double-clewed genoas, seasick man and Kwells.

Written by Roger Hopkins during a night watch while hove-to in “Thurloo” during a Bass Strait gale on the way back from Hobart.

A NAME TO REMEMBER

Walter Rayment joined the Sydney Amateur Sailing Club in October 1907 and was an active member until his death in 1959 at the age of 86.

He was introduced to the sea at the age of seven when his family migrated to Australia from Liverpool, England, aboard the full-rigged ship "Melanope" in 1880. Despite his extreme youth he was able in later years to describe in detail how "Melanope's" crew handled her in a gale, and under what rig she was finally hove-to. This facility of what is now known as "total recall" stayed with him throughout his life.

His first sail on Sydney Harbour was in 1886 in an old open boat hired from Jack Smith's Iron Cove Boatshed, and it ended in tragedy. A southerly buster capsized them near Callan Park and the skipper was drowned while attempting to swim ashore for help. The boat, with Walter and two other lads still clinging to it, was finally blown ashore and they and the boat were rescued.

Undeterred by this unfortunate introduction the three boys—the other two were Walter's younger brother, Ted, and Bert Scrutton—were out again in the same boat the following week-end, and continued to sail Jack Smith's hire boats for several years.

In 1891 Walter, Ted and Bert joined the crew of the 22-ft. half-decked centreboarder "Margarita", and when her owner-skipper, A. Munday, died the following year they joined forces with the fourth member of her crew, Billy Whitton, and bought the boat between them. Gradually, over the next few years as his partners found other interests, Walter bought their shares and in 1906 became sole owner. He joined the S.A.S.C. in 1907 and commenced racing "Margarita" in Club events.

Two years later he was elected to the Committee and began a remarkable record of service to the Club. From that year, 1909, he was never without some official position until he retired as Treasurer in 1953 at the age of 80. It is even more remarkable that he retired at the same time from the position of Starter. Treasurer and Starter at 80 years of age, and handling both jobs with efficiency. Not only a remarkable, but an incredible record.

During those years he held office as Club Captain in 1911 and 1912, and again from 1916 to 1923. He was Treasurer from 1928 to 1953, and Starter for the three seasons 1951, 52 and 53. He was made an Honorary Life Member in 1937.

He sold "Margarita" after the outbreak of the Great War in 1914, but was prevented from joining the Services by a chronic deafness which he had suffered from early childhood. His brother, Ted, however, died on active service in 1917.

In 1919 he bought the 17-ft. centreboarder "Frolic" (A6), and the same year introduced Ted's 7 year old son, David, to sailing. His own 15 year old son, Laurence, sailed regularly with his father, but his elder boy, John, was serving as a Midshipman in the R.A.N., and was able to join the crew only when he was home on leave.

Walter had raced "Frolic" with moderate success for two seasons, when he saw a boat which really took his fancy.

She was named "Snowdrop" and his enquiries disclosed that she had been built of Huon Pine on the roof of the School of Arts in Pitt Street. Her owner, Oscar McKay, was curator of the School of Arts and he had built her himself in his spare time. Carrying the timber up a piece at a time had not presented any problems, but getting the finished 20-ft. boat down to street level was a major project in the days before the "Men from Marr's" were available.

She had been in the water only a very short time when Walter saw her and it is, perhaps, surprising that Oscar was prepared to part with her so soon. But he was, and Walter became the proud owner of one of the best of the "Pukka B Class" boats ever to race with the Club. She was registered with the number A4 in 1921.

"Frolic" was not sold till the following year, and for a season Laurence raced her against his father in "Snowdrop". There were always two "firsts" in B Class that year. First in the class, and first of the Rayment's. It is interesting to note that both father and son went on eventually to win Gold Medals and the Kelly Cup—twenty years apart.

In the middle twenties Laurence left Sydney and Walter signed on his young nephew, David. It was the start of a unique Skipper-Mate relationship. These two were destined to sail together, both racing and cruising, for the rest of Walter's life. Years later David said, "Everything worth knowing that I ever learned I learned from the Skipper". And he wasn't just talking about sailing.

Walter Rayment had three great attributes. He was a gentleman, he was modest, and he was scrupulously honest. He was so honest that when a lifelong friend of David's, who had crewed in "Snowdrop" for a season, asked to be nominated for membership the Skipper said, "Sorry, I haven't known you for two years. If you still want to join in twelve months' time I'd be delighted." And he was meticulous in his work. The Club's auditors often said that while Walter Rayment was Treasurer they had nothing to do but sign the Balance Sheet.

His entire sailing career—including every race he sailed in, whether in his own boat or as crew in someone else's—is recorded in some thirty hand-written logs. His records of his races contain not only what "Snowdrop" did, but what every other boat in the race did. This fetish for "putting it on paper" was one of the things he passed on to David who is still carrying on the tradition of "writing up the log". Anyone who has ever had David in his crew, or who has raced against him in either harbour races or JOG events, would be surprised to find his performance is faithfully recorded in David's logs. That includes what happened at barbecues and rendezvous.



Walter Rayment at helm of "SNOWDROP".

Photo D. W. Rayment

In his early days Walter was known, for some obscure reason, as "Daddy". After he bought "Snowdrop" and grew a beard he was known as "Captain Kettle". But to his family, and to most of his intimate friends, he was always "Skipper".

Walter raced "Snowdrop" until 1937. And he raced her with success. Apart from odd regatta trophies, he won the B Class Gold Medal for the 1926-27 season, and the Kelly Cup in 1928. "Snowdrop" was the first B Class boat ever to win this coveted trophy. Ten years later she proved she was still a force to be reckoned with, despite her age, when she won the White Horse Cup for the S.A.S.C. Division of the Vacluse Regatta.

But by 1937, at the age of 64, Walter felt he was getting beyond sailing an open boat—with all the necessary slipping and maintenance to keep her in top condition. His two sons were away. John in the Navy and Laurie on the land. And David had moved to Brisbane. So he put "Snowdrop" on the market. She was bought by Norman Brooker who changed her name to "Naiad IV".

Shortly after arriving in Brisbane David bought his first boat. She was a 12-ft. skiff—in a bad state of disrepair. He paid £5 for the hull, which he spent a whole winter reconditioning. And he built all the spars, complete with rigging, himself. With a second-hand suit of sails he launched his first command and owned the world—for a week. His spars, sails and all his removable gear were stolen, and he had to start all over again.

He called this boat "Southerner" and sailed her for twelve months on the Brisbane River. But the urge to go further afield was too strong, and he sold her and bought a 17-ft. clinker-built, raised decker, with a deep keel and a self-draining cockpit. David christened her "Southerner II" and set about exploring Moreton Bay. World War II put a stop to his wanderings, however, and he sold "Southerner II" when he joined the R.A.A.F., in which he served four years as a pilot. Walter's son, John, now a Commander, was made Navigation Officer for the Australian Squadron, won the Distinguished Service Cross, and was killed in the Philippines when a Kamikaze Pilot crashed onto the bridge of HMAS Australia. Laurence joined the Army, did a tour of duty in the Middle East and was then posted to small ships in the Pacific.

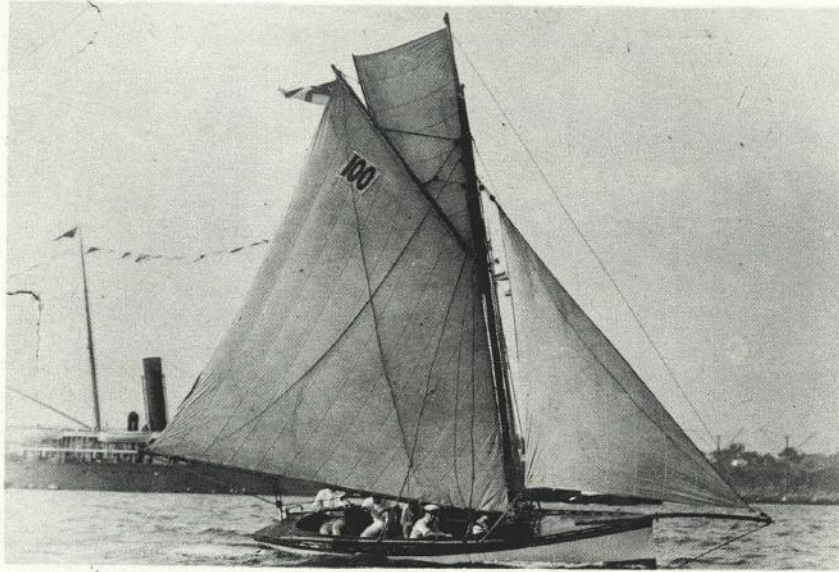
Back in Sydney in 1945, David bought the 20-ft. centreboarder "Rambler" from Mick York (of "Gretel" fame) but when he found that Bill Oxby had just registered his "Rambler" with the Club, he changed her name, at the Skipper's suggestion, to "Frolic II". She wore the number A8.

The following year, as David was committed to a young family and a growing business, Laurie became part owner and skippered "Frolic" in Club events. David crewed when he was free, but at this time "Frolic" was, on Saturdays, Laurie's boat. And he did her proud. He won the Kelly Cup in 1948 and the 3rd Division Gold Medal in both 1949 and 1950.

David spent whatever free time he could get taking the Skipper sailing and teaching his own son, Ted, to sail. Ted was only twelve months old when he first sailed in "Frolic", but before she was sold at the end of 1950, young Ted, at the age of six, could work her to windward and put her on the moorings with no way on while his father picked up the chain.

With the sale of "Frolic" it was supposed that the Skipper would finally sit back and watch. But a man like Walter Rayment is hard to pension off. Not content with still being Treasurer, he took on the job of Starter, and carried it out with his usual efficiency until 1953. He stood down as Treasurer at the same time.

But his retirement lasted only two years. In 1955 David bought the 20-ft. clinker-built, double-ender "Stardust", and the Skipper, now 82, dug out his oilskins, bought a new yachting cap, stuffed a bottle of rum into his dilly-bag and declared himself ready for sea.



“MARGARITA”—W. Rayment, E. Rayment,
W. Whitton and A. Scrutton.

Photo courtesy L. Rayment.

The Skipper sailed with David for two more years before the doctors told him he must have an operation from which he might not recover. But before they could get him into hospital David smuggled him aboard “Stardust” and took him up to Broken Bay, where they spent a fortnight revisiting all the Skipper’s old haunts. Places which he remembered so well, but which he had never expected to see again. When “Stardust” ran back into the harbour before a fresh nor’easter with the 84-year-old Skipper at the helm, both he and David knew that his last cruise was over.

Walter Rayment died after a long illness on the 30th April, 1959, at the age of 86.

In this same year David became the first Secretary of the JOG Association and was largely responsible for laying the solid foundation on which the present thriving organisation was built. His services were recognised in 1964 when he was made a Life Member of the Group.

David was in “Thurloo’s” crew when she became the first S.A.S.C. yacht to compete in the Hobart Race, and he was the first S.A.S.C. representative to sit on the Y.A. Safety Committee. As a committeeman he was deeply involved in the events leading up to the purchase by the Club of the Green St. premises, and he was one of the first directors of the newly formed S.A.S.C. Ltd. His years of JOG racing in “Stardust”, with his son, Ted, and Laurie as crew, came to an end when he gave up ocean racing to devote his time to helping out with the boatshed, which in the early days had to be run with voluntary labour. Disliking the limelight, and believing that he can be of more use working in the background, David has twice declined to accept nomination for Flag Rank.

In addition to his activities with the S.A.S.C., David has also been a member of the Sailing Committee of the Cruising Yacht Club since 1956, and is well known to local, interstate and overseas ocean racing yachtsmen as a Safety Inspector for the Hobart Race. He has been doing inspections, without a break, for the last ten years.

Laurence crewed with David in “Stardust” until 1962 when he retired from active sailing. The following year he became a Life Member, having joined the Club in 1928.

Young Ted, having developed a taste for blue water, continued crewing in JOG races and cruising offshore. He was with Roger Hopkins when “Gallivanter” was rolled and dismasted in November, 1967. After bringing his crippled ship 100 miles back to safety under jury rig, Roger stated that the high morale of his crew after a near disaster was in no small measure due to Ted’s cheerfulness in adversity, and his ability to laugh when there was “damn little left to laugh about”. As this is being written Ted is spending twelve months’ leave of absence from the ABC crewing aboard the 90-ft. ketch “Milena”, doing charter work in the Mediterranean. Ted joined the Club as a Junior Member in 1961.

David’s younger son, John, also cut his teeth on a mainsheet. At 8 he was racing his Manly Junior with the Woollahra Sailing Club. At 14, with another lad of the same age, he took “Stardust” for a three weeks’ cruise to Broken Bay—and was so conscientious with his flag drill that other holidaymakers set their watches by “Stardust”—and at 16 he won the Cranbrook Sailing Club’s Championship Cup, and represented the school, sailing a GP14, in the CYC Winter Harbour Races.

By 1969 David was forced to accept the fact that his family had outgrown “Stardust’s” limited accommodation. He sold her to Michael Bernsten and started building a 33-ft. steel yawl to be called “Blue Jacket”. He hopes to have her in the water by 1972. She will carry the number A4, which was first carried by Walter Rayment in 1921.

Rayment—a name to remember.



"SNOWDROP"—Walter Rayment at helm,
R. Cooper, R. Drummond, L. Cole and
C. Wenborn crewing.

Photo Hall & Co.

LOOKING BACK

In the year 1929 or 1930—I forget which, but anyway I was still in my teens—“Snowdrop” came to anchor in Store Beach and I went ahead rigging the tent while the Skipper got lunch.

“White bread or brown, Mister?” he asked.

“Oh, either thanks”, I replied.

A characteristic snort caused me to look round. The Old Man was glaring at me, and his beard was fairly bristling.

“WHICH DO YOU PREFER?” he roared.

He pronounced it preFAH.

“Oh, white, I think.”

“Then for God’s sake say so.”

His tone lost its edge and became avuncular.

“You must learn to make decisions, Old Chap. Very important.”

— . . . —

In the year 1959 or 1960—I forget which, but I know Ted was still in his teens—“Stardust” came to anchor in “Snowdrop’s” old spot at Store Beach and I went ahead rigging the awning while Ted rustled up something to eat.

“Tea or coffee, Dad?” he asked.

“Oh, either thanks”, I replied, with that strange feeling that this had all happened before.

Then in a flash I was back thirty years, waiting for a snort that didn’t come.

Instead, my son’s voice, very unfilial in tone, said:

“O.K. You’ll have coffee. It’s easier.”

— . . . —

This second episode, so similar to the first, brought back the past so vividly that for the rest of the evening I was back in my youth, living again those wonderful days in “Snowdrop” when my uncle, Walter Rayment—always the Skipper to me—was not only teaching me the fundamentals of sailing and seamanship, but was also guiding my young and uncertain footsteps along the road to manhood with such simple but telling remarks as the one about making decisions. Another which I have never forgotten, and which I have tried to live up to, was “A gentleman, Old Chap, is a man who never makes anyone feel uncomfortable.” I cannot think of a better description.

“Snowdrop” in those days was a force to be reckoned with in B Class, and was the first B Class boat to win the Kelly Cup, but it was our cruises and day sails which provided my happiest memories and during which most of those little incidents occurred which are recalled from time to time when yarns are being swapped.

The Skipper’s knowledge of nautical matters, both Service and civilian, was profound, and his habit of using nautical terms even when ashore was so natural that no one ever found it strange or affected. It did, however, cause an occasional laugh. Like the time when he excused himself from a group of his wife’s afternoon tea guests because his “trouser halyards had carried away”.

And his seamanship was such that I doubt if we would ever have got into any sort of trouble if it had not been for two handicaps he was saddled with throughout his life. His eyesight was poor, and he had been very deaf from birth. In everyday life he overcame these disabilities by wearing glasses and, in the early days before pocket hearing aids had been developed, by carrying round with him a large box called an Acoustican connected to a headphone, but when we were sailing he would leave his glasses off except when we were racing or sailing in congested waters, and his cumbersome receiving set was quite impractical when we were under way.

I remember the beautiful afternoon in the early 20s when we took “Snowdrop” outside for a couple of hours. As we left the harbour the Skipper put his glasses in his pocket with the remark: “Keep a bright look-out, Mister, and tell me if there are any boats about.”

The only boat in sight was a tug towing a peculiar, lattice-like framework on a long hawser, but it was not close enough to worry us and I said nothing about it. We sailed on out to sea for about an hour, and I was rather intrigued by the tug which simply towed its charge up and down between North Head and The Gap, an occupation which seemed to me to be pretty pointless. Finally I mentioned its odd behaviour to the Skipper.

He put his glasses on and had a look.

“Good God, Mister, can’t you see he’s wearing a RED FLAG? He’s towing a target. That means target practice from Middle Head. We’d better get out of here.”

He pulled away and we ran back into the harbour, the Skipper telling me on the way of an occasion when Jack Want had complained of a shot from Middle Head going between the masts of his ketch-rigged “Miranda”. At a Committee meeting the following night Stan Spain reported that his son had been very upset because “one of your ruddy Amateurs forced us to postpone our target practice yesterday afternoon”.

The highlights of my days in “Snowdrop” were our cruises to Broken Bay. And though there were many of them, and I have long since lost count of the number of times I have been back over nearly fifty years of sailing, I have never quite recaptured the thrill, the excitement, or the sheer happiness I experienced the first time the Skipper took me up the coast and introduced me to the beauties of Refuge Bay, Hallett’s Beach, Cottage Rock, The Oval—now called Castle Lagoon—Coal and Candle and Smith’s Creek.

But how different things were in those days.



The Skipper—Walter Rayment;
the Mate—David Rayment.

Photo courtesy D. Rayment.

There were no moorings. No Halvorsen hire boats. Very, very few motor boats—or “Larnches” as the Skipper used to call them—no two-way radios, and once round West Head the only places to get stores were Brooklyn and Windybanks up Cowan Creek.

And in “Snowdrop” we literally camped. She was a 20-ft. quarter-decked centreboarder over which we rigged a tent supported by the boom which was lashed to the mast about three feet above the gooseneck and supported at the after-end by a long crutch. The fore-deck was covered by a shark’s nose so that the whole boat was enclosed. This arrangement was both roomy and snug, but it also limited our field of vision to the open after-end. This was a contributing factor in one or two amusing incidents.

The first occurred in The Oval. We arrived just on dark one evening on the last breath of a dying breeze. The Skipper let go anchor, tent was rigged and dinner prepared. We had reached the coffee and cigarette stage when we were startled by a bump alongside.

“What’s that?” The Skipper had felt it even though he couldn’t hear it. I scrambled aft with a torch to find “Snowdrop” nestling against a rock on the opposite side of the bay from where we had anchored.

“Don’t see why she should have dragged”, said the Skipper, “I gave her all the chain and plenty of line.” When we went for’d in the dinghy to tow her off the reason was very apparent. The anchor was hanging on the bobstay! With his deafness and poor eyesight the Skipper had failed to notice in the failing light that the stock of our Admiralty pattern anchor had hooked on the bobstay when he let go.

Later on the same cruise I hurried aboard to get out of a sudden shower of rain as we lay to a light westerly in Careel Bay, and in my haste I forgot to make the painter fast. We immediately shoved the sweeps out under the sides of the tent and while I swept her astern the Skipper paid out the anchor warp under the shark’s nose. But the dinghy had got a fair start and we had to join all the spare lines on board before we finally caught it, almost on the mud flat. My efforts with those cumbersome sweeps left me completely exhausted, but I have never made the same mistake since.

Any of the old timers who were there may remember one lovely calm night in Refuge Bay when we had Jim Langham and Doc. Kirkland aboard for a game of bridge.

The Skipper was not using his Acoustican and we had to shout our bids. Our voices must have carried because about 10 o’clock an exasperated bellow came over the water from the other side of the bay:

“Seven bloody no trumps, and how about calling it a night and letting us all get some sleep!”

Looking back over the years it is amazing how few incidents there were that could be the subject of a yarn, and yet reading over my logs I find that every day was filled with activity and interest. Cruising is not a succession of amusing or adventurous episodes.

I think that Cliff Gale summed it up very neatly when he was asked what he did all the time on his cruises. “I do nothing”, he replied, “and I haven’t got time to do it.”

Walter Rayment will be best remembered by the Amateurs as a tireless Club official—he was Honorary Treasurer for more than twenty-five years—and as a successful skipper in B Class—later to become 3rd Division, but it was from his cruises that he derived the greatest pleasure. When circumstances and advancing years forced him to part with “Snowdrop”—he sold her to Norman Brooker—he first remark to me was: “Well, I’m afraid that’s the end of our cruises to Broken Bay, Mister.”

“We’ll go back, Skipper”, I replied, “I’ll get a boat one day and we’ll do it all over again. I promise.”

But I did not realise then just how many years were to pass before that promise could be kept. A few years later the war started and cut a large slice out of my life. Then when it was over I found myself with a young family and a growing business which, between them, demanded all my time and money. And the Skipper was not getting any younger. Even after I had bought “Stardust”, circumstances, for some time, made it impossible.

But I did keep my promise.

In 1957, when the Skipper was 84, he and I took “Stardust” up the coast and spent a fortnight visiting all his old haunts.

Many years ago, when I was a very junior member of “Snowdrop’s” crew, the Skipper told me that one of the greatest pleasures of owning a boat was the pleasure you could give to other people. Frequently, during this cruise, that remark of his came to mind, because my greatest pleasure was derived from watching the Old Man enjoying himself. He was so happy doing again the things he had done so many years ago, and seeing again the places he had given up hope of ever seeing again, that it did my heart good to know that my ship and I were able to make it possible.

He died two years later and was cremated at Northern Suburbs.

On Saturday the 30th of May, 1959, his son Laurie and I took “Stardust”, under close reefed main and staysail, up to Store Beach in a southerly gale, and there off the beach, where he had spent so many happy hours, we spread the Skipper’s ashes on the water.

It was a slow and very wet thresh back down the harbour and we did not see another sail the whole way. But we felt we had given the Skipper a fitting send-off on his last passage.

OSCAR BACKHOUSE

Oscar Backhouse, son of a Foundation Member, was born in Elizabeth Bay in 1870, and at the age of ten he commenced sailing in an 8-ft. canvas dinghy built by Windybank.

He then sailed for a time as for'd hand in the 10-ft. canvas dinghy "Endeavour", owned and sailed by Percy Summerbelle.

After a year or so of crewing he again acquired a boat of his own. He had an 18 footer built for him by Kennedy. He called her "Nell" and raced her with the Neutral Bay Amateur Sailing Club.

At twenty years of age, after ten years of experience as both skipper and crew hand, he joined the crew of "Iolanthe" as assistant for'd hand, and went from her to "Assegai" and then on to "Volunteer".

In 1897 he joined the crew of "Isea" and stayed with her for several years until the first "Culwulla" was built.

By this time he was one of the best racing hands on Sydney Harbour and when "Culwulla" was launched he was asked to join her hand-picked crew. It was in no small measure due to his ability on the foredeck that "Culwulla" won her first two races and came second in her third.

He left "Culwulla" to join Arthur Marks in "Gadfly", which raced successfully for some years in S.A.S.C. events.

His years of crewing came to an end in 1907 when he purchased the one-rater "Dawn". "Dawn" had been built by Fay of Southampton and brought to Sydney by Mark Foy. Oscar, having become an owner-skipper, joined the Amateurs the same year and sailed with the Club for the rest of his life. He had his share of successes in club events, both with his first "Dawn" and later with a Melbourne-built 28 footer which he also renamed "Dawn".

He was elected Club Captain in 1910 and Commodore in 1911, holding that position for two years. He resigned from the Club in 1915 after the outbreak of the Great War but rejoined in 1919 after the cessation of hostilities.

He became a Life Member in 1950 and was made an Honorary Life Member in 1956. He died three years later, in 1959, being survived by his son, Jack Backhouse, who was Vice-Commodore in 1935-36.

Jack Backhouse and A. H. S. Spain were the first Junior Members—elected 1920.



"DAWN"—Oscar Backhouse.

Photo courtesy M. Grace.

STANLEY SPAIN

Born 1873 at Neutral Bay, Sydney, in the family home "Wallaringa". His father, Staunton Spain, owned "Grampus", "Varuna" and "Happy Thought" and these were the principal boats in which he learnt to sail. 1878 was a milestone as this was the year of his first sailing race and I quote from a cutting in his own scrapbook (paper or magazine from which extracted not indicated. Ed.). "The first sailing race that I can recollect as having taken part in was on Boxing Day, 1878, the occasion being the Neutral Harbour Amateur Regatta. Flagship—the well-known old coastal cruising yacht "Opossum", owned by the late Alex Oliver, to whom so many of us owe a debt of gratitude for trips up and down the coast, and our knowledge of boating. The Committee of Management for the Regatta was my father Staunton Spain, Archibald C. Fraser and Alex Oliver. "Opossum" was moored just off my old home "Wallaringa". There were not any programmes as far as I can remember but the printed card of admission to the flagship reproduced here sets out the particulars.

(Sailing Races fixed to begin about 11.30 a.m.—refreshment interval 1.00 p.m. to 2.00 p.m.—pulling races after 2.30 p.m.—other nautical sports as may be arranged—on behalf of Committee of Management S. Spain—A. C. Fraser—A. Oliver. Ed.)

The dinghy I sailed in was about 15 ft. long, 4 ft. 6 ins. beam and 2 ft. deep, fitted with a fixed fin. Centreboards were only to be found in a very few boats in those days. She was rigged with a sprit sail, bamboos being used for spars—partly for lightness, but principally because they grew in great numbers in Wally Bennett's old home "Honda" in Hungry Bay. (Shell Cove Bay. Ed.) The course was round Fort Denison and back. Of course spinnakers were unknown—and I think our parents prohibited us from using square-sails, except when they were with us. I have long since found out it is safer to carry either a squaresail or spinnaker when running free. I think there were about six dinghies of the foregoing type in the race—some of the other competitors were Livvy and Vic Mann, D. W. Roxburgh, Sainty George, Billy Gilchrist, Alf and Wally Bennett, Fred Love and Ned Lord. It was my brother Bill's dinghy that I sailed in. I don't think she was ever christened but was always known as the "Blue Dinghy". Our victory was mainly due to the fact that most of the others in the race capsized. It was quite the usual thing to do if you could not win. It was a kind of excuse. I never did hold this view and although I have been in many races since I have never been in the "drink". Perhaps I am lucky."

Thus started a life of sailing.

Joined S.A.S.C. in 1903, Honorary Life Membership conferred 1937, died 1967. Sixty-four (64) years continuous membership—the greatest in the Club to date.

During his active life in the Club he was always to the fore, having held office as Honorary Secretary, Honorary Treasurer, Club Captain, Rear-Commodore and Vice-Commodore.

Wrote many sailing articles for the "Journals of the Day" under such pen names as Sasca, Bucolic and Double S.

Stan and "Mischief" were very well known on Sydney Harbour. Built in 1902 by W. Golding for D. W. Roxburgh (a cousin of Stan's) she was 22 ft. long and under Stan's hand she was Champion of Champions in 1920 and at this point of time was acquired by him. He again sailed her to Champions of Champions in 1921.

In 1923 he won the "Tempest" Trophy (refer Gales) and requested that he be allowed to convert same into a perpetual trophy for annual competition. The Club agreed and the original trophy then became the "Tempest Memorial Trophy" and the winner received a miniature.

Having made his annual pilgrimage to Broken Bay for the Christmas break he was returning to Sydney on 1st January, 1928, when a southerly buster caught him off Long Reef and unable to make headway he turned and ran back to Broken Bay where "Mischief" was lost on Pearl Beach, Woy Woy.

Stan was always a great supporter of the Pittwater Regatta and served on the organising committee for many years, thus, following the above tragedy a Mischief Memorial Race was always on the programme.

Not wishing to be without a boat he purchased the "Imp" in 1928 and she carried the S.A.S.C. registration A2 as on "Mischief". She was a very handy 21-ft. restricted class and Stan soon had her winning races but she was not his type of boat and he sold her. (It is of interest to note that she sank off Cremorne Point in a heavy westerly in 1935 and was not recovered. Ed.)

Actually Stan was never without a boat because he kept the "Happy Thought" (built 1874) a boat that he dearly loved and since his death his sons have retained her, and although nearly one hundred years old she is still in good condition in a shed in Neutral Bay.

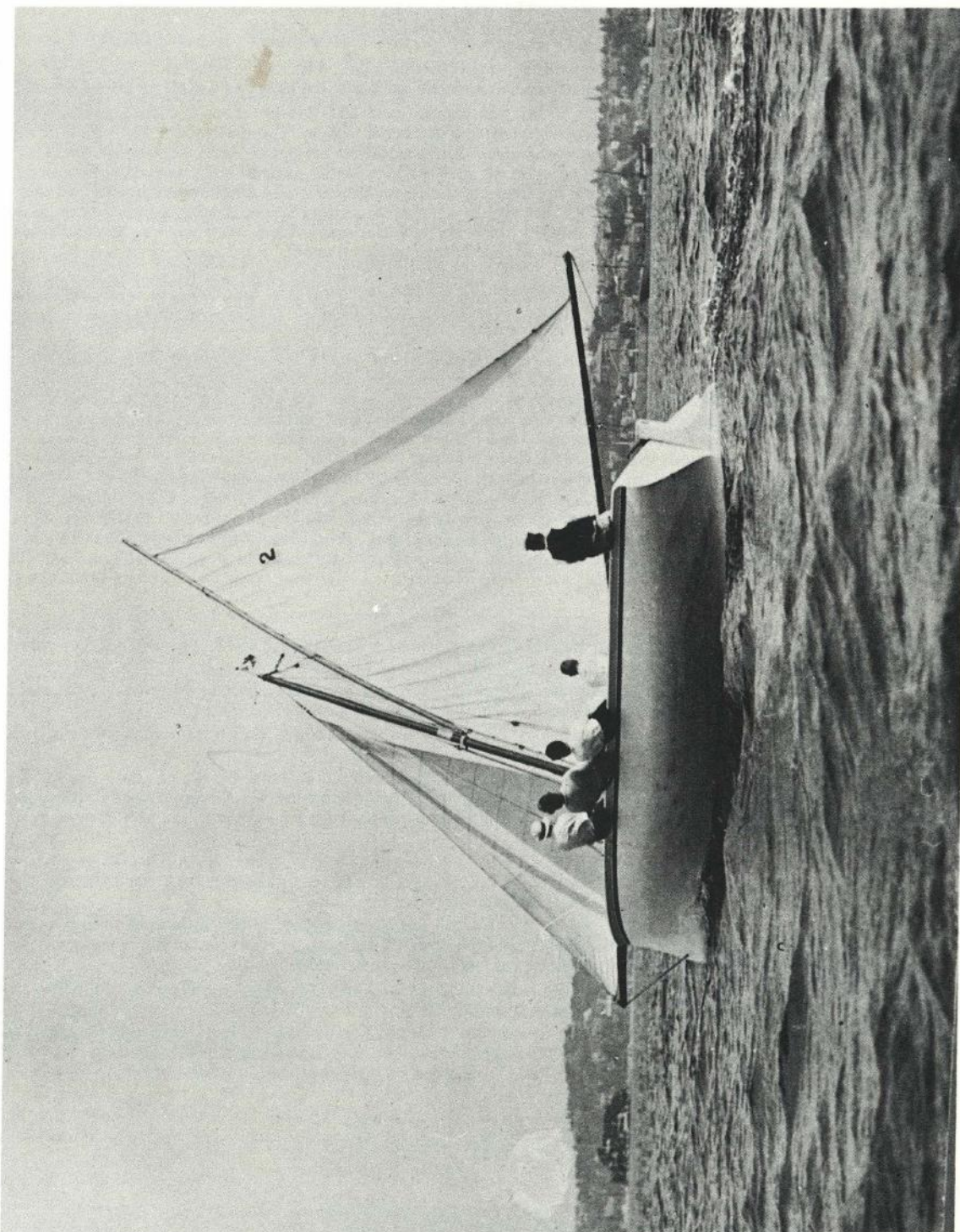
Probably about this time he obtained a half rater which he named "Mischief" but was so shocked at her handling that he very quickly disposed of her.

He knew where there was a 22-ft. half decked boat "Ena" built by W. Dunn in 1903 that was of similar hull lines to the original "Mischief" and in 1935 he was able to purchase her. Removing the half deck, altering the rig, strengthening the hull to allow for the half deck removal he renamed her "Mischief".

Actually this boat proved to be better than the original and he won many races in her, but in himself he was happy and content because he had the correct type of boat again.

He disposed of her in 1953 and completed that season in "Happy Thought" who remained on the Club Register as A2 for his remaining years.

Spain's Steps, Spain's Lookout, Spain's Wharf and Spain's Wharf Road are all well known round Neutral Bay and it was from a small shed at the foot of the latter that Stan always sailed.



"MISCHIEF" (original)—Stan Spain at helm,
John Rayment sheet hand.

Photo courtesy L. Rayment.

Being from a nautical family, running a tug and lighterage business and being associated with sailing it was only natural that Stan should be known as Capt., a rank conferred before the First World War.

A. S. H. (Alwyn) Spain—joined 1920 and shared with J. Backhouse the first Junior Membership of the Club. Sailed with his father in "Mischief", "Imp" and "Happy Thought". Spent many years away from Australia. Sailed in "Bona" 1922 and with D'Arcy Shelly in "Jane Kay" 1936-54. Joined R.S.Y.S. 1930 and still vitally interested in sailing.

Another son, I. A. H. (Ian) Spain, also maintains his interest in sailing through R.S.Y.S.



"HAPPY THOUGHT" (built 1874)—Stan Spain
at helm, 1954.

Photo courtesy Alwyn Spain.

CHEATING FAIR

Many ruses were used to "cheat fairly" in days gone by and to some extent having done it and "got away with it" was part of the thrill of the sport.

Here is a recorded instance from a protest "Dawn" v. "Mischief", 9th January, 1923.

In the race of November 9th, 1922, the spinnaker boom of "Mischief" was set from the shroud. This fact was admitted. The boom was the usual one carried by the boat 12 ft. 3 in. overall length. The only provision for setting same is by a "snotter" from the mast.

The registered sail area of "Mischief" permits an effective fore-triangle of 96.91 feet on a base of 12.94 feet.

It has been admitted that the spar 12 ft. 3 ins. was set from the shrouds which is a position approximately 3 ft. from the mast and the protestor contended:

1. That the setting of the spinnaker boom in this position in itself is a breach of the rules.
2. That the above action increased the registered sail area by increasing the base line of the fore-triangle and is a breach of the rules.

Rule 40 read: "In races where 'booming out' is allowed the spinnaker boom shall not be set from the shrouds, nor in any other such manner by which the distance from the mast to the outer end of the boom is made to exceed the base of the fore-triangle."

"Mischief" gave the following explanation. "In setting up the headsail prior to the race the jib block carried away and a temporary halliard was rove with a single part. This was set up with a "Handy billy" purchase and the whole "wrapped" round the mast to prevent stretching. The "snotter" for the spinnaker boom was inadvertently wrapped up under the beforementioned gear and was not usable. The spinnaker was then made fast to the spar approximately 8 inches inboard from the outer end and the boom attached by a lanyard to the shrouds as nearly as possible could be judged to give the sail its actual registered position."

"Dawn" disputed the fact on any unusual length of the outer end of the spinnaker boom being unused and also contended that there was "clear daylight" between the inboard end of the spar and the mast.

The Committee after full consideration were of the opinion that as the actual measurement of the "Mischief's" spar so closely approximates the full registered length of the base of the fore-triangle it would have been impossible for the distance from the mast to the outer end of the spar (when set in the manner admitted) not to have increased the registered base of the fore-triangle.

The Committee unanimously found that "Mischief" committed a breach of Rule No. 40 and is therefore disqualified.

And so the Backhouses and the Spains had fun.

WHO ELSE?

In the years between the Depression and the Second World War it was not uncommon for the sailing fraternity to see, on a quiet summer Sunday, a yawl sailing peacefully along with her skipper sitting on the gunwale, one foot on the tiller and a violin tucked under his chin, playing classical music.

Who was it?

It was the same skipper who, in the same yawl, cruised up and down the coast of N.S.W. making his own charts of all the navigable inlets, rivers and harbours. And the same skipper who made his own chart of Sydney Harbour which was far more complete and detailed than any Admiralty Chart.

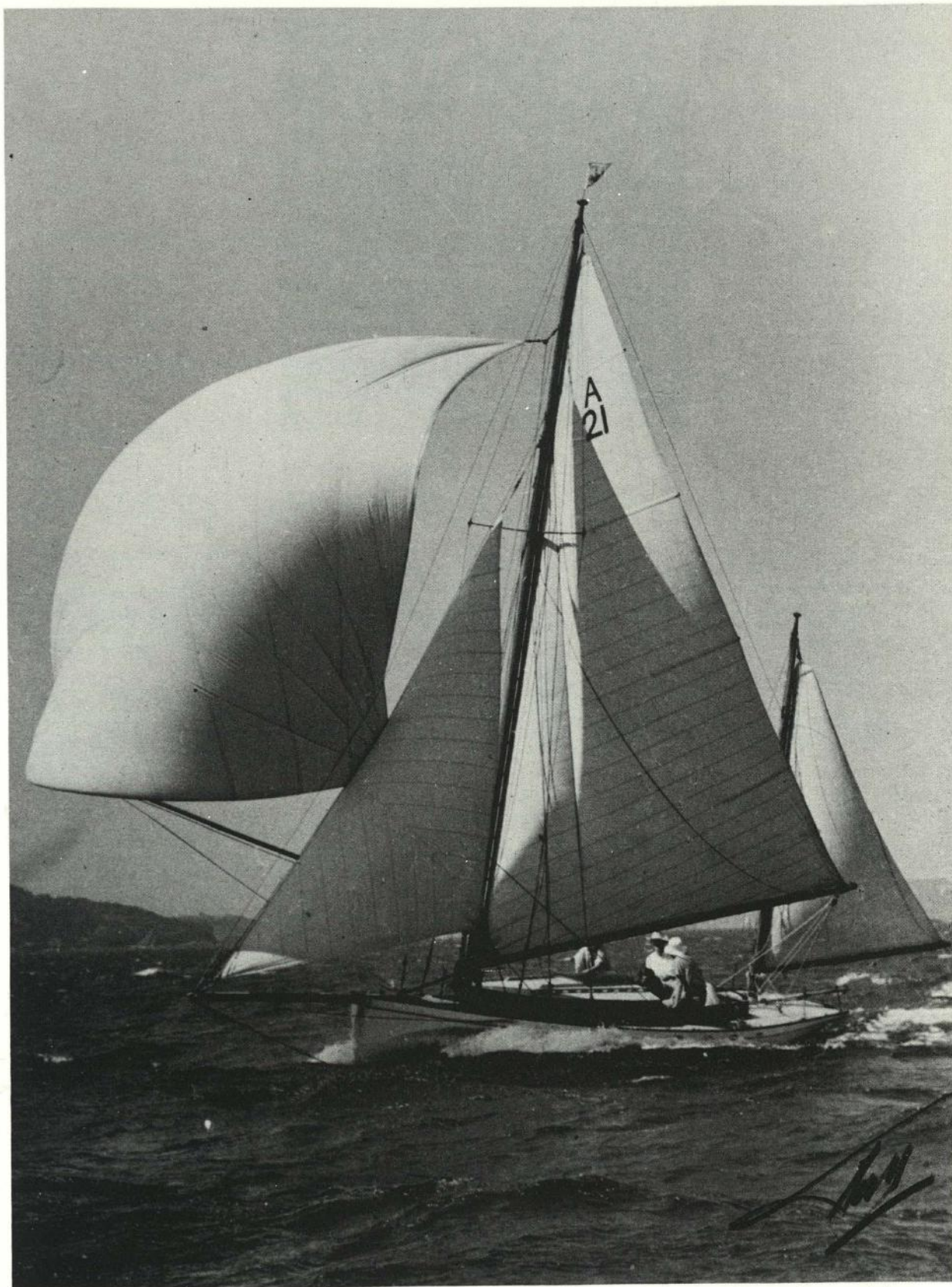
Who was it? Who else but Alan Patrick Mackerras.

A. P. Mackerras joined the S.A.S.C. in 1923 while crewing aboard Dr. Gordon Craig's "Chance", but shortly after becoming a member went to America where he spent some years. He returned in 1927 and sailed with Claude Plowman in "Sea Rover".

In 1928 he bought the Holmes built yawl "Maracita" and, in addition to the activities already mentioned, raced with the Club until the outbreak of World War II. He sold "Maracita" in 1941.

After the War he bought the 21-ft. "Bettina", which he raced with the Middle Harbour Yacht Club until 1949 when he had his present sloop "Antares" built by Andy Riddell.

He became a Life Member in 1958.



"MARACITA"—Alan Mackerras at helm.

Photo Hall & Co.



W. L. Dendy.

Photo courtesy Mrs. M. Grindrod.

W. L. DENDY

A young man from Western Australia who had his first race with the Sydney Amateurs in A. Dendy's rater "Hiawatha" in 1899 played an important part in the Club from his election in 1914.

Walter Leslie Dendy took a temporary job with the Port Jackson and Manly S.S. Co. Ltd., expected to last six months, and remained there for the rest of his life. He listed 30 yachts owned by him but claimed the total was 33. Those registered with the Amateurs comprised:

1914 "Chance"	
1915 "Chance II"	Owned jointly with Fred Lomer.
1918 "Sea Belle"	Now "June Bird".
1919 "Native"	Later "Triton", "Niobe" and "Seafire".
1920 "Sea Bird"	Returned to Melbourne.
1922 "Salacia"	Now "Nyria"
1923 "Sea Rover"	

The two "Chances" were built by Hayes at his old Balmain shed, but the others were built in Melbourne. The "Native" and "Sea Bird" were raced successfully with the Club. "Salacia" was sold to E. J. Bayly Macarthur without being raced.

"Sea Rover" did very well in the 1923/24 season when she won the "A" Class Gold Medal for her skipper with three wins, two seconds and four thirds, the Fred White Trophy and the L. J. Thompson Trophy for the most proficient crew and the best kept yacht.

The following season, although well back in the point score, "Sea Rover" won the Cruisers Championship and the H. M. Shelley Trophy for the most proficient crew and the best kept yacht.

At the end of the 1924/25 season "Sea Rover" was sold, and Walter Dendy gave up active sailing to concentrate on his job as General Manager of the Manly Ferries, but continued as a Committeeman (having first been elected in 1919) and a tower of strength to the Club.

In addition to racing he made many cruises along the coast in "Sea Belle" and "Sea Rover", the 1924 cruise to Port Stephens and the Myall Lakes being the subject of a well written log. The crew on this occasion comprised Tom (T. B. Sorrell), Mick (H. V. Hartley), Punch (A. H. C. Dendy) and the skipper.

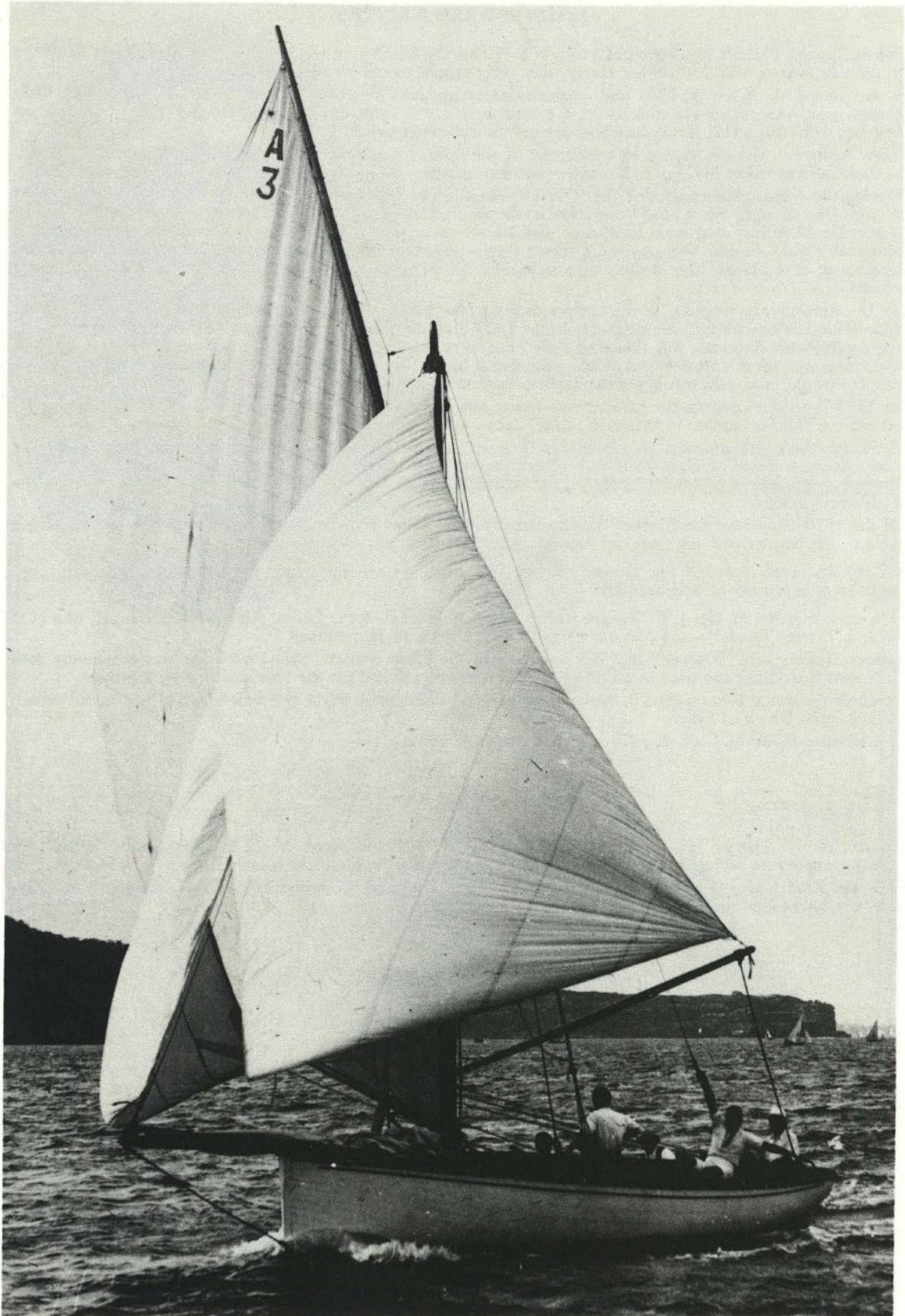
Other Club members who crewed in the boats owned by Walter Dendy were F. Venables, D. McCluskey, Fred Lomer, F. J. Doran and Alex. Wedderburn.

From 1924 onwards the Dendy Trophies were presented every year for a race in each class, nominated by the donor, but not disclosed until the end of the season. The winner then found himself receiving yacht enamel, varnish, antifouling and rope at the annual prizegiving.

The Club also had Manly Ferries made available for nights afloat, Opening, Flag and Closing Days either free or at a nominal cost by courtesy of Walter Dendy.

Other Club activities included Honorary Auditor from 1925 on and delegate to the Sydney Yacht Racing Association from 1933 on; strong support for the twenty-one footer restricted class, the cadet dinghies and the erection of the memorial Sundial to the memory of Mrs. Morris at the Basin. Mrs. Morris lived at the Basin from 1868 until 1921, supplied yachtsmen with milk, eggs, etc., and was a friend to all yachtsmen.

Walter Dendy died in 1948, still in harness, and the Garrison Church at the Rocks was packed by mourners from the ferry service and yachtsmen in addition to his family and other relatives.



"SEA ROVER"—Walter Dendy at helm,
Tom Sorrell, Mick Hartley, Arthur Dendy and
Jarvis crewing.

Photo Hall & Co.

JAMES EDWARD WALTERS

James Edward Walters was born in Picton, N.S.W., on the 4th December, 1860, but spent his early adult life in Balmain where, with his brother Harry, they were taught to sail by their father.

James joined the Club in 1905 and commenced racing his 20-ft. carvel-built cruiser "Doreen" in Club events, with four of his six sons as crew members. He was so successful over the next few years that on Sunday, April 14, 1912, the Sydney Sun carried the following story:

"Few boats can show a record to equal that of the Sydney Amateur Sailing Club's 20-ft. cruiser 'Doreen'—owned and sailed by Mr. Jas. E. Walters—whose consistency during the past five seasons has been remarkable.

During the season just concluded the 'Doreen'—in Club events—won every trophy it was possible for her to win. Out of eight starts, and from scratch, she secured five firsts and three seconds. She scored 15 out of a possible 18 points in general handicaps and cruiser races, which secured for her the commodore's trophy and club's gold medal. She gets the Yvonnè Cup—presented by Drummond and Napier for the greatest number of first places. Mr. Walters also wins Mr. W. M. Marks' trophy for the skipper holding the best record.

At the Anniversary Regatta, in the cruiser race for the S.A.S.C. boats, she was placed third, while, at the Manly Regatta she secured second place. In the 1907-8 season the 'Doreen', out of 12 starts (including two at the Anniversary Regatta), was unplaced only once, securing five firsts, three seconds, and three thirds; won the vice-commodore's trophy and club's gold medal for the greatest number of points in general handicaps, and the trophy and gold medal for the highest number of points in cruiser races.

In 1908-9, in club events, she secured two firsts, one second, two thirds, and was unplaced in three races, scored the highest number of points in cruiser races, and received a trophy and the club's gold medal.

Although there are no wins to record for 'Doreen' in the 1909-10 season, she again demonstrated her consistency, and out of seven races was placed second four times and third once, and tied with Yvonne for the greatest number of points in cruiser races; she won the sail-off, and secured another trophy and the club's gold medal.

In the 1910-11 season the 'Doreen' was beaten by the Yvonne by one point for all trophies and the club's gold medal. She gained one first, two seconds, and two thirds out of seven starts.

Of the 45 races recorded the 'Doreen' has had 14 firsts, 14 seconds, and nine thirds, which leaves only eight races in which she was unplaced.

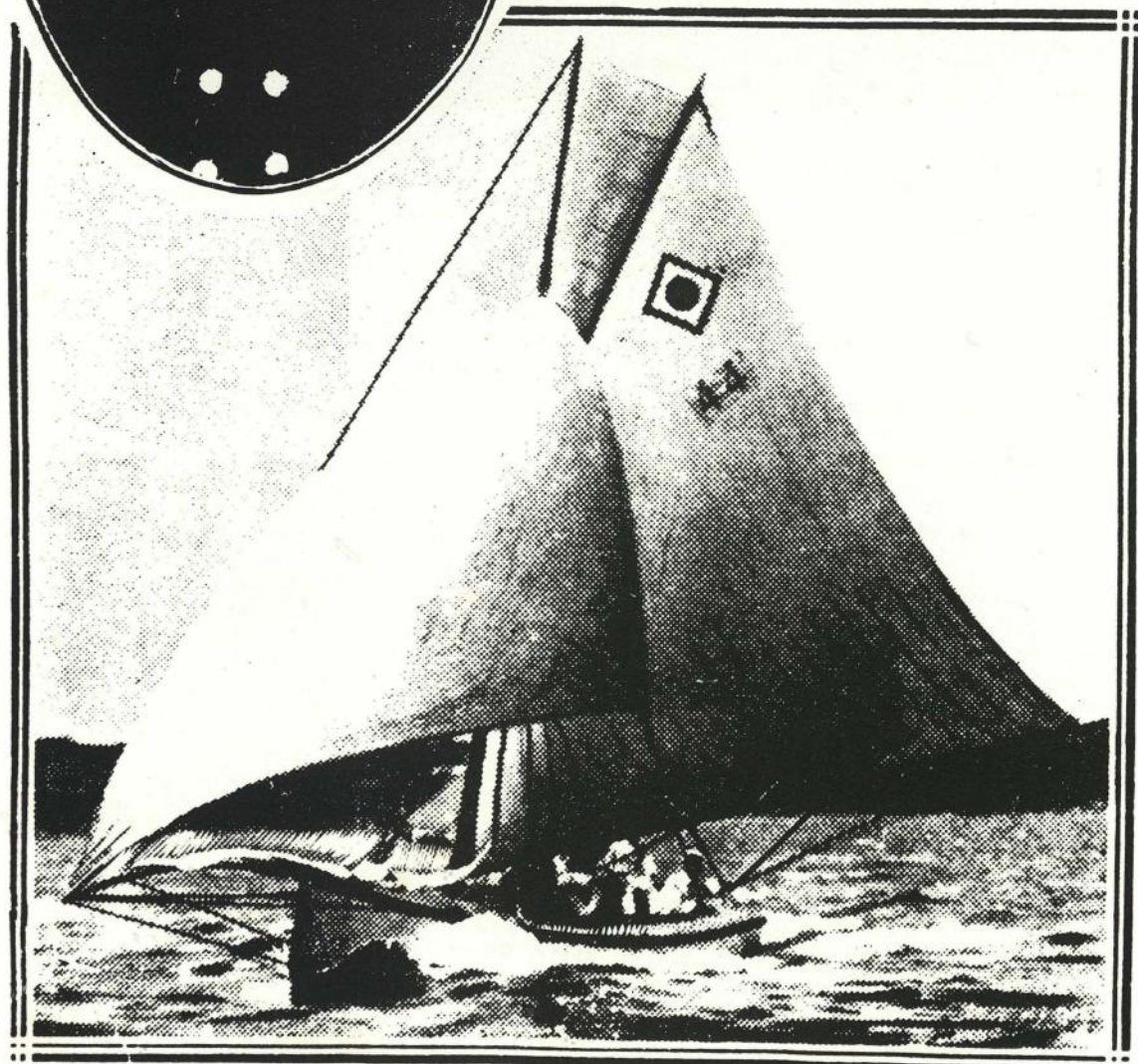
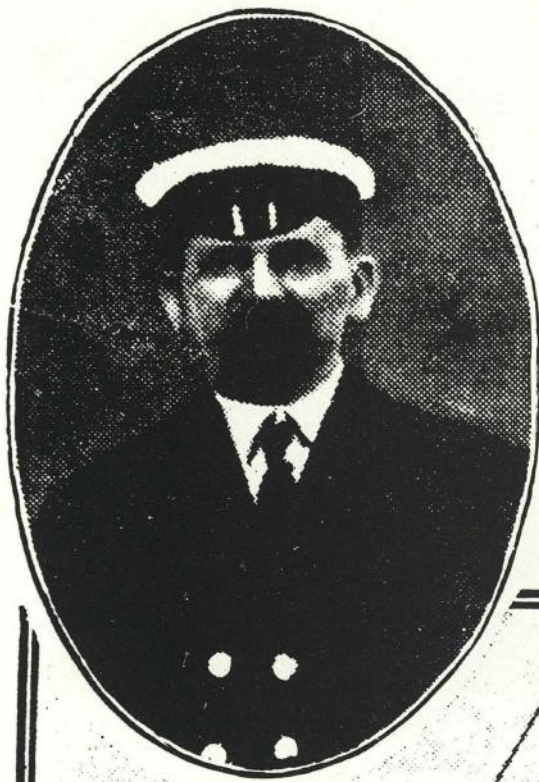
The crew consists of Mr. J. E. Walters (skipper), his four sons—Roy, James, Alex and Charlie (all of whom wear a 'Doreen' medal)—and Messrs. Clem Molloy and H. A. Hutchinson."

James Walters sold "Doreen" in 1913 and bought the cabin cruiser "Scot Free". She was eventually sold to Lyons Boat Shed and used as a hire boat until she was wrecked on the Sow and Pigs by a hirer.

Records show that Roy—James E. Walters' eldest son—sailed as jib hand in Frank Albert's "Sayonara" which was skippered by Ted Sayer.

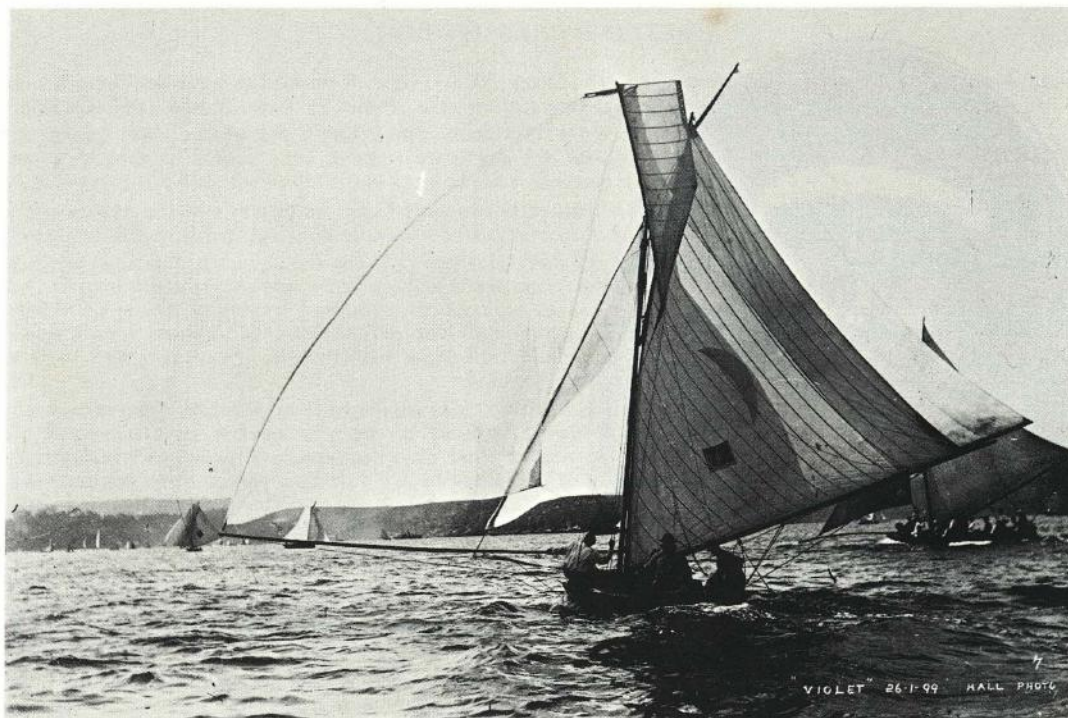
He resigned from the Club in 1920 and died 4th July, 1932.

Harry Walters (James' brother) also joined S.A.S.C. in 1905 and raced the 22-ft. clinker-built "Olive" for some years before selling her and buying the yawl "Hermione" which had been sailed up from Hobart. He was Club Captain 1906-07, Vice-Commodore 1907-08 and Commodore 1908-11, resigning in 1920. He was Rear-Commodore of R.P.A.Y.C. 1923-24.



"DOREEN"—James Walters.

Photo Sun Newspapers.



"VIOLET"—James Middleton.

Photo Hall & Co.

AMATEUR

When the S.A.S.C. was formed in 1872 a neat row of terrace houses stood in John Street, Pyrmont and one differed from the rest, in that it was the end house, had a piece of land alongside it to the street and had a tower above the roof. The owner, a quarryman by trade, worked in Saunder's Quarry, over the hill. However, by mutual agreement he was also employed on a part time basis by the Post Master General as a Mail Officer and this explains the building of the tower as in those days the South Head Signal Station could be clearly seen from the roof of 63 John Street.

Upon sighting a mail boat from South Head, a signal would be run up and when seen from the tower a bell on the rim of the quarry was rung by a wire from the tower. From the method of ringing James Middleton knew the urgency of the matter. Hurrying to the foot of Harris Street, he would launch his 22-ft. open boat "Violet" and sail her single-handed down the harbour and often well outside the heads to meet the mail boat. When alongside, the mail bags would be thrown aboard (he had a special reinforced bottom in the boat for the purpose) and while the mail boat proceeded to quarantine, etc., he would sail back to Man-of-War Steps where the mail was transferred to a waiting four-horse-drawn waggon which then galloped madly to the G.P.O.

(The 22-ft. "Violet" was the work horse and family outing boat—she was never raced—Ed.)

He sailed the 16-ft. "Violet" with the Club and later sold her and sailed the 16-ft. "Regina" as he had joined in 1877, but in 1884, when Rule 6 was altered to read—"Amateur: The word shall exclude all fishermen, oystermen, boat builders, sailmakers and persons gaining or having gained their living on the water or any person who is or has been employed in or about yachts, boats or ships as a means of livelihood or any person who has received any monetary consideration for his professional knowledge."—he retired from racing as this left him no option, as he not only built his own boats but made his own sails as well. Boats or sails were not sold to other people. He was still serving on the Committee in 1888 and resigned from the Club in 1900.

There were other people affected by Rule 6, but permission to disclose the names has not been obtained.

At least ten separate cases appear in the minutes where applications for membership have been returned to the proposer because of violation of Rule 6 and some of these families still "operate" on Sydney Harbour. Although later Committees and Officers did not enforce the rule it was not altered to any great extent till 1960, when it was liberalised.

When James Middleton died in 1935, the Club saw fit to forward a message of sympathy and acknowledged the fact at a General Meeting, thus again proving the Club's unilateral thought—sailing.

One often wonders what was the real extent of the effect of the word "Amateur" on this Club?

CAPRICE

A Grand Old Lady with an Eternally Youthful Heart

"Caprice" is entitled to be called a Grand Old Lady because she is over 70 years old and still sailing. But she does not fit the picture of the traditional Grand Old Lady sitting with dignity in her easy chair watching the youngsters at play, because she has refused to concede that old age makes any difference. She is not only still playing with the youngsters, she is still beating them on their own terms. She is a Grand Old Lady alright. But a Grand Old Lady with a difference, as her story will show.

She was built in Hobart by Charles Lucas in 1900 for a Mr. Webster. Her planking was full length Huon pine, grooved to allow for hidden caulking. The hull was 32 feet overall on a waterline of 21 ft. 5 ins., with a beam of 8 ft. 5 ins. and a draught of 6 feet. She was rigged as a gaff cutter and carried a huge spread of canvas. Her boom was 21 ft. long and her bowsprit extended 12 ft. beyond the stemhead. On these she set mainsail, staysail, jib and jackyard topsail.

Although she is generally believed to be a William Fife creation, her design was, in fact, drawn up by a Mr. A. Blore, who made a number of alterations to the original Fife design. His presumption in daring to modify a design of the great William Fife has, however, been fully justified by "Caprice's" performance over the years.

Little is known of her early history beyond the fact that Mr. Webster raced her in Hobart and sold her, sometime before 1908, to a gentleman named Starkey, who brought her to Sydney. It is known that she first raced on Sydney Harbour in 1908, and that she raced with the Prince Alfred Yacht Club before that club received its Royal Charter. She is next reported in Pittwater in the early 'twenties where, it is said; she spent some time on the hard at Newport. However, in the middle 'twenties she was bought by two brothers, A. J. Stone and H. J. Stone, from the then owners, Messrs. Sid Hosking and Thorpe. She commenced racing with the Amateurs with Arthur Stone at the helm, and from then on her history is fully documented.

Arthur Stone won the Club's Gold Medal in A Class for the 1926-27 season, and in March, 1927, he purchased his brother's share and became sole owner.

The following year he converted her from gaff rig to Bermuda rig, "Caprice" thus becoming one of the first yachts on Sydney Harbour to adopt the new Marconi mainsail, as it was then called.

Although "Caprice" was greatly improved by the change she was not to enjoy wearing her new plumes for very long, because when he sold her to Mr. John Taylor Cooke in January, 1929, Arthur Stone would not part with his recently acquired Bermuda rig and her old gaff was re-installed when she changed hands.

Mr. Cooke purchased "Caprice" for his two grandsons, Harry and Jack Pfeiffer, who were still both at college. He moved her to his own mooring in Vaucluse Bay where she has remained to this day, except for a period during World War II when she was taken to The Spit for security reasons.

The two boys immediately joined the S.A.S.C. and commenced racing. They were young and new to yacht racing and their success in the years to come was in a large measure due to the assistance and advice they received from the late Cliff Gale and another "Master", the late Arthur Stevens.

Harry and Jack Pfeiffer learned fast, but by the end of their second season they were becoming concerned about "Caprice's" old gaff rig which was beginning to show signs of wear, and they decided to go "modern". For the second time "Caprice" was converted to Bermuda rig. The late George Griffin designed and built the mast and rigging, and the new sails were made by the late Harry West.

This time, however, "Caprice's" trendsetting marked the beginning of the end of the era of the gaff rig, as more and more yachts followed her example and discarded the old for the new. "Culwulla" and "Scarab", to mention only two, converted to Bermuda rig in the same season.

The Pfeiffers found, as had Arthur Stone, that she performed better and handled more easily with the reduced, but more efficient sail plan, and the following season—1932-33—Harry Pfeiffer won the Gold Medal for A Class yachts, being the second skipper to win this coveted trophy at the helm of "Caprice".

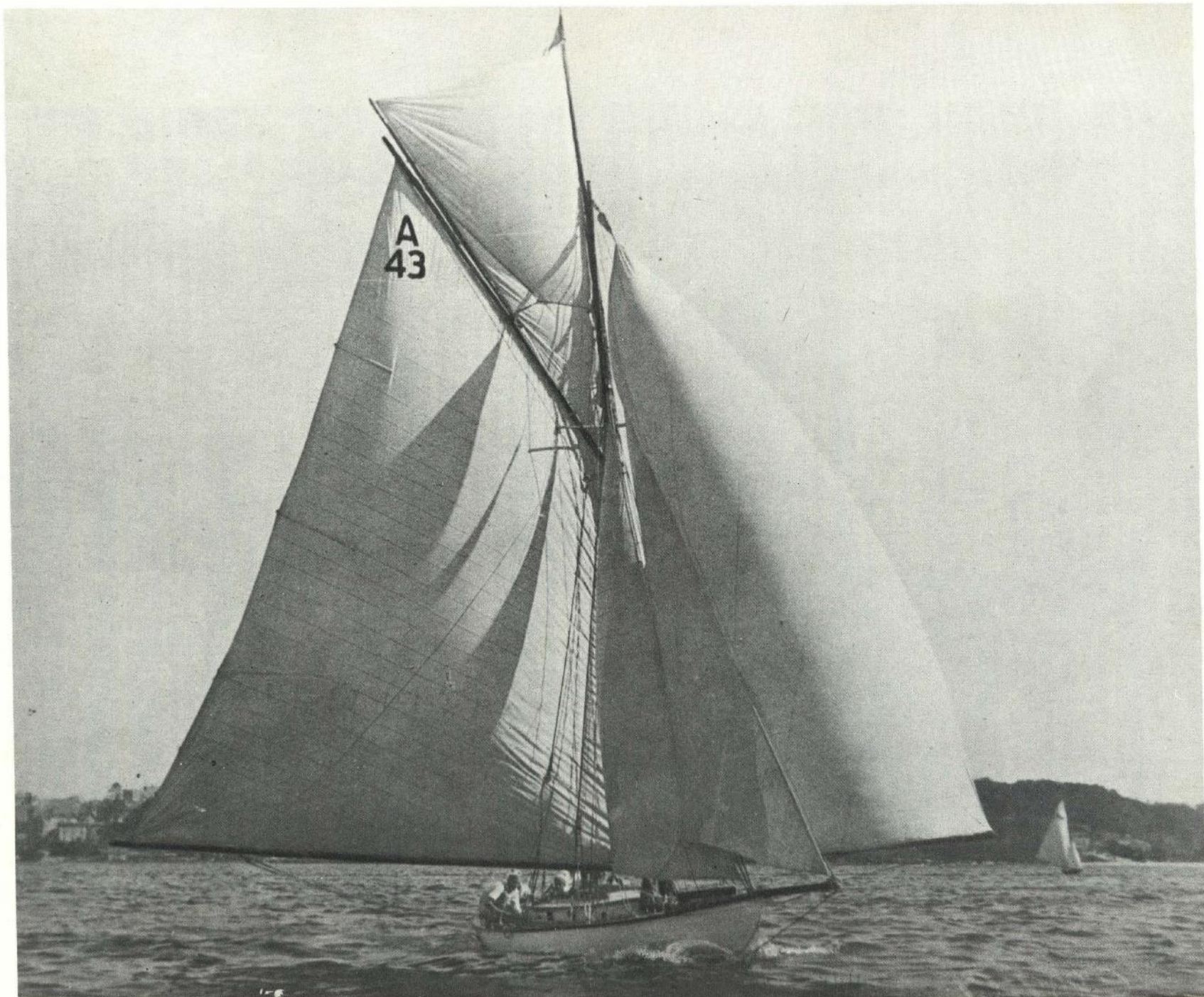
It was during this season that the first Easter race to Lake Macquarie was held, and "Caprice" was one of the S.A.S.C. fleet which pioneered the event. She again showed her quality—and Harry Pfeiffer again demonstrated his ability as a skipper—by winning the Belmont Trophy from the combined S.A.S.C. and Lake Macquarie fleets.

Two years after their success in 1932-33, "Caprice" and her skipper proved it was no fluke by again winning the Gold Medal in her class. She had, by this time, added a jib topsail to her sail plan and earned the reputation of being one of the fastest light weather yachts on Sydney Harbour.

"Caprice" was also a regular starter in the annual Pittwater Regatta and by the time the war put a stop to yacht racing she had won six trophies in this event. A commendable effort over a period of only ten years.

After the war Harry's two sons, Michael and Tony, were old enough to take their place in "Caprice's" crew, and the three Pfeiffers have sailed as a team ever since. In 1950 Harry bought his brother's share and, like Arthur Stone, before him, became sole owner. He and his sons celebrated the occasion by once again winning the Gold Medal in 1950-51 and with it the Jubilee Cup for the first skipper to win three Gold Medals.

"Caprice" did not race during the early 'sixties because Michael and Tony were overseas, and Harry preferred not to race without his sons as crew. They returned in 1967 and "Caprice" was completely overhauled and re-rigged. Her boom was cut down to 18 feet, she was equipped with solid monel standing rigging, roller reefing was fitted and a set of Dacron sails was made by Cliff Ayers. This new sail plan gave her 800 square feet of working sails with 1200 square feet in her masthead spinnaker. "Caprice's" new suit improved her even more and she was soon sailing off scratch in No. 1 Division.



"CAPRICE"—Harry Pfeiffer at helm (Gaff Rig).

Photo courtesy H. Pfeiffer.



"CAPRICE"—Harry Pfeiffer at helm (Marconi Rig). Michael and Tony Pfeiffer crewing.

Photo courtesy H. Pfeiffer.

It is surprising that the name of A. Blore did not become better known, because he must have been a designer of great ability. Certainly his modifications to the original Fife design produced a really outstanding hull, because "Caprice" is probably the only yacht ever built still able to give time to all her younger and more modern competitors at the ripe old age of 67. It is true that her rig had been altered several times to keep up with new developments, but her hull was still the same as when she was launched in 1900.

But Harry Pfeiffer also demonstrated that he was a skipper of unusual quality, because at the end of the season, in 1968, he did it again, and took out his fourth Gold Medal—35 years after winning his first one, and 41 years after Arthur Stone had won it with "Caprice" in 1927.

In addition to his Gold Medals, Harry also won the Gretel Trophy in the 1967-68 season, but the trophy which he prizes most is the Hoana Trophy, won over three seasons 1934-35-36. This trophy is a scale model of "Caprice" made by the Merrington family. It is created in silver, complete with beaten silver sails.

In 1968 Michael and Tony were again posted overseas—Michael to the Solomon Islands and Tony to New Guinea—so that "Caprice" was missing from No. 1 Division for the 1968-69, 1969-70 and 1970-71 seasons, but as this is being written, Harry is giving "Caprice" a complete overhaul in anticipation of their return in time for the 1971-72 season.

Harry has not given up sailing during his sons' absence. He has been racing as a regular crew member aboard Bob Wild's "Tilliar" and, incidentally, keeping abreast of the performance of the opposition he will meet when he is back at the helm of his own boat.

It will be interesting to see if "Caprice" can repeat her 1968 performance by again coming out of retirement to win another Gold Medal. The result of her return to No. 1 Division will be known by the time this goes to press.

But one thing is certain. "Caprice", with Harry Pfeiffer and his sons handling her, will give a good account of herself, and whether she wins or loses she will always be the Grand Old Lady of the S.A.S.C. fleet.

A Grand Old Lady with an Eternally Youthful Heart.

A. J. STONE

Arthur Joseph Stone—born 1895, died 1971.

His first known boat was "Swallow" a 16 footer which he bought on 17th March, 1913 in partnership with a Mr. McEwen for £14.

On 21st March, 1918, he purchased "Bat" a 22 footer from G. Williamson for £70.

(Interesting to note here that "Bat", built 1913 by Al King of Hong Kong (who learnt his trade in Sydney) to the design of a Naval Architect, Hayward Hayes. She was the one design Champion of the Corinthian Yacht Club in 1914-15-16 and was brought to Sydney on the deck of a steamer by Mr. Robertson of Vaucluse in March, 1917—sold to G. Williamson, November, 1917, who sailed her to Jervis Bay and South Coast. Ed.)

1st April, 1919 entered partnership with F. Stone and joined S.A.S.C. with "Bat". Partnership purchased back February, 1920. Arthur changed the name to "Avona" and sold her in 1922 when he bought "Caprice" in partnership with his brother Henry James Stone for £270 from the partners L. F. Thorpe and S. A. Hosking.

June, 1923 he ordered a new set of sails of best Egyptian Cotton from Cranfield and Carter of Burnham-on-Crouch, Essex and they arrived in Sydney 19-12-23 at a total cost of £42-6-0 including freight, wharfage and Customs Duty.

March, 1927 he purchased his brother's share and became sole owner of "Caprice".

June, 1928, a jib and mainsail for the Marconi rig of "Caprice" again came from Cranfield and Carter at a cost of £43-2-0 and he was thus one of the pioneers of the Marconi rig as it was then known on Sydney Harbour.

January, 1929, "Caprice" sold to J. T. Cooke with the original gaff rig. Arthur kept his new Marconi sails and fitted them to "Ozone" after he purchased her in 1935, selling her in 1954.

Arthur Stone won his share of prizes probably the most notable being the Club's Gold Medal 'A' Class 1926-27 with "Caprice" and the Kelly Cup in 1939 with "Ozone".

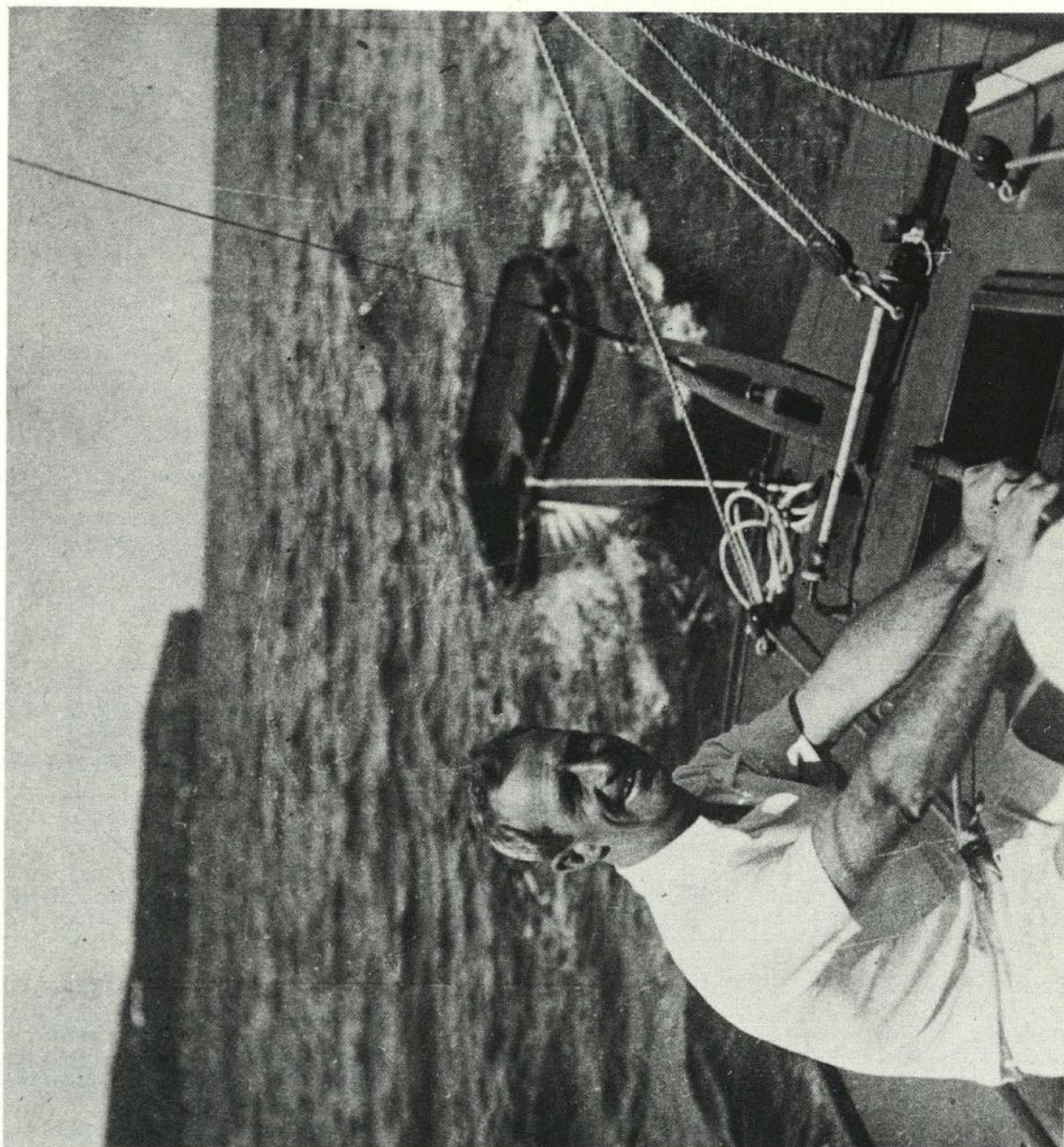
He never sought the limelight—would never accept nomination for Flag Rank but was always active behind the scenes. He acted as Starter and/or Race Official on many occasions, laid race marks, but his main untiring effort was in the job of Official Measurer which he accepted in 1923.

31st August, 1926 "Formula and rating for the Kelly Cup were discussed and it was decided to allow A. J. Stone, the Official Measurer to formulate a factor for each boat for the purpose of handicapping this and other races". This was really an unenviable task but Arthur tackled it methodically using his mathematical knowledge, being a Civil Engineer.

The Register that he set up with the sail plans and measurements of each yacht, showing all calculations is in the possession of the Club and the Championship Formula as submitted was accepted.

Extracts from Minutes 17.8.27—"During the season the new system of time allowance devised by the Club's Measurer, A. J. Stone, was tried and proved very successful and is to be continued as on corrected times as many as seven boats of entirely different types have finished within five minutes. The system consists essentially of a time allowance proportionate to the boat's rating and again proportionate to the time occupied in sailing the course by the first boat to finish and was first tried out 15.1.27".

1928—Open Boats wished to compete in Outside Racing and the Committee ruled that they could do so if the owner could satisfy the Official Measurer that they could float themselves and their crew in the event of a capsized. Arthur cheerfully tackled the problem of flotation of Open Boats. He was never convinced and in 1929 Outside Racing was restricted to Cruising Class Boats.



A. J. Stone at helm of "OZONE".

Photo courtesy Mrs. Lloyd.

1931—Arthur resigned as Official Measurer after a sharp clash with the Commodore.

1933—"Owing to the diverse types of boats in the Club it was not possible to arrive at a handicap which was fair and equitable to all starters. Mr. Stone moved, seconded J. Backhouse that three or four boats be selected from each class or division to race for the Kelly Cup on a date to be fixed later in the season—carried unanimously". Still in use today.

1948—A. J. Stone suggested that in view of the Anti Barging Rule governing boats at the start of a race adopted by the I.Y.R.U., and used at Olympic Games, this Club should adopt a similar rule—agreed that this was an excellent idea and that the matter be raised with S.Y.R.A. so that a uniform rule can be adopted by all Clubs.

1949—A. J. Stone suggested a meeting of boatowners to discuss courses.

The above two illustrations serve to show A. J. Stone's interest in the Club's activities and he attended meetings right up to the time of his death.

He was elected to Life Membership in 1954.

A legacy which he left the Club will be used to perpetuate his name.

"CYNTHIA"

"Cynthia" A6, 25 ft. overall, straight stem, came into prominence on 28th November, 1925 when she foundered at the start of the races.

The remarkable picture "Foundering of 'Cynthia'" taken by an unknown photographer, probably from the Sydney Ferry Steamer "Lady Carrington" engaged to follow that day's races, shows the start of the "A" Class race, viz.:

A46 "Mavis"—L. V. Buckingham	C6 "Cherry Too"—A. H. Davies
A23 "Nyria" E. J. B. MacArthur	A13 "Willangi"—C. J. Templeman
A33 "Sea Rover"—C. Plowman	32 "Athene"—D. S. Carment
A19 "June Bird"—E. C. Gale	A16 "Dawn"—O. Backhouse
A41 "Spray"—L. Robertson	A6 "Cynthia"—A. Butler
A14 "Chance"—Dr. G. Craig	

and an unknown boat.

The following quotations best describe the incident.

A Newspaper Report Yacht Sinks—Thrill on Harbour End of "Cynthia"

"One of the best-kept cruisers in Port Jackson, and one that has done remarkably well in a blow both on the harbour and at sea, Mr. A. Butler's 'Cynthia', is lying on the bottom of the harbour.

The accident occurred on Saturday afternoon before the flying start of the 'A' class handicap race of the S.A.S.C. in the vicinity of Birt & Co.'s buoy, Neutral Bay. The manoeuvres for the best position among the 14 competitors were very exciting against the north-east breeze and flood tide. 'Cynthia' became mixed up with two other craft and the bumpkin of one caught Butler's boat under the 'horse' at a time when she had her mainsheet 'hard on'.

In endeavouring to get free, water rushed aboard and soon found its way down to the cabin, much to the surprise of the crew, who appeared almost helpless.

Sank Within a Few Seconds

Within a few seconds 'Cynthia' dived nose first, throwing her six 'hands' into the water. One who appeared to be unable to swim was soon in difficulties, and a member of the crew of another boat jumped overboard and held the man up until he was rescued. Mr. W. D. M. Taylor, who was cruising in the vicinity with 'Triton', did good rescue work.

This is one of the biggest yachting disasters that has occurred in Sydney for years. 'Cynthia' was insured, but it is likely that big expense will be incurred in endeavouring to raise the craft."

Extract from Minutes Committee Meeting, 15.12.1925

"'Cynthia'—Committee sincerely regrets the accident, but the protest from Mr. Butler was not in order as it was not received by the Hon. Secretary within the time stated in the rules. It was also resolved that a letter of appreciation be written to Mr. Hosking re his gallant action in jumping overboard from 'Nyria' A23 and saving the life of a member of 'Cynthia's' crew."

Extract from 54th Annual Report

"On the 28th November, 1925 the Club undertook and successfully conducted the most ambitious afternoon's programme in its history. On that day, separate races were held for 'A' Class, 'B' Class, All Yachts, 21 Footers and 12-ft. Dinghies. The start of the 'A' Class is memorable, by reason of the sinking of Mr. A. Butler's 'Cynthia' and it is hoped will always be remembered by competitors as a warning of the risk attendant upon crowding the weather end of the starting line. Fortunately, there were no casualties to the crew, owing to the prompt and seamanlike handling of the rescuing boats."

(Ed. This was the first "Flag Day", when the other clubs were invited to participate in an organised Regatta conducted by S.A.S.C. It was such a success, even this accident did not stop it.)

In January, 1926 "The Australian Motor Boat and Yachting Monthly" published the following account:

WHEN "CYNTHIA" FOUNDERED

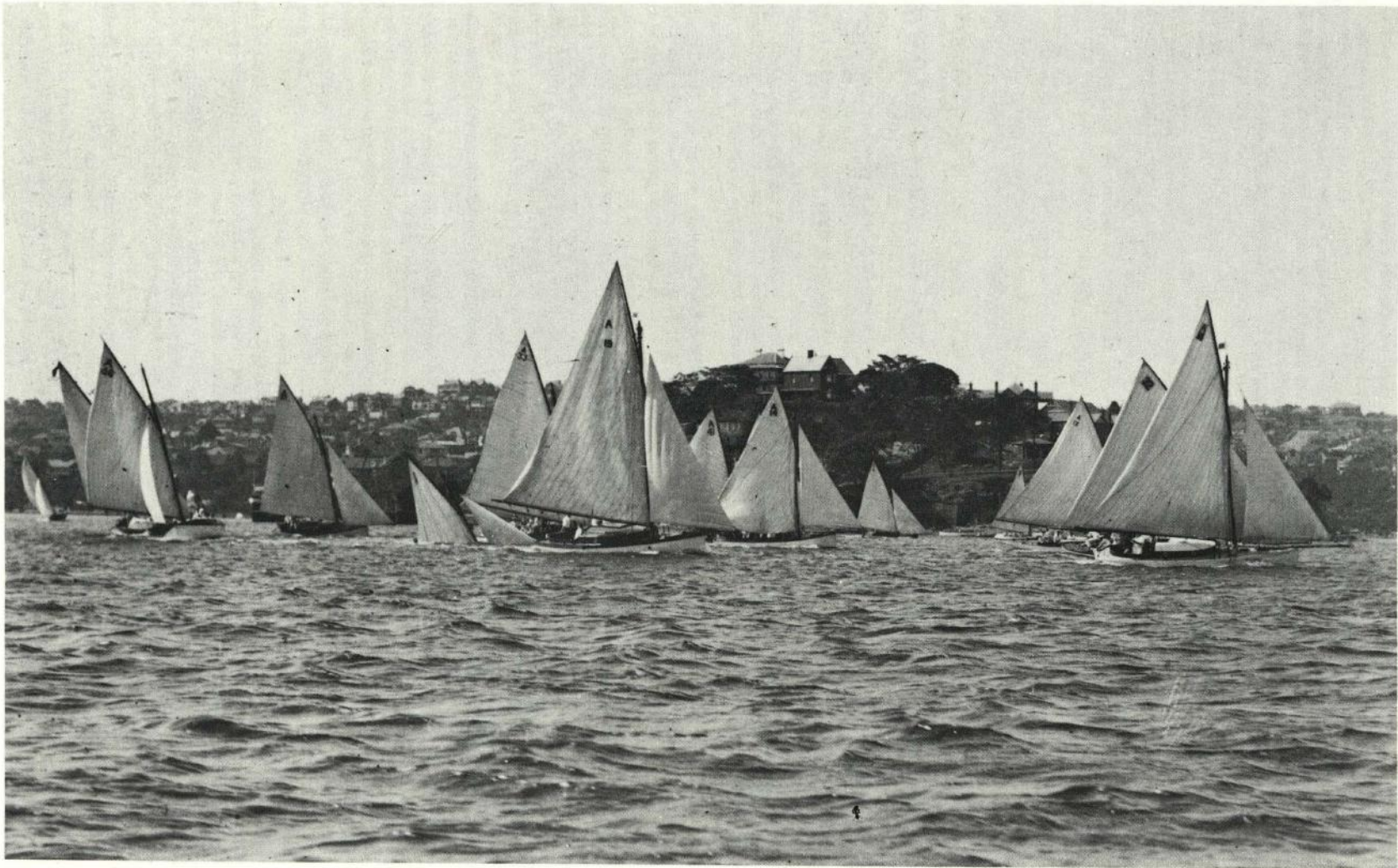
"As I wended my way to Fort Macquarie to board the 'Lady Carrington' (the boat engaged by the Sydney Amateur Club for their big gala day), I happened across a friend, who enquired what particular brand of mischief I intended to indulge in that bright sunny afternoon. I explained to him in a few short words, whereon he gave me a sorrowful look and said: 'Watch a sailing race! Why I've come at a few things in my time, but I've never been to a sailing race.'

As a devotee of the 'sport of kings' he could tell you the sire and dam and starting price of every gee-gee that has sported silk for the last twenty years.

Accepting my invitation to come along and view his maiden race, I told him I could not promise him very much excitement, but he would certainly see some first-class racing. The subsequent events proved I was wrong, for he got both, and when 'Cynthia' filled right up and sank like a stone, leaving her crew bobbing around like corks in a tub, he turned to me in wild excitement and said, 'How many times does that happen during a race?'

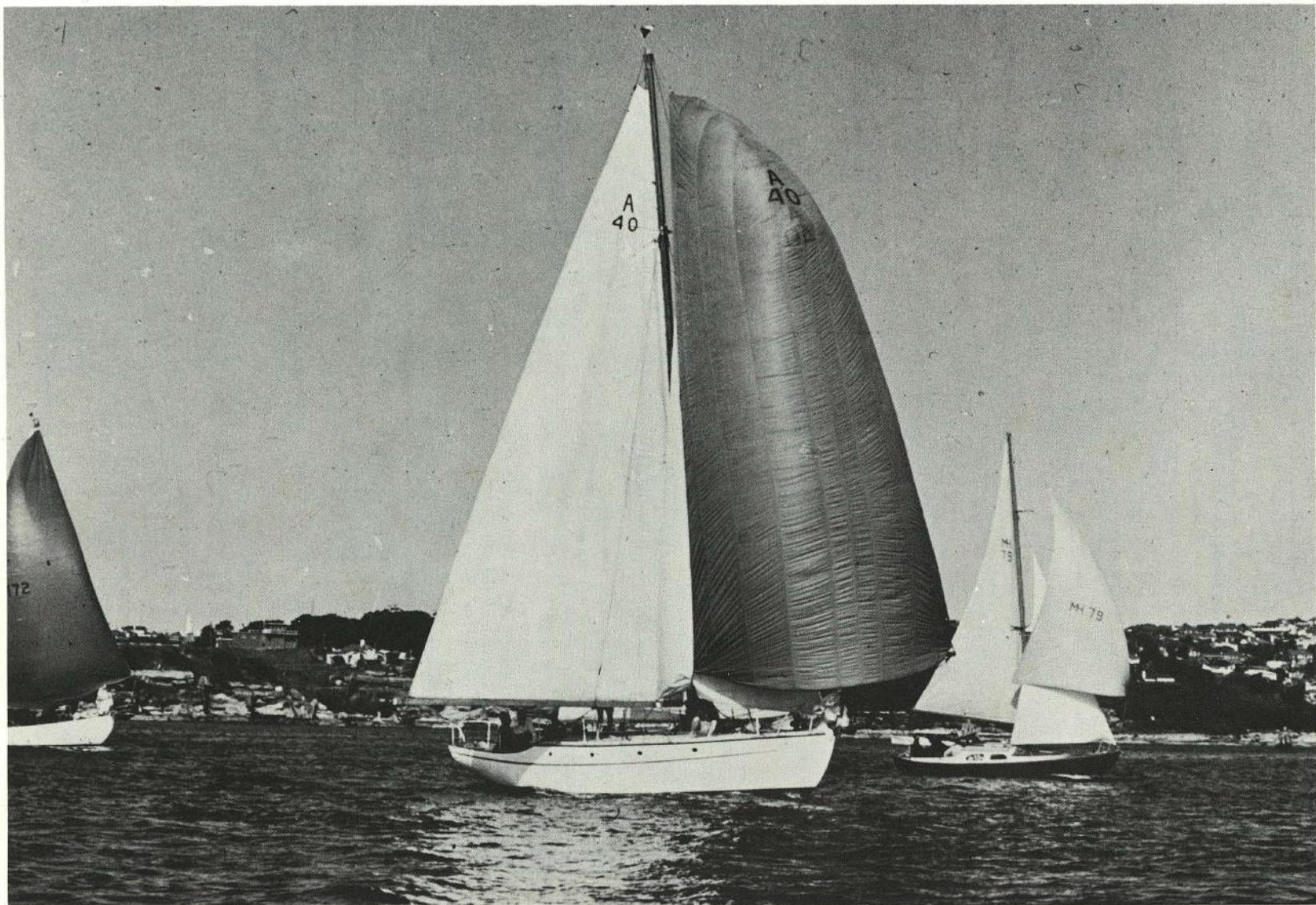
He looked quite disappointed when I told him that what he had just witnessed was a happening that he would probably never see again if he followed boat racing for the rest of his life, especially the class of craft we were watching at that moment.

Capsizes were a common occurrence among the open boats, but the foundering of a cruiser was the one-in-a-million chance.



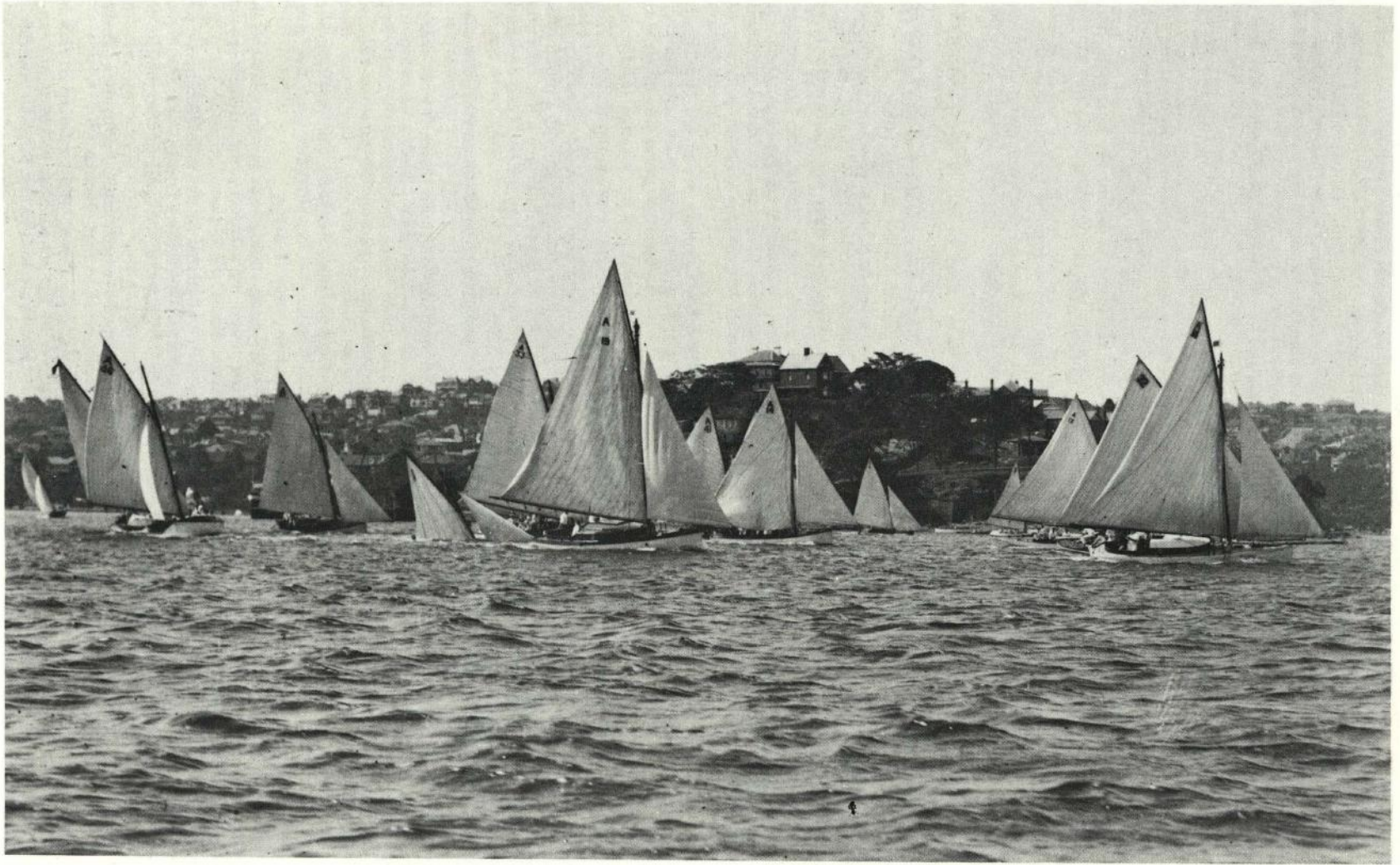
Foundering of "CYNTHIA".

Photo courtesy L. Rayment.



"THURLOO"—E. J. (Ern) Merrington—
first S.A.S.C. entry in Hobart Race.

Photo courtesy J. A. Middleton.



Foundering of "CYNTHIA".

Photo courtesy L. Rayment.

The cause of the accident has been described by various papers, but the true facts are these.

'Cynthia', with Mr. Ray Norman as skipper and a crew consisting of W. Gahan, Les Boardman (the ex-crack swimmer), B. Ternen, G. Downey, G. Hart, and C. Hayes, Jr. (son of Charlie Hayes, of Careening Cove), was getting away to a splendid start in the 'A' Class event, when 'Mavis' forestay fouled the end of 'Cynthia's' boom. The impact brought 'Cynthia's' bumpkin down on to 'June Bird', and as the former was held fore and aft, a squall hit her.

Although the sheethand did his bit, the boom naturally could not fly off and the boat heeled over and filled right up.

She was carrying 27 cwt. of ballast and with her full cargo of brine, she slipped out of sight in a very short time, leaving her crew swimming round in a circle.

All were good swimmers, excepting G. Downey, who could only tread water. Launches cruising in the vicinity were quickly on the scene and assisted in the rescue while 'Triton's' crew picked up three of the swimmers. The scattered crew did not join up till they all met at 'Cynthia's' boatshed after the racing.

The officials in the starting boat quickly placed a buoy over the position where the boat sank, but the 'Hurunui', moored close by, swung over the spot during the night and the guiding mark was missing on Sunday morning.

Dragging operations were hampered by the howling southerly that blew across the harbour at midday.

It was late on Monday evening when the weary draggers got 'fast', but on the diver going down, it was found that the object hooked was a piece of old iron. Next day a wire rope was dragged between two launches, and the sunken boat located.

The diver went down and found 'Cynthia' sitting upright up to her deck in silt. It was found impossible to pass a sling under her and she was hauled to the surface by the bumpkin.

What a sorry wreck she was when she appeared above water. The fine ricker mast was snapped in two places, bumpkin and gaff broken, mainsail and jib torn and all standing gear in a most unholy tangle.

The 'wreck' was towed into Hungry Bay and later on brought to Hayes & Son's yard where willing workers got busy to get Mr. Butler's natty little packet refitted for her Christmas cruise and Pittwater Regatta.

It had been a costly job for the owner, but the redeeming feature was that there was no casualty to report when 'Cynthia' took her dramatic dive."

(Ed. "Cynthia" is not recorded as again racing with the Club.)

"BROTHERS" 1903 to ?

If you were to tell an old timer that "Brothers" was a typical Goulding boat he would know exactly what you meant. He would know she was a straight-stemmed, beamy, shallow draught boat with a broad tuck and an outboard rudder. She would have a flat bowsprit curved down to a rod bobstay, a low coach-house, a roomy cockpit and might be either a centreboard or a deep-keeler. And that she had been designed and built in the early part of the twentieth century by Goulding of Balmain.

"Brothers" was launched in 1903. She is 25 ft. by 9 ft. 10 ins. and built of $\frac{5}{8}$ in. Huon Pine. She was built for Mr. T. B. Dibbs who had two sons, hence the name.

She started life as a gaff-rigged centreboard sloop and in her early days was no match for her sister ship, "Senga", until her owners replaced her centreboard with a deep keel and added a jackyard topsail. Thereafter, she confounded the critics of the day by sailing away from "Senga" whenever they met. But they had built one fault into her. She carried excessive weather helm and a photograph taken in 1912 shows her being sailed with a handy billy clapped onto her tiller.

The Dibbs family raced her with the S.A.S.C. with some success, winning the Kelly Cup in 1909. She was one of the first boats in Sydney—if not *the* first—to carry a Genoa jib.

In 1906 she was involved in a strange incident though, fortunately, only in name.

The Amateurs received a letter from the Sydney Dinghy Club complaining that on Saturday the 1st of December, whilst one of their capsized dinghies was being towed by a launch, one of the crew of the "Brothers" had leant over the side as they passed and cut the towline!

When the complaint was passed on to Mr. Dibbs he was most indignant. At the time "Brothers" was on her slip in Lavender Bay being prepared for her Christmas cruise. The Sydney Dinghy Club apologised to Mr. Dibbs, but insisted that the towline had been cut, and by a boat flying the S.A.S.C. Burgee. The culprit was never identified.

Had the incident occurred the following year the mistake could not have been made. For by then "Brothers" was wearing the Commodore's Burgee, Mr. Dibbs having been elected to that office in 1907.

After the Great War "Brothers" passed to the ownership of Mr. J. C. Davis, who continued to race her in club events with Jim Langham as skipper. But Mr. Davis was of the school that reckoned half an hour outside was worth a whole day on the harbour and he was responsible for the first S.A.S.C. "outside" race by presenting the "Brothers" Cup for a race to Long Reef and back.

But advancing years and deteriorating health were taking their toll and Mr. Davis relied more and more on Jim to maintain "Brothers" and take him sailing when he felt able to go. By 1938 he realised that his sailing days were finally over and he presented "Brothers" to Jim in gratitude for his years of faithful service, a generous gesture, well deserved. His only condition was that Jim should continue to present the "Brothers" Cup.

By the time World War II was over, and the Amateurs recommenced racing, "Brothers" was beginning to show her age and Jim realised that her serious racing days were over—at least until she had a major overhaul. But Jim, himself, was getting on and he was content to spend his weekends taking out the old-timers. To watch the races on Saturday and to sail to Store Beach on Sunday, where they would enjoy one of Mrs. Langham's bacon-and-egg pies and try manfully to demolish an apple pie which would have fed the entire fleet. Those who still had room would finish up with a cup of tea from the largest enamel teapot in existence, which was always washed up with the rest of the dishes after lunch.

But time moved on and once again Anno Domini was catching up with one of "Brothers'" owners. Jim Langham, in his turn, found that looking after a boat was getting beyond him. Reluctantly, in 1956, he put her up for sale.

She was bought by Ray Hunter, a newcomer to sailing who was buying his first boat, and "Brothers" was removed from the S.A.S.C. Register for the first time in 53 years.

Jim, being an honest man, warned Ray of her faults.

"She's got years of quiet cruising in her as she is," he said. "But unless you are prepared to do a major repair job, DON'T TAKE THE COPPER SHEATHING OFF."

Who does a novice believe? A boatshed proprietor took the copper off and told Ray she was sound.

Ray and a friend, Bill Ferguson, were a mile off the Heads when the leaks, which they had not noticed from the cockpit, flooded the cabin and stopped the engine. An early light Westerly suddenly developed, in the nature of Westerlies, into a tearing, gusting gale. They tried to set a jib, which blew them further out to sea before it disintegrated.

They were twenty miles off the coast, still bailing, when they were sighted by the Scandinavian tanker Bralanta at 10.30 that night.

A line was passed after three attempts and the tow back to Sydney began. The seas by this time were building up, and the tanker towed them much too fast. "Brothers", already waterlogged, was dragged through the crests and the exhausted men were unable to keep pace with the water that poured aboard. Ray admitted later that he was so convinced that they were going to drown that he simply stopped bailing and in a sort of hopeless desperation flashed a torch at the Bralanta. Miraculously the tanker understood and slowed down.

Off the Heads the police launch Osiris took over the tow and beached the sinking yacht at The Spit. Ray and Bill were taken to hospital suffering from exhaustion and exposure—and the reaction from having accepted death and being reprieved.

"Brothers" was pumped out and taken to Tom Joel's shed in Quaker's Hat Bay.

When Ray left hospital, very glad—and somewhat surprised—to be alive, he had had his fill of boating and sold "Brothers" to Tom Joel for a song.

Tom patched her up and for the next three years she lay on his moorings, an unwanted derelict. Until 1961, when she was seen by a Mr. Taylor of Balmain. He bought her, and "Brothers" hit "Skid Row".

He took her to Brooklyn, and she spent the next two years ferrying building materials from one side of the river to the other, then, in 1963, she was given a new lease of life.

Norman Beadle bought her, took her back to Sydney, put her on a Club mooring and re-registered her with the Club with a new number—A11.

For twelve months Norman worked on her. With the assistance of Cliff Gale he modified her keel and cured forever her weather helm. He put her back into racing condition and for two seasons competed in 2nd Division with her gaff rig.

But he was not satisfied with her performance, so for the 1966 season he re-rigged her as a masthead Marconi sloop and from then on she never looked back—except at her competitors. She won the H. S. Lloyd Memorial Trophy the same year.

Norman had done a magnificent job of rejuvenating her and she was a force to be reckoned with until he sold her in 1970.

Once again she was sold outside the Club and for the second time her name was missing from the S.A.S.C. Register.

Her new, and present, owner is Mr. Fred Saunders, a musician who uses her for relaxation and is not a racing man. He keeps her at Lucas's Boatshed, near Gladesville Bridge, and is to be seen sailing most weekends and quite frequently during the week. He keeps her in near perfect condition, so it is reasonable to predict that "Brothers" has many useful years ahead of her yet.

She will be 70 years old in 1973, and there cannot be many boats of her age still sailing in Sydney.

"Brothers"—1903 to ?



"BROTHERS"—T. B. Dibbs at helm (note handy billy on tiller).

Photo courtesy N. Beadle.



"BROTHERS"—N. Beadle at helm (New Rig).

Photo Photo Patrol.

"GENESTRE" A75

In their last year at school, two ambitious young men, Ken R. King and Neville F. Yule, ordered a 20-ft. open boat from Malcolm Campbell, who built her at his Mosman boatshed. The same shed which the club purchased in 1962 and later demolished.

"Genestre", as she was named, was built on the same midship moulds as the double-ender "Stardust", which Malcolm had also built. Like "Stardust" she was clinker-built, but, unlike her, she was given a tuck stern. She was launched in 1933 and cost her young owners £50.

Ken and Neville joined the club as Junior Members in October of the same year and were allotted the number A75 for their new craft.

They commenced racing with 3rd Division and thus it was that, on Saturday, December 8th, 1933, "Genestre" came to be running across Athol Bight under spinnaker before a 50-knot westerly, and giving her five teenage crew members the thrill of their young lives. Until they reached Bradley's Head.

As they altered course for the next mark their spinnaker fouled and "Genestre" capsized and sank. The five lads were rescued by Walter Rayment in "Snowdrop" and Cliff Gale in "Ranger".

This sinking triggered the motion by Stan Spain, at a later meeting, which altered the rule re "Floative Power" and the carrying of lifejackets.

The morning following the sinking Cliff Gale, Ken King, Malcolm Campbell and Alan Major set out at 5 a.m. in "Ranger" and by 7 o'clock had located the sunken yacht. She was about a mile north of where she had gone down, JUST AS CLIFF HAD PREDICTED.

She was raised, made fast to "Ranger" and towed into Taylor Bay, where they baled her out and straightened up the mess. She was then towed back to Shell Cove.

In a letter to Walter Rayment, Ken wrote, inter alia:

"By 1 o'clock she was on the slips at home, without a single loss or expense apart from a torn jib and some damaged paintwork. However, the first coat of flat white is on, after burning off, so unless something unforeseen happens we will be with you at the starting line next Saturday.

Again, thank you for turning from your course last Saturday, which was very good of you."

"Genestre" did start the following Saturday and was a regular starter until 1938, when Neville Yule found himself committed to other interests and sold his share to Ken.

In 1939 Ken took a new partner, Keith Waterhouse, who had been in "Genestre's" crew since 1937. Keith was Navy, so whenever he was aboard, "Genestre" wore the Burgee of the Royal Naval Sailing Association. It was a burgee which, at that time, was not well known, and it caused a deal of interest and speculation on the Harbour.

The outbreak of World War II put an end to "Genestre's" career with the club. Early in 1940 she was laid up in her Shell Cove shed "for the duration" and Ken never saw her again. On his return at the end of hostilities he could find no trace of her and presumed she had been taken by the Authorities who, for security reasons, impounded all unattended boats on the waterfront in late 1940. He philosophically wrote her off as a "war casualty". It was not until doing a bit of research for this article that he discovered the truth.

Keith Waterhouse, having heard of the Authorities' intentions, had moved her to the Squadron where she lay on the hard for eighteen months before being sold to a gentleman from Lugarno for £100. After the war Ken and Keith went their separate ways—Keith moved to the Northern Territory and went into cattle—and the matter was simply never discussed. Keith had obtained the approval of Ken's father for both the removal and the sale and after telling us the details Ken said:

"I wonder what the old man did with my fifty quid?"

Unlike his partner, Ken did not swallow the anchor after his return to civilian life. He bought an 18-ft. launch called "Bluefin", but found the desire to return to sailing too strong. He sold her and joined the crew of Eric Shelley's "Waimea" and sailed in her for several years, before buying the 28 ft. 6 in. "Peregrine", in partnership with his father-in-law, Stan Gedge. He later became sole owner.

In 1968 Ken became a Life Member, having been in the club for 35 years, and in the same year he sold "Peregrine" and built the 30-ft. motor-sailer "Wondrous". Although essentially a cruising man, Ken has not entirely given up racing. He has one race a year. A match race against Stephen Lloyd, from Hallett's Beach, round Lion Island and back, during the annual Christmas cruise. This year the race was abandoned when Ken, who was leading at the time, retired to go to the assistance of a family party in a disabled runabout, which was in danger of being blown onto the rocks.

Ever since the sinking of "Genestre" in 1933, Ken has sailed with his "weather eye lifting" for people in trouble, and like the late Cliff Gale, he has long since lost count of the number of craft he has towed out of danger.

BLUEBIRDS

Of the numerous classes of small yachts which have appeared since the Second World War the Bluebird must surely be reckoned as the most successful. From an unobtrusive beginning in 1947 the little chine sloop has become one of the most popular "build-it-yourself" types of design ever produced in this country.

Coming from the board of Sydney Naval Architect Ken Watts, the Bluebird introduced several features which, though neither original nor entirely novel, were certainly departures from standard Australian practice. The result was a surprisingly roomy little yacht—combining appearance with the highly desirable qualities of being both easy and cheap to build.

The original Bluebird was a plywood Bermudan sloop, 22 feet overall, 18 ft. 6 ins. on the waterline, with a beam of 7 ft. 4 ins. and a draft of 3 ft. 10 ins. The keel was either a cast-iron fin or a composite wood-and-lead keel weighing about 1200 lbs.



"TALUA"—Max Helliwell at helm.
The first BLUEBIRD.

Photo courtesy M. Helliwell.

One reason for the wooden boat's popularity was the fact that any amateur with reasonable woodworking ability could build one.

Most of the wooden boats were fitted with a small two-stroke engine which pushed them along at about 5 knots.

Since the introduction of fibreglass the later type of Bluebird is being produced in this material with aluminium spars and outboard motors on stern brackets or in "wells" through the bottom of the hull.

The sail area totals 220 sq. ft. in the mainsail and genoa, with spinnaker limited to 200 sq. ft. It may be set from either jibhead or masthead, and boomed out on a pole not longer than 12 ft.

The accommodation layout is quite ample for a small and shallow hull. There is room for two or three full-length bunks with sitting headroom, and space for a small stove. The cockpit, in some cases self-draining, is capable of seating six people or making up two extra bunks under an awning.

"Talua", the first Bluebird, was commenced in February, 1948 and launched at Rose Bay on the 18th December, 1948. She was amateur built by D. M. (Max) Helliwell, who owned her until 1961. "Talua" is still racing.

The Bluebirds first raced with the 3rd Division of the Amateurs, and amongst the few were "Talua", "Almira" (George Brackenbury), "Ramu" (Neville Stanley) and "Poinciana" (Harry Begg).

As more of these smart little boats appeared on the Harbour, Bill Gale conceived the idea of conducting a race for the class, and in February, 1955 he organised and conducted a race which he styled the Bluebird Championship. He used "Ranger" as the official boat with the start and finish in Taylor Bay. Nine boats turned out, including "Tern" (John O'Donnel) from the R.S.Y.S. and "Cherokee" (Harold Vaughan) from R.P.A. Pittwater. Harold Vaughan's win in "Cherokee" was very popular as he had sailed down from Pittwater to compete.

At a get-together on the beach after the race Bill Gale presented the prizes (which he also donated) and, as this was the first race ever held for Bluebirds as a class, it can be truly said that Bill Gale was the "Father of the Bluebird Class".

Bill's initiative bore fruit when the S.A.S.C. formed a Bluebird Class the next season, and as a follow-on he again held his Championship, donating the prizes as before, but also, on this occasion, having a programme printed.

By the following season the Bluebirds were well established at the S.A.S.C. and a class had started at Middle Harbour; so Bill, content at having got the project under weigh and sailing with a fair wind, quietly bowed out.

The introduction of class racing for Bluebirds was an immediate success and numbers grew rapidly resulting in the formation, on the 29th of October, 1958, of The Bluebird Owners Association. The meeting was convened by H. Begg, I. H. Wrigley, G. Brackenbury, J. L. O'Donnel and Misses P. and J. Warn. Twenty-four owners attended, 15 of whom were Amateur members, and I. H. Wrigley was elected first Chairman.

A constitution was adopted and a set of standards laid down covering sail measurements and material, keel and hull, rudder, spars and rigging and accommodation and crew.

Ken Watts, the designer, was elected Honorary Measurer.

The following season the first Official Annual Championship was held. It was conducted by the S.A.S.C. at the request of the Association on the 18th and 19th of April, 1959 and resulted in a win for Harry Begg in "Poinciana" with "Banyandah" (R. Mayan) second and "Zeehan" (L. Wildman) third. The handicap section was won by "Manu" (H. G. Uther) with "Banyandah" (R. Mayan) second and "Tarni" (J. Clingah) third.

By the end of 1959 the Association came face to face with a problem which every class association has had to contend with sooner or later. The officials were becoming disturbed because—to quote from the minutes: "Several of the new yachts have been examined by Office-Bearers of the Association and it is evident that there are instances where the scantlings laid down in the original Bluebird Plans and Specifications have not been adhered to...". The minutes further stated that "...it is felt that if this trend is allowed to continue, builders may vary the specifications to a degree where adequate strength and other good qualities of the original plan and specification may be seriously disregarded."

The Association took immediate action, and at a meeting in November, 1959, the Constitution was altered to read: "The Hull, its fittings fastenings and construction, is to be built in accordance with the plans drawn up by Ken Watts. The plan, specifications and scantlings are the minimum permissible. Stronger or heavier materials may be used, but lighter or less strong materials may not be used."

This made the Bluebird a restricted class, but not a strict one-design class.

Membership of the Association increased steadily and in 1960 the first application for membership was received from an owner with a fibreglass boat. This resulted in a Notice of Motion at the meeting in August, 1960 to the effect that "Bluebirds of identical design and dimensions built of fibreglass be considered for acceptance in this Association."

This motion was not actually put until the meeting held on the 28th of November, 1961. It was lost.

In accordance with this decision the Amateurs barred fibreglass boats from racing in their Bluebird Division. A decision which, unfortunately, resulted in their ultimately losing the class to the Middle Harbour Yacht Club.

The reason was easily explained. Being unable to race with the S.A.S.C. the fibreglass boats joined the M.H.Y.C. fleet and became so popular that they finally outnumbered the wooden boats and were accepted into the Association. Having the weight of numbers they had no trouble in persuading the Bluebird Association to change its address to C/o M.H.Y.C., with whom they have raced ever since.

It was not, however, until 1964 that their affiliation was changed from the S.A.S.C. to the M.H.Y.C. and until that date the Championships were still conducted by the Amateurs.

Few, if any, restricted classes have had to contend with more changes of constitution, alteration to rules or modification of specifications than has the Bluebird Class. The acceptance of new types of construction, the stepping of masts on deck, the updating of handcaps, the improvement of rudder shape, the positioning of the keel, the positioning and fixing of internal ballast, the limitation on slipping, beaching or careening, the minimum requirements for accommodation and fittings, were just a few of the decisions which had to be taken and covered by changes in the Constitution or contained in appendices. The changes were such, in fact, that they left the original requirements a long way behind and eventually an appendix was introduced stating that "Any yacht built prior to the 1st of January, 1965, which has been accepted for the class, shall continue to be eligible...".

Even the attempt by the Association to acquire the rights to the Bluebird plans and specifications ended in failure after a considerable amount of searching and negotiating had been undertaken by the Association's Honorary Solicitor, Mr. Geoff Hughes. In his report he said that it appeared that Mr. Norman Hudson had purchased them from Ken Watts and sold them to Boat Plans Pty. Ltd. For reasons which he had been unable to ascertain, he understood that Mr. Hudson had retrieved them after a Court action. Mr. Hughes expressed the opinion that there was some doubt as to whether the plans were a registered design or whether, in fact, any rights existed.

To overcome the possible confusion another appendix was added, which read: "The Bluebird Yacht Plan means the set of Plans lodged with the Association and marked for identification by the signatures of the President, W. A. S. Killingworth, the Vice-President, D. A. Noakes, and the Secretary, M. J. Battye and dated the 1st of January, 1965."

It says much for Ken Watts' design that the little Bluebird survived all these vicissitudes and continued to gain in popularity and go on from strength to strength. And through it all the intentions of the Founders of the Association have been rigidly adhered to, namely "...that the rules shall be aimed at restricting the Bluebird Class Yacht within safe and reasonable tolerances as designed, and to permit of either amateur or professional construction."

But it is not only in class racing that the Bluebird has been successful. As a family boat, as a coastal cruising vessel, as a JOG racer, or simply as a "first deep-keel yacht", she has proved her worth.

Long may she continue to be the answer for the man whose enthusiasm is much deeper than his pocket.

ENDEAVOUR 24

One of the most notable changes in yachting in the last decade has been the development and mass acceptance of small "family yachts", designed to give good racing performance and modest cruising accommodation. The forerunner of this type of yacht was the Bluebird, a 22-ft. plywood design. With the advent of fibreglass, more modern designs appeared such as the Endeavour 24, Southerly 23, Hood 23, Marauder 24, and at first, these classes raced in the 4th Division. In 1971, with these fibreglass designs becoming more numerous, the sailing committee adopted a resolution to separate these classes into another division.

At present there are approximately 15 yachts of this type on the club register, and a regular starter in the division is "Thresher", an Endeavour 24, used as an example to illustrate the class. Launched in December, 1968 and fitted out by her owner (Ed. North) in the summer of 1969 she commenced her first season in 1969/70.

Details: L.O.A., 24 ft. 4 ins.; L.W.L., 18 ft. 0 ins.; Beam, 7 ft. 8 ins.; Draught, 3 ft. 6 ins.; Displacement, 1.25 tons.

"Thresher" is a masthead sloop with a mainsail area of 132 sq. ft; No. 1 genoa, 162 sq. ft.; No. 2 genoa, 132 sq. ft.; spinnaker, 350 sq. ft.

Accommodation is four berths (separate toilet) with ample headroom in the cabin. There is a stove, sink and outboard auxiliary.

From the following results she has proved her ability as a racer.

1969/70 Season—16 Entrants:

2nd Point Score; Handicap—five 1sts, three 2nds, four 3rds; Club Races—one 2nd, one 3rd; H. S. Lloyd Memorial Trophy; Winner, Summer Point Score (4th Division); 4th Division Idle Hour Trophy.

1970/71 Season—26 Entrants:

3rd Point Score; Handicap—one 1st, two 2nds; Club Races—one 1st, one 2nd, two 3rds; 2nd in Spring Point Score.

"Thresher" represented the club against Middle Harbour for the Daydream Shield in 1969 and 1970, but was beaten by 10 seconds and 9 seconds respectively, on both occasions.

Also competed in the C.Y.C. Winter Point Score, 3rd Division, obtaining one 2nd and four 3rds, to finish 2nd overall out of 35 entrants.

At the time of writing, has competed in 2 short ocean races—the C.Y.C. Winter Race from Sydney Harbour to Lion Island and return, in which she finished 2nd on handicap; the S.A.S.C. Ocean Race, in which she finished 3rd overall.

She now races in the new Endeavour 24—Southerly 23 Division.



"THUNDERBIRD"—F. Wrobel at helm, Peter Benjamin and Andrew Robertson crewing.
The first THUNDERBIRD.

Photo Lovell-Simons.



"THRESHER"—Ed North at helm, Eric Brown and Brian Bergin crewing.

Photo courtesy E. North.

26-FT. RACING-CRUIISING SLOOP THUNDERBIRDS

The Thunderbird was born in Seattle, U.S.A., when Ben Seaborn, well-known naval architect, was asked to design a plywood yacht that would be easy and economical for the advanced amateur to build.

It was to be convertible, providing cruising accommodation for at least four. It was to be a safe, dry boat, which would appeal to the dedicated racing man who wanted to move up from centreboarders without getting into a big investment. The first Thunderbird was launched in November, 1958.

Seaborn did a fine job, proven by over 1,000 registered Thunderbirds now sailing throughout the world. Of these, over 100 are in Australia, with some 60 in New South Wales. The popularity of the Thunderbird lies in its unique capabilities as a convertible, offering international competition for the racing man and comfortable cruising for the family man.

The tank-tested hull design gives it a very lively racing performance. It is designed to heel easily, but the deep, hard chines buoy the boat solidly on its best sailing lines, making it exceptionally fast for its size. The hydrofoil fin fixed to the v-bottom gives extraordinary stability in a blow, but at the same time gives remarkable light-weather performance.

Perhaps the finest features of the Thunderbird are the extra large cabin and cockpit. The cabin provides comfortable accommodation for four below decks. It contains a complete galley—stove, sink and icebox and also a head. With the hatch cover raised, the cabin is light and airy and has full 6-ft. headroom. The cockpit is probably the most spacious ever seen on a yacht of this size.

There is no complicated conversion necessary for racing. Racing Thunderbirds go out with full cruising and safety gear. Outboard motor, fuel, stove, cushions—the lot. And the next day, for cruising, all you need is a loaf of bread, a bottle of lunch and the "mate".

Class rules are strictly one design, thus preserving the sale value and keeping the yacht within the reach of men of moderate means. Purchases of sails are restricted to once every second year, slipping is allowed no oftener than once a month. Almost every class rule is designed to keep building and maintenance costs down.

Under power, the Thunderbird can cruise happily all day at 5 knots with a 5-h.p. outboard using about ½ gallon of fuel per hour. An "instant" outboard well has been developed, which allows the outboard to tilt up when not in use, and eliminates lifting the motor from well to stowage and vice-versa before and after racing.

A professionally built sail-away Thunderbird would cost in the vicinity of \$6,000; a ready-to-assemble kit would cost considerably less and building direct from the plans should cost no more than the price of a Holden. Its unique, semi-monocoque construction makes it simple for amateur building. The hull derives great strength from the ½ in. plywood skin (which, pound for pound, is stronger than steel) and longitudinal stringers. Because the plywood is cross-laminated it can't fatigue, split or crack.

The class is regulated by the International Thunderbird Class Association in Seattle, U.S.A., working through local fleet organisations. Currently there are 5 chartered fleets in Australia on Port Jackson, Pittwater and Port Phillip, Hobart, and Geelong, Victoria, with new fleets forming in Lake Macquarie, Perth, and Suva. International issues Thunderbird Sail Numbers and Certification that the yacht conforms with class rules and specifications. Measurement is handled by local fleets. Thunderbirds must possess Measurement Certificates to be eligible to race in sanctioned events.

In Sydney, Thunderbirds race as a class with the Sydney Amateur Sailing Club on Port Jackson and Royal Prince Alfred Yacht Club on Pittwater, while others race in mixed company with Middle Harbour Yacht Club and Lake Macquarie Yacht Club.

Specifications:

Sail Areas:

L.O.A.	26 ft.	Main sail	201 sq. ft.
L.W.L.	20 ft.	Genoa	163 sq. ft.
Beam	7 ft. 6 ins.	Spinnaker	380 sq. ft.
Draught	4 ft. 9 ins.	Jib	106 sq. ft.
All-up weight	4,000 lbs. approx.		

Full detailed plans, instructions and step-by-step photographs of each stage of construction, including class rules and specifications, cost \$10.00, plus postage.

S.A.S.C. member, Fred Wrobel, built the first Thunderbird in Australia in December, 1962, christening her "Thunderbird" No. 317. About the same time Bruce Henderson, of R.P.A.Y.C., an airline pilot, took a liking to the Thunderbird in America and asked Wal Shirt, a boat builder at Castle Hill, Sydney, to build "Chinook", No. 311. Wal Shirt then went on to build a further 46. Fred Wrobel also built a further 11.

In August, 1966, Bob Johnson, of San Diego, won the 1st Thunderbird World Championship Regatta on Lake Washington, in Seattle, with 13 points lost—four 1sts, a 2nd and an 8th.

Australian competitors were Bruce Henderson, R.P.A.Y.C., who came 5th with 36 points, Richard Christian, S.A.S.C., 12th, and Toni Redstone, M.H.Y.C., 11th.

In 1968 Toni Redstone, M.H.Y.C., Sydney, captured the second Thunderbird World Title in Coronado Roads, outside San Diego Harbour, without winning a single race—4, 4, 3, 9, 3, 2, 2, a total of 27 points. This was the first time a borrowed boat has won the title, and the runner-up was also in a borrowed boat and this showed just how well Thunderbirds are governed as to restrictions, etc.

In 1970 the 3rd Thunderbird World Championships were held on Sydney Harbour, sponsored by S.A.S.C. and R.S.Y.S. This was the first time a keel-boat World Championship has been held in Australia. It was also the first yachting event in the Bi-Centenary year and the Regatta Patron was Bill Northam, Gold Medallist, Tokyo, 1964.

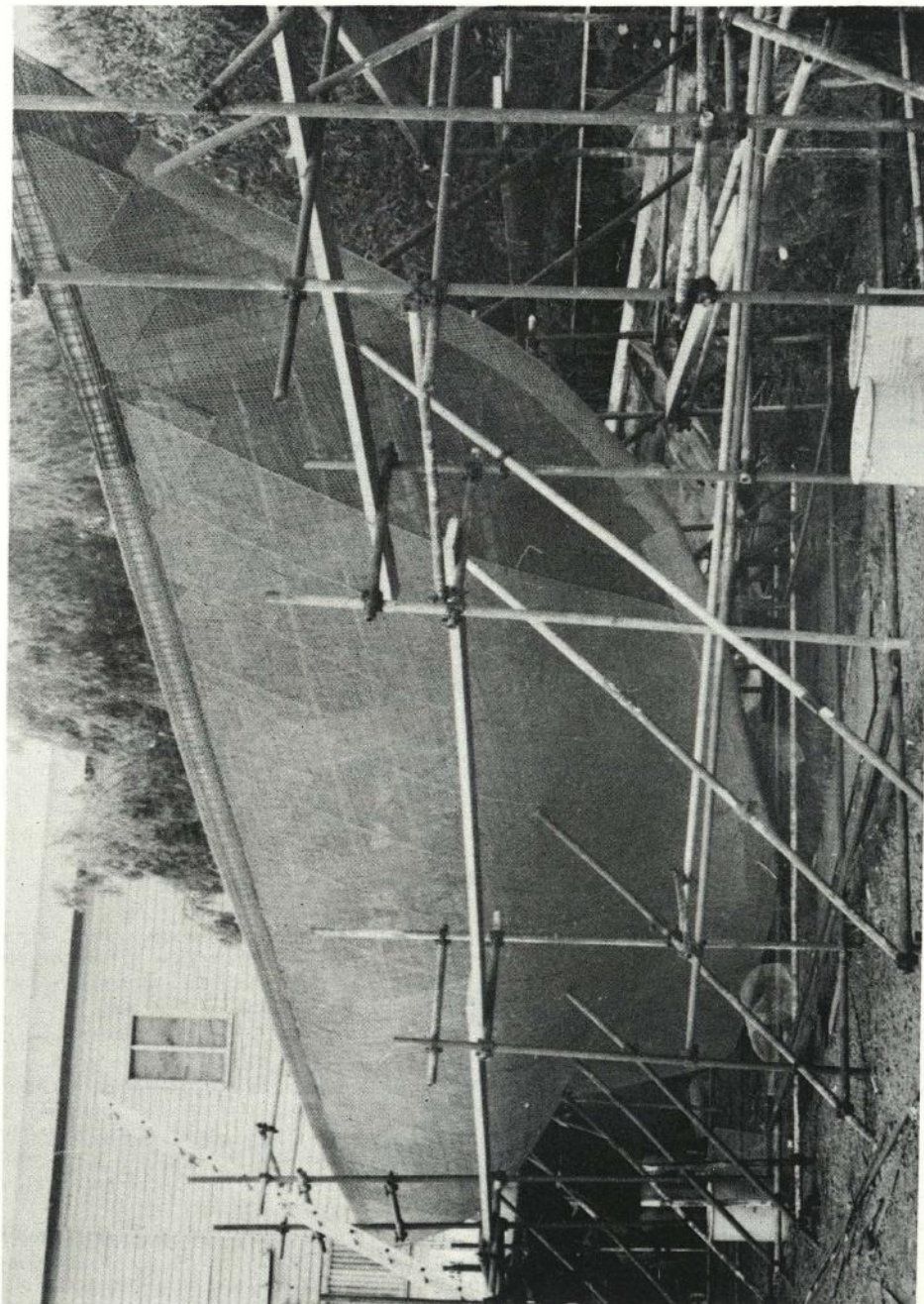
This series was won by S.A.S.C. member, Tony Parkes, in "Moonraker II" 904, with 5 1sts and a 5th; 2nd was S.A.S.C. member, Richard Wilson, and 3rd was Bob Jenson, of San Francisco.

The 1971 New South Wales State Championships, sailed on the offshore Olympic course off Palm Beach, were won by "Moonraker II" 904, with 0 points; 2nd, "Larriken" 325 (H. L. Schneider), with 17.4 points; and 3rd, "Kaldari" 864 (R. Wilson); with 19.7 points.

The World Series, No. 4, was sailed off Victoria, British Columbia, in July, 1971.

"Sunday" 900 (J. Malleon) 19.75 points 1st; "Owl" 642 (B. Grundison) 22.75 2nd; "Moonraker II" 904 (A. Parkes) 23.5 3rd; "Chinook" 224 (A. Redstone) 24.0 4th; thus with four boats covered by 4.5 points, similarity and consistency is proven—43 competitors, sponsored by Royal Victoria Yacht Club, Victoria, British Columbia.

The S.A.S.C. currently has 20 Thunderbirds racing on our programme.



"TARA-IPO" in the 33rd week of building—final layers of chicken wire clipped up ready for plastering.

Photo courtesy R. Norton-Smith.

SOME THOUGHTS ON FERRO-CEMENT AFTER BUILDING A 51-FOOTER

Captain Alan Norton-Smith

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

"Tara-Ipo" is a moderate displacement cruising yacht, traditional in appearance, of 51 ft. Overall; 41 ft. L.W.L.; 14¼ ft. Beam; 7 ft. Draught; and approximately 23½ tons Displacement. She will be rigged similarly to W. A. Robinson's "Varua"—a modified and modernised Brigantine.

Before elaborating on the method that I used, a brief comment or two on the medium in general would be in order. Historically, a version of ferro-cement was used over a century ago, but due, no doubt, to a number of reasons it did not gain favour until 1945. Over the ensuing years there were a number of isolated instances of yachts being built and sailed successfully, until the late 'sixties, when dozens, and even hundreds, of craft were commenced by hopeful amateurs. Several countries, including Australia, have some commercial boat-building yards specialising in the medium. China is even building ferro-cement sampans by the thousands.

Before reinforced concrete can assume the flexible characteristics of ferro-cement, the steel reinforcing content must be raised to 25% or more and concentrated near the surface. In addition, the cement or plaster must be very dense to achieve watertightness. The curing process must be carefully controlled to avoid cracking. Methods of building, plastering and curing differ so much, that I found that I had to research all sources of information and eventually decide once and for all which one I would adopt and stick to, despite all criticism.

So, on 14th March, 1970, Robyn and I erected, on scaffolding hired for the purpose, the wooden frames or moulds, lined them up both vertically and horizontally then nailed on ribbands, or battens, until we had the shape of the hull and decks. It took two months to reach this stage, including the fitting of the steel backbone (stem, keel, sternpost, etc.).

Using 18 gge. x ¾ in. galvanised "chicken wire" the entire framework was covered with three layers tailored-to-fit, then faired up. The extra time taken to fair up properly was well worthwhile, as I was able to eliminate an ugly hump appearing near the stern. The next stage was to bend and clip some 15,000 of ¼ in. M/S rod in the form of transverse ribs 4 ins. apart and longitudinal stringers 3 ins. apart. Additional rods were clipped at stem, stern, deck edge and coamings to give extra strength where most needed. At this point three special pre-stressing cables (unstressed) were tied at 4-in. intervals over the full length on each side. Also, two specially designed beams were fitted below the foredeck. Before any further work could be done the inside layers of mesh had to be clipped to the transverse rods, using about 20,000 wire clips.

Bulkheads and floors were then made up of ¼-in. rod, the ends of which were bent parallel to the stringers on the outside of the hull. The rods were then covered both sides with 4 layers of mesh and clipped at 4-in. centres.

Eventually, on 20th September, 1970, we were able to start laying on the outer "skin", comprising 3 thicknesses of 18 gge. x ¾ in. and 1 thickness of 19 gge. x ½ in. mesh. By the end of November we had worked 1,800 man-hours, with the aid of friends, and she was ready for plastering—or so we thought. It was decided to plaster the keel to a height of three feet, let it cure for a month to act as a firm foundation for the main job. It took 49 man-hours to do the keel on the 1st December. As the plasterers had some difficulty in "screeding" off, because of dag ends of wire, we spent 260 hours painstakingly going over every square inch of surface pushing in and clipping off, then following up with a rubber mallet to panel-beat the hull as smooth as possible.

Final plastering took place on 16th and 17th January, 1970, and required the services of professionals for 185 man-hours and amateur help for 150 man-hours. To join the new plaster to the old, a compound known as C x B was painted on quite liberally to the edges of the old work and the new plaster applied while the C x B was still wet. After the steel trowel finishing was complete, a form of urethane was painted over the wet surface. This urethane had the effect of a curing compound as well as acting as a key to take the rest of the painting later on.

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

She was launched at 1010 hours, 25th February, 1971, at Woolwich and after the steel deckhouse skylights and forescuttles were fitted she was towed to our mooring in Mosman Bay.

We occupied the building site for 51 weeks and managed to spend, on the average, 19½ hours per week actually at the site. Man-hours used were: Robyn and myself, 1,974; friends and helpers, 617; professional, 372; totalling 2,963 hours. For this we now have a sound, painted hull with nothing inside or on deck except bollards, skin fittings, bilge pump and anchor, afloat at the correct trim and draught... and fully insured. Total cost to date: say \$6,000. Although only 60 ft. or so from the water's edge it cost us nearly \$700 to launch her, an item to be remembered.

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

I have over 100 photographs and slides and a short 8 mm. movie film covering every facet of her construction, plastering and launching and will keep them so that I can see in later life how energetic I was in my youth. However, I would like to make it clear that I don't set myself up as an expert. I have designed and built a boat using a method of ferro-cement construction which seemed to me the best one.



"TARA-IPO"—Completed hull about to be lowered into her natural element. Left to right: Miss Wendy Rowe, Capt. Jan Jensen, men from Marr's and Robin Norton-Smith.

Photo courtesy R. Norton-Smith.

THE VIEW FROM THE STARTER'S BOAT

Although there have been many members over the years who have given their services in the Starter's Boat so that their fellow members may enjoy their racing, there are two names which stand out—Cuthbert William Robson and William Jack Millard.

Not only did each of these men fill the position of Starter and Judge for a considerable period of time, but their histories were strangely similar. They were associated in private life, they sailed and raced together, they were both made Honorary Life Members for services to the Club and, strangest of all, neither one has ever competed in an S.A.S.C. Club Race.

C. W. Robson joined the Club in 1913, and over the years held office as: Committeeman, Joint Honorary Secretary, Rear-Commodore, Honorary Solicitor, Vice-Commodore, Commodore, Delegate to S.Y.R.A., and, as already stated, Starter and Judge. He owned the yacht "Wyuna", which he sailed with the Middle Harbour Cruising Club, and later with the Middle Harbour Yacht Club.

W. J. Millard was proposed for membership in 1929 by Robbie, with whom he had been sailing since 1924. In 1929 he joined Bob Graham in "Culwulla IV" and stayed with him till 1932 when his job took him to the country. It was not till 1948 that he returned to Sydney and again became a regular hand aboard "Wyuna". After another two year stint in the bush, he came back in 1953 to find that Robbie was full time Starter and Judge, and offered to help.

When Robbie died suddenly in January 1955, Jack Millard took over and carried on. He has been our Starter and Judge ever since.

It is doubtful if anyone who has not spent at least one day in a Starter's Boat could have any idea of the difficulties the Starter has to face—and overcome. To the average racing yachtsman the Starter and his boat are a permanent part of the scenery, and the Starter himself is there for the sole purpose of telling him the time, handing him a copy of the Sailing Instructions (which he has carelessly forgotten), telling him what other boats are off the same mark, and recording the fact that "I've borrowed Joe Blow's spinnaker. The number is A123".

If, because he is checking the time for the next flag, ticking off the boats as they cross—including the bloke who is ten minutes late and on the previous page—and recalling the man who broke the gun, the Starter fails to give his personal attention to the inquirer—complete with smile and the use of first names—he is summarily written off as an "incompetent so-and-so" or at best a "surly b.....".

And at the end of the race the same skipper gets upset because the Starter, who has now become the Finisher, fails to answer immediately when he calls: "How far was 'Alpha' ahead of us?" He has failed to answer because at that moment he was trying to clock in three boats sailing almost in line abreast, with only the sail number of the nearest one visible. The other two are blanketed, and was A's spinnaker pole ahead of B's spinnaker sheet which was let go at the last moment? And one of the three is the first home of No. 4 Division and is entitled to a gun. Ever tried to fire a gun, check three times on a watch, and write the whole lot down at the same time? Jack Millard does. And if he makes a mistake in a photo finish, you can be sure someone will complain and once again call him "an incompetent so-and-so".

To paraphrase Gilbert and Sullivan "A Starter's lot is not a happy one".

When Jack took over in 1955 the Starter's boat was a 20 footer with a temperamental engine, whose driver, Harry, often failed to show up. On these occasions Jack did the whole job on his own and was only once late on the starting line. That was the day when he found the boat half full of water which he had to bail out single-handed, and then arrange for a tow to the line as the engine refused to start. Certainly, in those days, there were no marks to lay, the Starting line—and the Finishing line—being between the boat and the end of the oil wharf on Kurraba Point. And there were only thirty-five starters in two divisions. But even so there would be very few men who, single-handed, would be capable of doing all the things a Starter had to do, without a mistake. There would be even less who would be prepared to try. Willing Starters are few and far between.

Let us take a look at what a Starter has to do to ensure that the Club's races are run successfully.

On race days Jack leaves home at 11.30—at the latest. If he is lucky he gets home at 7.30. If conditions of weather—or unforeseen difficulties—hold him up, he may get home at 10 p.m. And then, as often as not, he has to ring the Press (three calls up to 1969 when the establishment of Australian Associated Press made only one call necessary) so that you, the racing man, could see your name in print the next morning.

Before he leaves home he has to be sure that all his paper work is ready. And he must be sure that the gun entrusted to his care is cleaned and sure to work. No one is going to clean or check it for him. He has to load all the gear (flags, buoys, flag marks, ground tackle, gun, loud hailer, etc.) into the boat, lay the marks and be anchored in plenty of time to arrange everything and decide what handicap signal to fly.

With everything ready he has to fire his guns accurately on Eastern Standard Time—to satisfy the meticulous competitor—and then, until the scratch boat has started, he has to raise and lower the minute flags or numeral boards with split second timing, while at the same time ticking off the starters as they cross the line and be prepared to recall the Eager Beaver who breaks the gun or crosses on the wrong flag. While doing this he also has to break out the signal to indicate the Second Time or Third Time through. As time moves on, his job of ticking off becomes more complicated as the late starters cross the line and he has to determine whether the number which is not listed to start at 2.51 is early—and has to be recalled—or late. He also has to contend with the skipper who loudly questions his choice of handicap (another decision few men would like to make) and, as already mentioned, the fellow who wants a programme or announces he has a borrowed spinnaker.

After the scratch boat is on its way the immediate tension is reduced, but he cannot relax until he has checked his bookwork against his memory in case he has failed to tick off somebody he has seen.

Have you ever been the skipper who started and retired, and been reported as having failed to start? Who do you blame? The Starter. You probably started ten minutes late hidden in the middle of a gaggle of boats, and then decided you were too far back anyway and retired without telling anybody. But if you are recorded as a non-starter you tell the world that the "B..... Starter OUGHT TO KEEP HIS EYES OPEN".



W. J. (Jack) Millard, Official Starter since 1955.

Photo Young & Richardson.

The finish is just as hectic. Particularly when a whole flock of boats crosses together. Numbers and times—accurate times—have to be recorded and the concentration needed to cope with the situation has to be experienced to be appreciated. It is further complicated by the necessity to recognise the first to finish in each Division and fire a gun with your left hand while you are writing down numbers and times—which you obtain by looking at your watch—with your right.

Impossible? For the average man, yes. But the Robbies and Jack Millards have done all this single-handed. Not once, but many times. And they have made very few mistakes. We know. We have heard at length about every one. They could not possibly have made any we don't know about.

But eventually the last boat is home and recorded. The skippers and their crews pick up their moorings, break out the grog and resail the race.

But what about the Starter?

He has to get his anchor, pick up the marks, take all the gear ashore, moor his boat, sort the finishing times out into Divisions, re-write the whole programme for both the Press and the Club Records, and phone the papers. If he gets a drink at all it will be late at night after he gets home to a very patient wife.

But can he relax even then? Not on your life.

The phone rings. It is the skipper of "Alpha" wanting to know how far he was behind "Beta". Or Joe Blow asking—very nicely of course—"Don't you think you used the wrong handicap today? After all . . . etc., etc."

Doing all these things in fine weather is bad enough. But what about the days which are so dirty that only the toughest of crews turn out. If there is only one finisher he expects to find the Race Official there to clock him in, and to be told as he crosses the line "I've got to hand it to you, Joe. Bashing round the course in this weather." Joe at least was there from choice. The Starter had to be there.

There was one occasion when an Easterly gale was so bad that a Norwegian Freighter broke away from the Shell Cove buoy and was blown over to the dolphins. To get some protection, Jack sheltered under the wharf on Kurraba Point, where he waited until it was obvious that nobody was going to finish. Every single competitor had, with very good reason, run for cover as soon as the gale hit. But Jack was still out there—just in case one boat managed to complete the course.

This sort of selfless dedication is found in very few men. But fortunately they do exist. And they are patient and unflappable. You never hear them grumble or complain. Nothing seems to upset them. No matter what happens they somehow carry on without any panic, and provide a service without which no sailing club could function.

Let's face it. The Commodore can go for a holiday. The Secretary can be out of action with a burst appendix. Any skipper—or any crew member—can decide not to race this Saturday. But can the Starter indulge in any of these luxuries? No, sir. He has to be there. Or there would be no races at all. As previously mentioned the Starter and his boat are part of the scenery. The idea of their failing to turn up just does not come into the average skipper's calculations. Of course he'll be there. He's the Starter isn't he?

Yes. He's the Starter. And let none of us ever forget it. He is the centre around which the whole racing programme revolves, and he contributes more to the Club than any other single member. Jack Millard has been doing this job for us for seventeen years. That's right. Seventeen years of every Saturday in the season. Every Saturday, rain or shine, blow or calm.

So next time you cross the finishing line—RAISE YOUR HAT. The Sydney Amateur Sailing Club has the best and most consistent Starter on the harbour.

After a football match it's "Three cheers for the Winners", "three cheers for the Losers", and "three cheers for the Referee." Next time you cross in second place and give "three cheers for 'Alpha'", follow it with "three cheers for the Starter". It is the least you can do to show your appreciation.

THE AMATEURS ALSO GO TO SEA

Although it is true that the Amateurs is a harbour racing club whose main official function is the running of races round the buoys on Saturday afternoons, it is far from true to say that the interest of its members extends only as far as Sydney Heads.

There have always been members who prefer to sail "outside", and the club recognised this when it inaugurated its two outside races. Races which have now become a tradition. The Merrington Trophy to Long Reef and return, and the Bob Brown Trophy to The Basin.

But for some members this was not enough. The call of the sea was too strong to be satisfied with two short ocean races a year.

It was not enough for Alan McKenzie, who cruised to New Zealand and back in "Kelpie". When the clubhouse was acquired Alan presented the club with the Amateur's Burgee, which he wore on that voyage. It was not enough for Willie and George Clark who, over the years, have cruised in excess of 18,000 nautical miles up and down the East Coast. (See the "Maluka" stories.) It was not enough for Peter Luke, who had cruised over 5,000 miles in "Stardust", before he built "Wayfarer" and became the prime mover in the formation of the Cruising Yacht Club. It was not enough for Maurice de Verteuil, who sailed his 18-ft. "Adeline" to Lord Howe and back, nor for Peter Fletcher, who cruised in "Daydream" to New Zealand and Fiji.

The list could go on and on. Joe Adams, Dick Nossiter, Alan Mackerras, Cliff Gale and many others have cruised extensively, both on the coast and overseas. Grant Chrichton sailed his beautiful Van der Staat yawl up from Tasmania where she was built, and Alan and Robyn Norton-Smith took delivery of their former yacht, "Tantara", in Melbourne and sailed her to Sydney.

There always have been—and there always will be—members who prefer cruising to racing. Over the years they have logged thousands of miles of blue-water sailing, and they are still doing it. Of the current crop, Roger Hopkins is probably the most dedicated. Every long weekend and every holiday Roger goes to sea. In his former ship, the red-hulled yawl, "Gallivanter", he took the Amateur's Burgee into many an anchorage where few, if any, yachts had been before. How many yachts, I wonder, have spent a night at anchor in the open roadstead of Boat Bay under Sugarloaf Point. Or under the lee of Charlotte Head. Or ventured into the tiny man-made harbour of Crowdy Head. The Amateur's Burgee might well be the only one some of these places have seen. In his new ship, the Top Hat "Gadabout", also red-hulled, Roger still goes to sea. He has returned to racing with the Junior Offshore Group, of which he was the Foundation President.

It is not only the cruising Amateur who sails in open water.

Most of the founders of the JOG were Amateurs and the Joggie fleet still includes a lot of 'A' numbers. Ian Ralfe and Warren Anderson, to mention only two, have been racing offshore for years.

Every year there are Amateur members to be found in the crews of the Hobart fleet.

Bruce Cameron made history when he took "Wathara II" to France to compete in the 1967 One Ton Cup, wearing the Amateur's Burgee and with an all-Amateur crew. This team subsequently raced at Cowes and in the Fastnet. (See "Wathara II" One Ton Cup Challenge.)

Ernest Merrington's "Thurloo" had done a number of ocean races before she became the first S.A.S.C. yacht to compete in the Hobart Race in 1960. (See To Hobart in "Thurloo".)

And in 1967 Hobart saw the Burgee of the Commodore of the Sydney Amateur Sailing Club proudly flying from the masthead of Nick Cassim's "Lolita" as she lay in Constitution Dock.

Yes, it is true that the Amateurs is a harbour racing club—but The Amateurs Also Go To Sea.

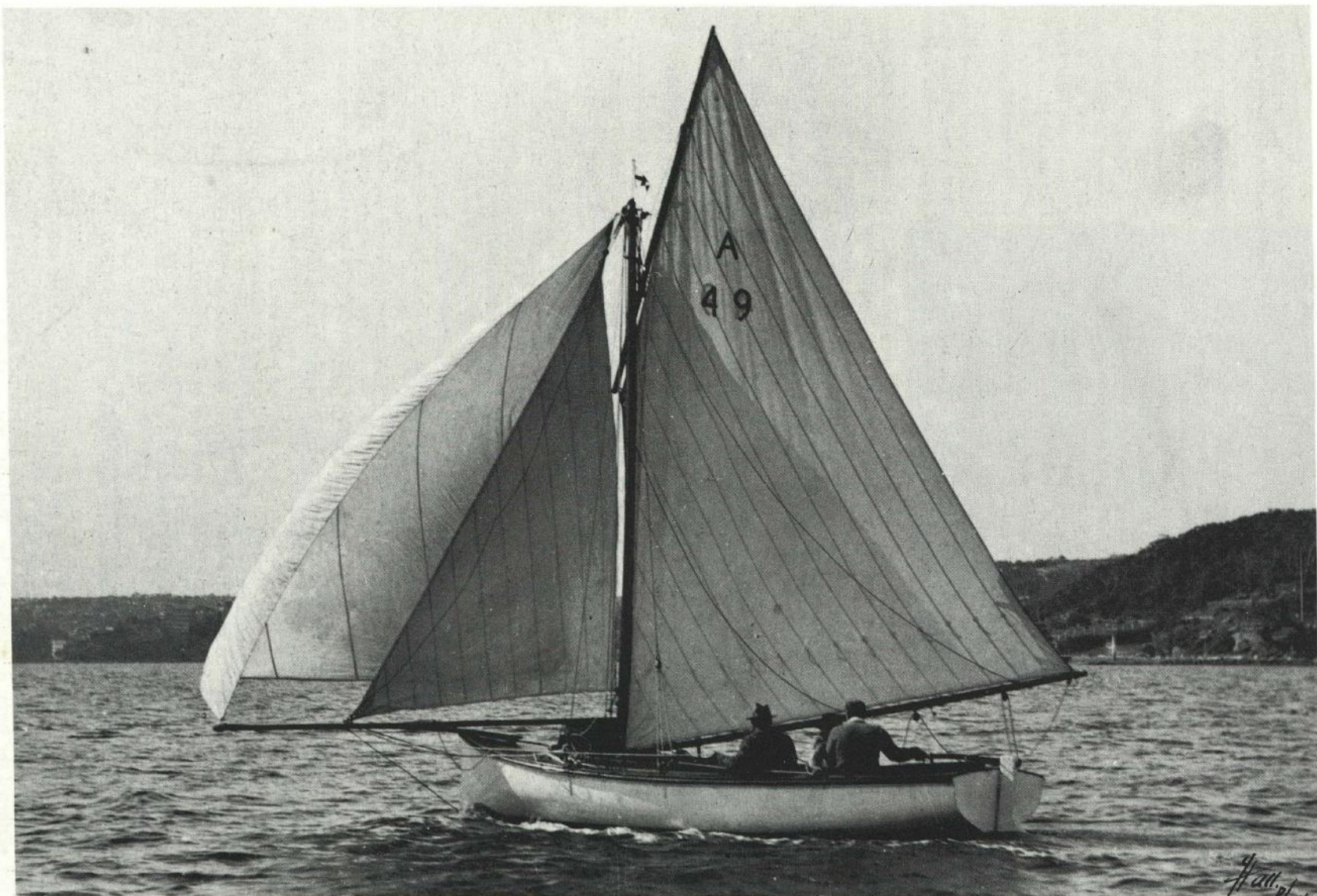
THE "LUCKY" CLARKS

George and William Clark are first-class Australians who have learnt to sail by their own initiative and have weathered some of the worst storms ever. To talk with them is to learn something, as they are quiet, humble and self assuring, and they have the knack of knowing what should be done and when. They refer to themselves as the "Lucky Clarks" because they think they are extremely lucky to be with us, but this must be tempered with the fact that they spent many years in the outback and thus learnt to improvise and also picked up an intuitive instinct which served them in good stead on many occasions.

Their initial contact with sailing was to hear it spoken of by Keith Adams, who managed the adjoining property, and when his friend Cliff Gale came to visit they heard little else. Visiting Sydney in 1929 Cliff took them out in "June Bird" and they liked it—thus, when they packed up and sold their property at Canowindra and came to Sydney to live in 1930, almost the first thing they did was to purchase "Bellbird" and join the S.A.S.C.

"Bellbird"—20-ft. half-decker—they settled in and learnt to sail, and to prove they could, won the Kelly Cup, 1931.

Cruising—this was what George and William had set their minds to and they tried "Bellbird" in this regard by sailing her up to the Myall Lakes, returning without incident. Often in company with other S.A.S.C. boats, they travelled to Broken Bay, Port Hacking and Jervis Bay. Whilst returning from the trip to Jervis Bay they weathered the storm during which the "Malabar" was wrecked. Quite a feat for inexperienced sailors.



"BELLBIRD"—G. and W. Clark and Sep. Stevens.

Photo courtesy D. W. Gale.

Having decided on cruising they sold "Bellbird" in 1932 and commissioned the building of a new boat. Delivered in 1932, she was christened "Maluka", an aboriginal name (meaning respect and affection) given to Aeneas Gunn by the blacks on Elsie Station. A raised deck, auxiliary cruiser of 28 ft. with a 10-ft. beam and a 5-ft. draught, powered by a Lycoming engine.

To learn to handle her they made trips to and from Broken Bay as often as possible and navigated the Hawkesbury River as far as they could and then prepared for a five-month trip to Cooktown.

Leaving on 22nd April, 1933, they traversed 3,400 nautical miles (making no allowance for detours, tripping or the like) and arrived back in Sydney 21st September. It was their opinion when they left that they had everything for comfort and safety that they needed (refer "Maluka" in Queensland Waters), but before the 1935/1936 cruise, considerable changes were made.

1934—Lord Howe Island. The first attempt was abortive as they sailed away from Sydney on a compass course with Cliff Gale as the third member of the crew. About 100 miles out Cliff was so ill they despaired of him making the distance and decided to return, again on a compass course, and when land came into view, were at a loss to know why so many lights had been turned out. It turned out to be Terrigal, so they finished their holiday in Cattai Creek.

Their second attempt at Lord Howe proved most enjoyable. (Refer "Maluka" at Lord Howe.) For the return trip to Sydney they were joined by Gower Wilson, their host on the Island, who wished to experience, first-hand, the crossing as he intended taking a new motor cruiser back to the Island when building had been completed. Maybe it was intuition, but the Clark Brothers pleaded with Gower to have the cruiser taken over by the "Mirinda". Their warning went unheeded and the cruiser's trip ended in tragedy in 1935, as no trace was ever found of that boat or crew.

On the return trip from Lord Howe they struck a cyclone. Green water broke over the "Maluka"—lightning turned night into day—main down, too dangerous to get the jib off—engine running to keep head to wind—wind almost flattened boat and then jib let go and flapped into ribbons in a few minutes—lucky again.

1935—Throughout the latter part of the year modifications had been carried out to "Maluka". They purchased an 8-ft. collapsible dinghy of the Berthon type, which could be stowed below when necessary. An excellent wireless receiving set installed and a spray cover fitted over the companionway. Lee cloths were fitted to the bunks and settees. With Sep. Stevens as third man, they were all ready to leave 16th December, 1935. A fresh southerly delayed them till afternoon of 17th, and they sheltered in Botany Bay that night.

Refer Loss and Recovery of "Maluka"—an almost fictional story in that it would be difficult to think of, and work out a sequence of events that portrayed endurance, courage, fortitude, despair, hope, gratitude, shrewd intuition, know-how, improvisation and a determination not to be beaten, that would provide better reading.

The factual happening of a 28-ft. boat, and three men in a hurricane—almost turned upside down, shipwrecked, salvaged, repaired and sailed back to Sydney. The Clarks say "lucky again".

It is of interest to note here that the skipper of the "Joseph Conrad" reported in Sydney that it was the worst storm he had ever passed through.

1936—"Maluka" was repaired, deadwood replaced, minor alterations and adjustments made and again they set sail for Hobart with Alva Likely as third member of crew. The trip down was calm and enjoyable; Christmas Dinner at the Bush Inn, New Norfolk, was "fantastic" and after much cruising around they left Tasmania from Edystone Light at 7.30 p.m., 8th January. By midday, 9th January, the wind had freshened from the north-west and at 11.00 p.m. had reached full gale force. Sail had been continually reduced, and they now hove to, with the main double reefed and jib removed. "Maluka" lay comfortably. At 2.40 p.m., 10th January, with the wind and sea moderating, they set course again—visibility bad—wind backed to south-west—and it was quite thrilling to plane down the breaking seas, but the boat behaved wonderfully and never once did she show any sign of broaching.

On the N.S.W. coast they again struck storms and sheltered four days at Eden and one at Jervis Bay. Sailing the entire coast in rough seas.

The southward trip was 5 days 12 hours actual sailing time. Returning in 5 days 14 hours by the log. The total distance sailed was in excess of 1,500 miles.

1937 and 1938 were short trips—Sydney to Wilberforce and return is one of their favourites. This, of course, is well in excess of 100 miles.

1972—"Maluka" owned by Mr. Houston of Abbotsford who uses her as a fishing boat and has installed a large diesel engine.

1939—"Mathana"—35 ft. of solid, well-built yacht. An aboriginal name given by the station blacks of "Kilcummin" to David Hannah, the manager. Meaning, good and true.

Harbour Patrol Duty during the War, and at the cessation of hostilities, was prepared for racing with S.A.S.C., and in a young gale always won. She has never been wet inside and has made many trips to Jervis Bay and Twofold Bay in the south, and Port Stephens in the north, but has not been taken further afield. Sold, 1968.

1965—Elected Life Members.

1970—"Edelweiss"—26 ft., purchased for pleasure and relaxation, for one must remember that both George and William are now over 70 years young and they have cruised over 18,000 nautical miles, having shown the S.A.S.C. Burgee in many places. They must be the pioneers of this Club in long ocean cruising and probably the first to take the Club's Burgee to Northern Queensland.

May they continue to obtain pleasure from "Edelweiss".

Maluka afloat in 1972—Houston—Abbotsford—used as a motorboat for fishing and had a large diesel engine.

QUEENSLAND WATERS IN "MALUKA"

Our trip to North Queensland occupied 5 months, leaving here on the 22nd April, 1933, and arriving back on the 21st September. The actual distance covered was 3,400 nautical miles.

It took some time to equip the "Maluka" before leaving, and we had everything necessary for our comfort and the safety of the ship.

The "Maluka" is 28 ft. x 10 ft. beam, drawing a little over 5 ft. The cabin is very well fitted, and has two 8-ft. settees, and two permanent bunks forward of the mast, with ample locker space, and is powered by a 4-cylinder Lycoming engine, which proved very reliable throughout the trip.

Our gear included two sets of sails, and a balloon-jib (sometimes used as a spinnaker), sea anchor, two patent anchors, with very heavy coir anchor lines. We carried a full set of charts, sailing directions for N.S.W. Coast, and the "Australian Pilot" sailing directions for the Queensland Coast, sextant, patent log, wireless and spirit compass, and towing a 10-ft. dinghy.

We left here on a Saturday afternoon in calm weather, and stopped the night at Broken Bay.

The next day we had the most exciting experience of the trip... We were away at daybreak with a moderate sea, and light southerly, but shortly after leaving Terrigal, where we stopped for breakfast, the wind freshened considerably, and, by the time Norah Head was abeam, the wind reached gale force. It was necessary here to change down to the storm sail, and the boat then rode very comfortably, but the seas were increasing all the time, and breaking. The dinghy now started to give trouble, as it kept racing up on the following seas and falling back with a considerable jar until one painter snapped like a piece of string. We immediately tied another rope on to the remaining painter as close as possible to the dinghy, and eased her away each time she came up on our tuck. As we approached Newcastle, the seas were enormous, and very steep, owing to a strong southerly current, and breaking badly. The approach to Newcastle in southerly weather is very awkward, as it is necessary to come in broadside to the seas, and especially as we found they were breaking right across the entrance, but although the port was closed to shipping we were able to get in safely. We were very fortunate that three of our crew were able to come as far as Newcastle, as they were a great help in handling the boat and saving the dinghy. We found out later that the official record of the wind velocity was 70 miles an hour! I seemed to us like 170!

The behaviour of the "Maluka" through the storm gave us great confidence in her seaworthiness for the remainder of the trip, and she came through with only shipping a couple of buckets of water. It was remarkable that the dinghy did not ship any water to speak of, although at times it seemed that she would be completely swamped. To avoid a recurrence of trouble with the dinghy in a following sea, we made a sea anchor of a cornsack, ready to throw overboard when necessary, and it was frequently in use.

We had three days here, and our next run was to Port Stephens in calm weather, and mostly under engine. When entering this Port, it is necessary to keep on the Northern Headland, as a sand spit runs out more than halfway across the entrance from the south, and seas will break heavily most unexpectedly, even in moderate weather. The coast from here to Brisbane offers very little shelter, except by headlands giving shelter from the south, and even anchored in these places the boat will lie facing the southerly wind, and broadside on to the swell, giving an unpleasant anchorage.

We had a pleasant run up to Coffs Harbour, where we took on fresh supplies. It was fortunate that we did not strike heavy weather here, as we were told that the seas break right across the harbour in S.E. weather.

We expected to make our next stop at the Clarence, but arriving there just on dark, it looked very dangerous with seas breaking right across the entrance, and there are no leading lights, which are only put up by giving notice. That night we stopped under Wooded Bluff, 4 miles to the North, and got away at 2 a.m., owing to a restless night, steering a compass course to clear Evans Reefs, but at daybreak we found the southerly current set us to the east more than we expected. We now took bearings, and made in again towards the coast to escape the strong southerly current. Our next anchorage was at Byron Bay, and then to Danger Point on the Queensland border.

The coast line here is more interesting, being rich dairy country very similar to the south coast, near Kiama.

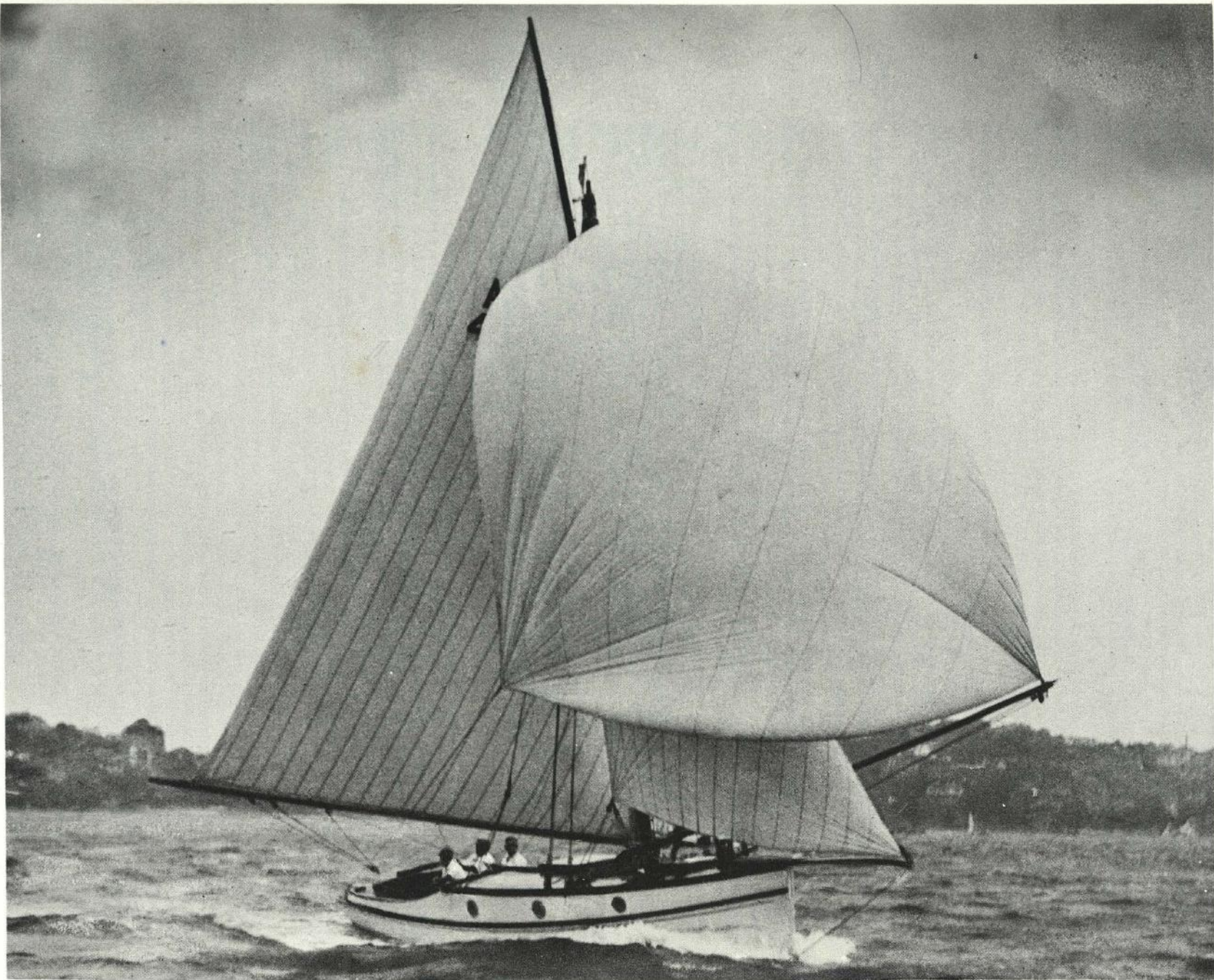
We had a good run until within a few miles of Point Lookout, when the wind freshened to gale force, and we were glad to take shelter under the lee of this headland. The anchorage here is well offshore to the northward, behind Shag Point, about a quarter of an acre in extent, a very exposed anchorage.

The entrance to Moreton Bay by the Southern Passage is about 5 miles from here, but is only navigable to small boats, and with local knowledge. By going through this entrance it cuts off about 50 miles to Brisbane. We were very fortunate in being able to follow a local fishing boat that was going in next morning, as the entrance would be impossible to a stranger. The sand banks go out for miles from the shores, and the seas in these channels rise up very sharply, and seem to be a mass of cross currents with heavy breakers on either side. Going in we took bearings, and noted them on our chart of the the different courses, and these proved very useful, as we were able to navigate it quite easily on our return trip.

Moreton Bay is not a picturesque spot, as the country is very low-lying, and a mass of sand and mud flats, necessitating careful reference to the chart.

Brisbane is 12 miles from Moreton Bay, and it is necessary to keep strictly to the steamer channel, in going up the river, which is well beacons.

We stopped at Brisbane 6 days, and had a very pleasant time. The Interstate Rowing Regatta was held the day after we arrived, and we had a good view, moored near the finishing line. This gave us a good opportunity to see the type of pleasure craft of this port. They are practically all shallow draught launches of all types and sizes, with auxiliary sails, and their cruising is mostly restricted to Moreton Bay, the sailing being mostly confined to 18-footers and skiffs. Flat-bottomed dinghies, commonly known as "Flatties" are used exclusively on the Queensland Coast.



"MALUKA"—George and William Clark.

Photo courtesy G. & W. Clark.

Our friend Ryder joined us here. He is a country man, and this was to be his first experience of sailing. Fortunately, he was never seasick. We left Brisbane on the 11th May, and had a good run to Double Island Point. There is shelter from the S.E., but it is necessary to anchor a good distance off the shore. From here northward, it was always necessary to take the tides into consideration before anchoring, as you may have ample water under your keel at high water, with the breakers well behind you, but at low water the surf may be breaking well forward of your anchorage. This is an experience the "Quest" and the "Zeela" had when moored here, and the seas broke over both boats during the night—a most anxious and unpleasant experience.

This anchorage is 10 miles south of Wide Bay Bar, which has a reputation of being one of the most dangerous crossings on the Australian Coast. The sand banks are 3 miles off the coast, and the leads are most difficult to pick up. We attempted to cross in the afternoon, but owing to the sun facing us and the thick haze from the surf it was impossible to pick up the leads, and we had to return to our shelter at Double Island Point for the night.

The next morning we were able to pick up the leads, which were most difficult to see under the most favourable conditions, and got into Inskip Point, the entrance to Sandy Straits.

This channel saves a long run round Breaksea Spit, and generally against a very strong current. It is always necessary to obtain local information before crossing these bars, as there are often a series of leads, and these have to be kept open either to one side or the other, as the channel through the sand banks keeps continually shifting, and they are places that you cannot afford to make a mistake in, as you could soon come to grief.

Inskip Point is a picturesque spot, and a great haven for small craft. We had a pleasant stay here and had our first shooting expedition, but only bagging one turkey. The passage through the Sandy Straits is a long, winding channel of over 40 miles, and varying from 3 or 4 miles to a quarter of a mile wide. The channel is beaconsed, but it is necessary to have local knowledge to get through.

Our next principal port of call was Gladstone, where we replenished our stores and petrol. We were advised here to secure a longer chain to our anchor, as when anchoring amongst coral the coir rope is likely to chafe through. We were able to purchase about 30 ft. of flexible wire rope, which served the purpose very well right through the trip. We found the patent anchors were very efficient, and were always able to extricate them when moored amongst coral. The Barrier Reef starts here, and is over 100 miles off the coast, but gradually coming into a very narrow channel about Cooktown.

Our first experience of coral was at Mast Head and Heron Islands, about 50 miles from Gladstone. These two islands are reported to have the most beautiful variety of coral along the coast. They can only be seen from a small boat about 6 miles away, and it is necessary to keep a careful compass course to be sure you are picking up the right island, which is important, as these islands are surrounded by reefs often some distance away, and only uncover at low water. These islands offer very precarious anchorages, and are bad places to be caught in in heavy weather. Many of the boats that visit them run over the reefs at high water, and lay aground when the tide recedes.

We anchored at Heron Island between two reefs, in about 60 ft. of water, and it was so transparent that the anchor, and even the bait on the end of the fishing lines, could be seen quite clearly at this depth. We had a long walk over some of the reefs here at low water, but it is quite impossible to describe the beauty of the coral, as it is of all imaginable shapes and colours. It was most fascinating to see all the weird fish in the coral pools when the tide receded. This island was covered with vegetation, principally of pesonia and pandanus and bull oak. In the summer months the place is alive with mutton birds, which nest in burrows in the ground. In walking through the island, we were constantly slipping up to our knees in these burrows.

Our stay here ended with the unpleasant experience of dragging our anchor about 4 a.m. in a black night. Heavy weather sprang up during the night, with rough seas coming in from the west. The anchorage was too deep for good holding, so we decided to make back to the coast. We had a hard plug under engine all day, and arrived at St. Keppel Island—60 miles distance—at 4.30 in the afternoon. These are the most southern islands along the Queensland Coast, being big rugged hills mostly covered with scrub and surrounded by sandy beaches, and offering good shelter in any weather.

Yeppoon was close by, so we took advantage of the calm weather to go ashore, and get fresh supplies, as our next port, Mackay, was 200 miles distant.

We stopped the next night at Point Clinton, which is a good harbour, but a lonely wild place, without habitation, and with many dangerous rocks just covered at low water. From here on we had to watch our navigation most carefully, as we were away from the steamer route, and our course was amongst a series of islands which are surrounded with reefs and off-lying rocks. From here onwards we appreciated the information contained in the "Australian Pilot" sailing directions. It gives the position of every island, and all off-lying dangers.

At Cape Townsend we had excellent shelter for the night, but the country is very wild and rugged. An interesting fact about this locality is that the tides meet here from north and south. To the north the flood tides run south, and south of this point the flood tides run north, and the ebb tides in the opposite direction. Consequently, the rise and fall of tide at full and change is as much as 27 ft., thus necessitating a careful selection for an anchorage.

We had a short run of 20 miles to Marble Islands, where we were made very welcome by the owners, who are sheep farmers. This is a very picturesque and interesting place, the position of the islands forming a winding channel and an excellent anchorage, although the current runs very strongly.

One island consisted of pure ironstone and another quite close was of pure marble. The other islands were well grassed with scattered shady trees, typical of the many islands in this locality. Some have quite a number of goats running on them, put there originally for shipwrecked mariners.

We visited the Percy Islands and the Beverley Group on our way to Mackay. This harbour is practically dry at low water. All the loading for the shipping is done by lightering under the lee of Flat Top Island about 5 or 6 miles from the town.

The run from here to the Whitsunday Passage is most interesting, as you are amongst islands the whole way. St. Bees and Kiswick Islands are each about 5,000 acres in extent, and form a narrow channel nearly two miles long. This is one of the many tourist resorts among the islands, and the people here made us most welcome. We met a very interesting character in Mick Busuttin, who took us out turtle hunting and spearing fish on the reefs. The turtle hunting in the winter months is done from a dinghy. One man stands in the bow with a short 3-pronged spear to which is attached a rope. When the turtle comes to the surface to breathe, and is sufficiently close to the dinghy, the man jumps onto the turtle driving the spear through the shell. While the line runs out he boards the dinghy, and the chase starts. When the turtle is exhausted, the dinghy is now swamped, and the turtle floated into it, and then the dinghy is bailed out. In the summer months the turtles come up on the beaches about 6 or 7 times in the season, and lay up to 200 eggs at a sitting.

Walking over the coral reefs in bare feet offered no difficulty to Mick, but anyone else would have their feet cut to pieces. Although this man had only one eye and one lung, he had no sense of fear with sharks, and often gave exhibitions of diving amongst them and ripping them with a knife from underneath. On many occasions we saw him spearing stingarees, often from a considerable distance. Then holding the fish on the end of the spear he would place the end of the tail between his teeth, and pull off the poisonous barbs with his free hand. These were a few of his many daring feats—a most entertaining fellow!

Mick was equally at home with crocodiles. He was engaged in a fishing business for some time in the Proserpine River with a partner as indifferent to danger as himself. He told us that crocodiles were almost as numerous as the fish in this river, and gave them a good deal of trouble by getting tangled in the nets. He said the only thing to do was to wade out, throw mud in their eyes, and then tie their jaws together, and extricate them from the nets. They got wonderful hauls of fish, but the mosquitoes eventually drove them out of business.

We met quite a number of fishermen on our trip, all real good fellows, and most of them real hard cases. One man in particular was a crab fisherman by the name of Sharkey. This man came aboard one day to give us instructions for the Curtis Channel. He was extremely dirty after tarring wire netting on his traps. He excused himself, but said it was no use washing as he would be just as dirty tomorrow. Judging by Sharkey's appearance, this was an everyday job.

The current in this channel runs at 6 or 7 knots and on one occasion, when we were temporarily anchored in slack water in mid-channel, the anchor fouled round a "nigger head". We were caught with a rising tide, and the more line we let out the tighter it became, as the current had more grip of the heavy coir rope than the boat. The line went down perpendicular, tightening with an enormous strain, and the boat had a bow wave as if travelling at full speed. However, we were fortunate in extricating the line by veering about with the engine at the change of the tide. We had nearly a week here, and then went on to the Whitsunday Group, travelling with a strong southerly, with the spinnaker set, a most enjoyable sail. The "Karoola" passed quite close to us, and many of the passengers gave us a hearty cheer as they passed by.

When visiting Lindeman Island, another tourist resort, about 300 passengers from the "Karoola" came ashore in whale boats. The centre of attraction here was a turtle, which was tethered up with a long rope. The tourists made a bee-line for this unfortunate animal, and practically every passenger had his or her photo taken sitting on it, often sideways and sometimes three at a time. One man thought it a convenient seat to lace up his boots.

We were advised by Mick Busuttin to visit Puritan Bay close by here on the mainland, where we were assured of some good duck shooting. We were to find a lagoon, but owing to the dense tropical vegetation, it was impossible to penetrate through it, and the ducks were not disturbed. We were not so keen in penetrating this bush, as it abounds with a stinging tree, which leaves a very painful sore for several months.

We could have spent a considerable time cruising round the Whitsunday Island had we had the time. It was here we met Major Lee Murray, who has taken up Wise Mole Island, a charming spot, as a tourist resort. He came up here about 18 months ago in the "Day Dream" and uses it now to take tourists round the islands.

Our next port was Bowen, and on our way there we called in at Gloucester Passage, where we met a fisherman. He had come south from Townsville, hoping to get a haul of king fish, which travel north about this time of the year. These fish weigh about 40 to 50 lbs., and travel together in great numbers. They will only bite in calm weather, and are caught on heavy trailing lines using garfish as bait. The fishermen usually trail 4 lines, and when the fish are biting they get a load in a very short time. We had great sport catching these fish on our way south, when we happened to meet this man again at Palm Islands.

He took us out for a day's fishing, and was very amazed at our excitement, and awkwardness in handling these huge fish. When the fish are hauled on board into the cockpit, they are stunned with a mallet, and the hook is knocked out of their mouths. It is certainly exciting sport.

From here to Townsville, we had strong southerly winds, every day, sometimes developing into a strong gale, but we managed to get good anchorages every night. The Barrier Reef closes in appreciably here, and there is no ocean swell, but at the same time it does not offer as much protection as one would expect, as the prevailing S.E. winds sweep up this channel, and when encountering a southerly current the seas are very short and steep. This condition is considerably accentuated off the headlands, where the seas are like a turmoil. These seas do not affect the large steamers, but for a small boat it is particularly unpleasant. It was while passing Bowling Green, which is a low-lying sandy headland with shallow water for several miles offshore, that we had a practical demonstration of how bad these seas can develop, and, although the "Maluka" behaved wonderfully well, this was the only place on the trip that the dinghy shipped any water, and although only a couple of buckets, it made her veer about dangerously when shooting a wave, and we eventually had to pull in under shelter of this headland and bail the water out.

At Townsville we went aboard some of the luggers. There are about 30 or 40 of these boats principally owned by White Companies at Thursday Island. They are skippered by Japanese, with a crew of 16 island boys, and fish for beche-de-mer and trochus shells the whole length of the Barrier Reef. These boats are like small

schooners about 60 ft. long. The beche-de-mer or sea slug is gutted, boiled, sun dried and then smoked with mangrove wood for 24 hours. We asked some of the mission boys if they were afraid of sharks which abound in these waters. They replied that they had no fear as "they believe" their faith was quite sufficient protection. It is necessary for the skipper to be as good a diver as the crew. Otherwise the boys would easily convince the captain that there were no fish to dive for if they felt so inclined.

From Townsville north the route we were taking required very careful navigation, and the charts we had were very old. We obtained new ones in two days by telephoning to Brisbane. This was the most interesting part of the trip, particularly Palm Island, Hinchinbrook, Dunk Island and Merillyan Harbour. Situated on Palm Island is the native settlement of about 1,200 aboriginals. The Superintendent, Mr. Delaney, showed us over the island and explained some of the many difficulties of managing these people. One of their chief vices is gambling, as it often leads to complications and disputes amongst them. The settlement is situated on an extensive flat, with high hills in the background. The place is laid out with avenues of coconut palms, and with the neat officials' quarters and the native dwellings scattered about it gives the whole place a very picturesque setting. We had a very pleasant time here, and saw the natives give an exhibition of spear and boomerang throwing and native dancing. We had good weather to make the crossing to the Hinchinbrook Channel, which is similar to that of Wide Bay Bar. It is necessary to pick up a buoy 3 miles off the entrance, which can be easily missed, and then steer on various sets of leads, which bring you into the channel.

The Colonial Sugar Refining Co. have big interests here, but their steamers have to travel right round the island and come in by the northern entrance. We went up several of the creeks off the channel, hoping to see some crocodiles which are very numerous here, but owing to very dull weather they were well out of sight. We visited a settler on the island, who had his home in a small clearing cut out of the dense jungle. He was growing bananas and other tropical fruits which were growing prolifically. He had many difficulties to contend with, including snakes and pythons which kept taking his fowls, till he caged them up in a small-gauge wire netting house. His children were running about in their bare feet, despite myriads of mosquitoes and sand flies and stinging trees. This man was most hospitable, but we were glad to get away from these pests, which took a particular fancy to us.

We had to travel from the north end of Hinchinbrook to Dunk Island—20 miles—entirely by compass, as we could only see a short distance away, owing to heavy rain squalls. That night the rainfall was 10 inches, and nearly filled the dinghy. It is a very foul locality for reefs, and many of the islands are joined at low water. However, when we sighted the island we were right on our course in a narrow channel, where we could get our bearings to take us round to our anchorage on the north-east of the island. Anchored here was one of the old paddle-wheel Manly boats, used as a floating wharf to receive stores for the island.

This was an exceptionally good anchorage, with 12 ft. of water at low tide, quite close to the beach. Generally, we had to approach our anchorages with caution, and very often, owing to extensive reefs or mud flats, had to lie off as much as half a mile or more from the shore that was to give us ample water at low tide. It is remarkable that all anchorages are north to north-east of the islands. We had no northerly winds the whole time we were in the tropics. Most of the time it blew hard from the south-east, with an occasional calm day or so.

Dunk Island is a very picturesque spot, with dense tropical vegetation, and was the home of the late Banfield, the writer, for many years. The only inhabitants there were two beachcombers, one of whom was a doctor of dentistry, with his family, but both men seemed contented with their lonely lives. One of these men told us that the death adders were very bad on the island, but his idea was as long as you were in sand shoes or bare feet it was quite safe. They did not bite unless you hurt them. Needless to say, we did not take any chances of walking on them. We were shown a photo of this island taken after the visitation of a hurricane. It was easy to recognise the locality, but all that remained standing of the beautiful vegetation were a few stumps.

We beached the "Maluka" here, and gave her a coat of "anti-fouling". It was surprising to see how clean she was after 1,700 miles of travel.

Our next port was Merillyan Harbour, the entrance to which is a narrow gap in a high coastal range. It is a sugar port for Innisfail. It is almost impossible for ships to enter the port on an ebb tide, as the current rushes out through the very narrow entrance up to 10 knots, according to the height of tide. It was a run of 60 miles from here to Cairns, a most enjoyable trip with a good following breeze, under mainsail and spinnaker.

Cairns appeared to us to be the most thriving town of North Queensland, and in fact, there was no sign of depression of trade the whole time we were in Queensland. Cairns is pleasantly situated right on the sea front. This port, like Townsville, has a dredged channel through the mudflats, for shipping, 5 miles out to sea. We were fortunate in having friends here who gave us several long motor drives to places of interest, usually not accessible to the average tourist.

The winter climate at Cairns was very similar to the average summer months of Sydney.

We had a week at Cairns, and although a most interesting and enjoyable time, we were glad to be at sea again.

It was a most delightful sailing once we arrived in the tropics, with the warmer weather and the ever-changing scenes as we sailed along. We always kept up a fair average of speed, and never let the travelling drag. If the wind were not strong enough, we turned on the engine, and kept the boat moving at least 5 or 6 knots. We were very fortunate in having a very reliable engine, and with the exception of a slight defect on our way home it never faltered on the whole trip, sometimes running for over 24 hours at a time without attention.

Our next port of call was Port Douglas, 35 miles north, and with a good following wind averaged 6 knots under sail. This is a small shipping port for the district of Mossman, 14 miles inland, and connected by a 2-ft. gauge railway. Although only a small district, it exports £250,000 worth of sugar each season.

The next day was a short run of 10 miles to Low Island, a small coral island about 3 acres in extent, having a lighthouse as a guide to shipping in a very narrow channel, between the reefs. It was here that the British Scientific Expedition, under Dr. Yonge, was located for 12 months, about 4 years ago. We made ourselves known to the man in charge, who showed us over the lighthouse, which, like all the other stations visited on our way north, was kept spotlessly clean. The lighthouse keeper has two assistants, and when the light is lit at sundown each man takes a 4-hour watch, and the mechanism to drive the machinery has to be wound up every hour. The light burns about 4 gallons of kerosene a night. Many of the lighthouses along the coast have been converted to automatic control, and are only inspected every 6 months. The anchorage here is in a bay formed by a coral reef, and although there is no protection from the wind it is a good shelter from heavy seas.

We met Mr. Moorhouse here, who is still carrying on scientific work. He later joined us on our return trip to Brisbane. He gave us many interesting accounts of marine life on the coral reefs. The most dreaded fish on the reefs and coast is the stone fish. They are mostly about 6 ins. to 1 ft. long, and most ugly specimen with 13 spikes on his back, which stand up in time of danger, and if one happens to walk on them the poison penetrating the flesh very often sends the victim temporarily insane with the pain. This condition usually lasts for two days, and it is sometimes up to 6 months before the patient properly recovers. The usual medical treatment is injections of morphia to relieve the pain. Mr. Moorhouse was stung by one of these fishes, and he cured himself with an onion cut in half and heated on a hot pan and then applied to the wound. Half an hour after this application his foot was almost normal, and he felt no further ill effects.

Speaking of fish, a very interesting specimen we came in contact with was the sucker fish. The ones we saw were about 3 or 4 ft. long, and had a flat surface on the back of the head, about 4 or 5 ins. long, with which they cling to other fish. Several of them were clinging to the underside of our boat coming along, and would dart out each time we threw over any scraps.

The day we left Low Island, it was almost a calm. We had a good run under engine of 35 miles to the Bloomfield River, averaging 7 knots. We anchored about a mile off the entrance, owing to the shallow water on the bar, and rowed about half a mile inside the river, where a mission lugger was anchored. We accepted the offer of one of the black crew to pilot us through the channel, which we crossed safely, although there were only inches to spare under our keel, even on the peak of tide. There are small settlements of blacks here, and the locality was of interest to us, as it was the scene of Idriess' book, "The Men of the Jungle".

That night our pilot invited us to attend a corroboree and conducted us through a dense forest of tall ti-trees, which were partly lit up by fire sticks carried by the blacks, who were going to the corroboree. The natives seemed in a happy mood, and were making weird calls to one another, which echoed through the forest—all a strange and weird scene. The corroboree was conducted in the centre of a group of native huts, the only illumination being a small fire, the smoke of which helped to keep the mosquitoes away from the onlookers. There were only a few performers at the start, but the numbers increased as the night went on. Each dance seemed a repetition of the previous one, and mostly consisted of stamping of feet and clapping of hands, and making a guttural noise like a steam engine under load. The rhythmic time to the dance was kept by an old blackfellow, who yabbered a kind of sing-song while rattling two boomerangs together. The old gins sat round smoking old pipes, and beating their hands on their laps, making a noise like the beating of a drum. We left after an hour or so, but the natives kept up their entertainment till about 3 o'clock in the morning. The next morning we rowed several miles up this river, winding through mountainous country and bordered on either side by dense tropical growth. Orchids and many beautiful ferns were growing everywhere.

The steamer channel from here to Cooktown gradually narrows down to a little over a mile in width. It was here that Captain Cook ran aground on Endeavour Reef just off this port, and later beached his boat just inside the river, where a monument now stands to his memory. We had decided to make Cooktown our furthest north, as it is the last township south of Thursday Island. We had rather an exciting experience on this part of the cruise, as it blew a full gale with short steep breaking seas. The dinghy kept racing up on our tuck, even in spite of her trailing rope, and we eventually had to turn on the engine to give the boat extra pace in the troughs of waves where the dinghy would overtake us.

On the last part of the run, we had to rely entirely on our sailing directions, as our chart finished 20 miles south of Cooktown. The heavy seas assisted us in showing up the reefs, some of which were beacons.

We arrived at Cooktown on a Saturday afternoon, and the only sign of life in the main street was a mob of goats. This township had at one time a population of over 30,000, including 25,000 Chinese. It is now practically deserted, with a population of only 300, many of whom are old aged and war pensioners.

On our return trip we had expected to get north-easterlies, but it was not until we reached the N.S.W. coast that we were favoured with these winds, and had a hard punch almost entirely under power against strong south-easterlies.

During the trip we took a number of sights of the Sun, and after a little practice, even in a rough sea, had no difficulty in working out our position, sufficiently accurate for all practical purposes.

Navigating the Queensland Coast we found it most essential to keep a constant check on our position, as a mistake in this respect, even with our draught of 5 feet, could easily lead to serious trouble.

The whole trip was most enjoyable, and full of interest from when we left till we arrived home.

In conclusion, we wish to thank the Royal Queensland Yacht Club for their kind hospitality and helpful information and introductions to people along the coast, which were of great assistance to us. And we feel that this courtesy was extended to us on behalf of the Sydney Amateur Sailing Club, generally.

"MALUKA" AT LORD HOWE

The "Maluka" left Sydney at 5 p.m. on the 8th September, the ship's company consisting of W. and G. Clark and Sep. Stevens.

Our route was via Broken Bay, Newcastle, and Port Stephens, the object being to avoid the southerly set and get our sea legs before the long stretch of 360 nautical miles to Lord Howe Island.

The run to Broken Bay was made under mainsail and balloon, with a light S.E. breeze, in 2½ hours, very pleasant conditions prevailing, and we anchored under the shelter of Barrenjoey at 7.30 p.m.

Next morning, after an early breakfast, we got away at 8 a.m., under power. The weather was overcast and raining with a moderate sea and a light S.E. wind, which later turned to the N.E. The run was made under power, but the sail was set to steady the boat, and we arrived at Newcastle by 4.30 p.m.

A rather exciting experience occurred off Bird Island, when William, while setting the jib, lost his hold, and fell off the end of the bumpkin. He was fortunate in missing the propeller, as the boat passed completely over him. The "Maluka" was immediately put about, and the man overboard was soon picked up, without serious consequences.

At Newcastle an out-haul was fitted to the bumpkin, which obviated the necessity of leaving the deck to set the jib.

It was still raining the next morning, so we spent the day doing odd shopping while waiting for the weather to clear.

On Tuesday, the 11th, we left our moorings at 6 a.m. with a clear sky and calm sea. The wind was very light, so we cruised along slowly under power right through to Port Stephens, dropping anchor at 1 p.m. in Nelson's Bay.

While going up the harbour, we experienced a very strong tide rip of fully five knots, and our progress into our anchorage was consequently very slow.

The following morning, the 12th September, the conditions being favourable, we cleared the Heads at 7.40 a.m., and set our course E.N.E. mag. direct for Lord Howe Island. A moderate N.W. wind, with a slight sea, gave us a good lead under mainsail and balloon jibs. The barometer was falling, and had dropped two points by 5 p.m., by which time we had reduced sail to jib, and double-reefed mainsail.

Shortly after dark, the wind had reached full gale force, and, owing to the boat travelling too fast in the choppy seas, we hove her to and she then rode very comfortably. This was done by bringing the jib to windward, and the mainsail hard down, and lashing the tiller to leeward, the man on watch being well sheltered in the bottom of the cockpit. We lay-to for nine hours and then continued on our course at 2 a.m., when the wind and sea had moderated.

The "Maluka" made good progress all day, with a fresh beam wind. At noon our position was E. 154° 30', S. 32° 37', 118 miles from Port Stephens, showing that the southerly current had set us nearly eighteen miles to the south of our course.

The watches were arranged three hours on and six hours off and the watch below found plenty to occupy their time, the day passing very quickly.

At noon on the 14th September, our position was E. 157°, S. 31° 37' 30", showing us to be 13 miles north of our course. The day's run was 143 miles, leaving 112 miles to go.

The barometer was now very steady, and the wind having changed to the E.N.E., which was directly against us, we lowered all sail and continued under power.

We expected to sight the island at dawn the following morning, the 15th September, but owing to a bank of clouds on the horizon we could not discern land until 5.30 a.m., when Mount Lidgbird and Mount Gower were just visible, slightly on our starboard bow. By 10 a.m. the wind had veered to the north and we were then able to set sail again, and reach our objective in glorious weather shortly before noon.

The island presented a fine sight, the two mountains nearly 3,000 ft. high, standing out very prominently. As we stood off the western shore, we faced a long bay with a sandy beach of about 5 miles in length, protected from the open sea by a coral reef nearly a mile from the shore.

We cruised off the reef looking for an entrance but could not sight any leads; fortunately, we noticed a sail coming out to meet us, and in due course we were very pleased to meet the skipper, Harold Cluff, who proved to be an old friend of Sep. Stevens. We were piloted through the reef to a mooring specially laid down for visiting yachts, and here we found excellent shelter.

It was an interesting fact that our patent log registered ten miles in excess of the distance from Port Stephens to the island, but only 3 miles less than the actual distance covered.

During the afternoon we went ashore, and found ourselves in a charming and picturesque spot. From where we landed there was little sign of habitation, as the homes of the residents are scattered throughout the island. Many of them are surrounded by beautiful gardens, which are bordered by palms and semi-tropical vegetation. The island itself is really a series of beauty spots.

Our stay was made most enjoyable by the kind hospitality of Gower Wilson. We had great sport on several fishing excursions, and also visited the Admiralty Islands, situated about half a mile on the N.E. end of the island. They are the home of countless nesting sea birds.

We found much to interest us on the island, and our sojourn there seemed all too short.

At 2 p.m., on the 4th October, we reluctantly commenced our return journey.

We had invited our host to accompany us to Sydney, and we were fortunate in having him with us, as conditions proved later. We had a hearty farewell by the many friends we had made during our stay, and passing out through the reef we set our course W.S.W. $\frac{3}{4}$ S. mag. direct for Sydney.

We soon had a fresh N.N.W. wind, and had a good run till evening, when the wind increased to full gale force, necessitating two reefs in the mainsail. We continued on till just after midnight, when the mainsail was lowered, and to keep the boat under control we started the engine. The wind then became exceptionally strong, accompanied by vivid lightning and heavy rain with a big sea running. About 1 a.m. we experienced an abrupt calm, followed within the space of a few minutes by terrific squalls, and a deluge of rain and lightning in close proximity. The strength of the wind was such as to make any attempt to lower the jib too dangerous. Within a few seconds this sail, although of heavy and strong material, was torn to ribbons. This somewhat relieved the situation, and the boat was brought head into the wind and now rode more comfortably. During this time the rain was driving almost horizontally, with a big sea running. Without the slightest warning, one huge wave broke right over the boat, filling the cockpit and causing her to stagger under the tremendous weight of water. Fortunately, however, it quickly drained away, very little getting below. Although we had encountered many severe gales on our previous cruises, this was the first occasion on which a green sea had come right aboard. The night was pitch black, but was lit frequently by vivid lightning. The wind velocity was now terrific, and the noise of it seemingly drowning the sound of the thunder.

The seriousness of the situation did not appear to us till after the worst of these conditions had abated, but we did not at any time feel apprehensive for the safety of our ship.

Later we put out the sea anchor but the boat would not lie head to wind, apparently the resistance of the deep keel not allowing sufficient drift, and the anchor line drifting loosely with the boat—with the seas on our starboard quarter. To bring the boat head to wind, we raised the boom and rigged the storm jib under it, and on to the horse. This had the desired effect, and the boat then rode comparatively easy.

At 5 a.m. the seas had moderated sufficiently to continue under engine for a few hours, but it was necessary to heave-to again, owing to the size of the seas. The gale continued till 8 a.m. the following morning, the 6th October. The seas were now moderating, and we again set our course, under power, and later under double-reefed mainsail. During the morning, the barometer rose steadily, and we all felt much cheered up.

We took our sights at 8 a.m. and noon, and found that the storm had driven us back to within 80 miles of the island, and our noon position was E. $157^{\circ} 8'$, S. $31^{\circ} 57'$. The weather moderated all the afternoon, and we took advantage of this spell to put things shipshape, as a lot of extra gear had been used during the storm. Conditions in the cabin had been somewhat uncomfortable, and some of our clothing had become saturated. Despite these conditions, we managed to get something hot to eat, whenever we felt inclined, which went a long way towards keeping up the spirit of the crew.

During the evening of the 6th October, the wind had veered to the N.N.W., and by 11 p.m., it was blowing a moderate gale.

The following day, the 7th October, we had a good run under double-reefed sail, with the wind N.N.W. at gale force. At noon our position was E. $154^{\circ} 55'$, S. $32^{\circ} 36'$ six miles north of our course, the day's run being 125 miles.

Towards evening the gale increased, so we lowered away all sail, and continued under engine, the squalls again at times attaining terrific strength.

On the 8th October, the wind veered to the S.S.E. with heavy cross seas. A sight at noon showed us to be 28 miles north of our course at E. $153^{\circ} 3'$, S. $32^{\circ} 50'$. The day's run was 100 miles and 108 miles N.E. mag. of Sydney. We altered course accordingly, which was now a S.W. bearing to North Head, and we continued strictly on this course right through to Sydney Heads.

We arrived at 6 a.m. on Tuesday, 9th October, and noted that the log reading was 2 miles in excess of our estimated position the previous day at noon, an average of 6 knots for the distance.

We tied up at our moorings at 7 a.m., thus concluding a very adventurous, interesting, and most enjoyable voyage.

Before setting out on the cruise, we took the precaution of waterproofing the spark plugs and all high tension wiring on the engine. It was fortunate that we had done so, as on several occasions, water came down the back of the hatchway (which had to be left open for ventilation) and over the engine, which is situated under the companion way; consequently, the engine never faulted at any time, and proved of great service.

The navigation of our craft did not present any difficulties, as we were fortunate in getting a sight of the sun every day. The heavy seas did not interfere with the accuracy of the observations. Certainly, at times it was difficult to get a horizon, as the sights had to be taken when the boat was on the top of a wave. Although we were thrown off our course by cross-currents, on two or three occasions, we made our land falls when and where expected.

The only difficulty experienced was writing out the figures in the cabin with the unsteady motion of the boat. The Mareq Saint-Hilaire method was used in conjunction with latitude sights.

We always took the precaution at night and during heavy weather to see that the man at the tiller was securely tied to the boat with a strong line round the waist, and he never moved out of the cockpit without first giving notice to those below. This precautionary measure saved a man going overboard on at least two occasions.

LOSS AND RECOVERY OF "MALUKA"

16th December, 1935-27th January, 1936

We had been looking forward with keen interest and preparing for some time for our cruise to Hobart. On the 16th December, 1935, the "Maluka" was fully equipped and ready to sail.

From experience of previous cruises the "Maluka" was now equipped with an 8-ft. collapsible dinghy of the "Berthon" type, which proved very seaworthy, and fitted below when necessary. An excellent wireless receiving set was installed and a spray cover was fitted over the companion-way. The latter was most efficient and beneficial. It was made of strong canvas and fitted on diagonal boards on the deck from the runner plates at the side of the bulkhead to the forehead end of the sliding hatchway and on a strong piece of curved cane which came about 18 ins. aft of the companion-way, giving excellent protection and easy access to the cabin.

Another improvement was the fitting of lee cloths to the bunks and settees, which proved a great comfort. These consisted of pieces of strong canvas, 18 ins. high and 3 ft. long, fitted to the outside edge and fastened with cord to the deck beams above when necessary. These gave confidence to the one sleeping on the weather side of the boat and kept the bed-clothes from falling off.

The crew comprised Sep. Stevens and W. and G. Clark, who had proved good companions on a previous trip to Lord Howe Island.

Owing to a fresh southerly blowing on the evening of our projected departure, and our course being almost due south along the coast, we did not leave the harbour till the following afternoon, when the blow had eased down. The sea was still very choppy, and after a couple of hours travelling under engine we put into Botany Bay and had a calm anchorage for the night at La Perouse.

Leaving at daylight next morning, under power and sail, it was not long before a light north-easter set in and the engine was then switched off. By 10 o'clock the wind freshened considerably, and setting a spinnaker, we enjoyed a delightful sail along the coast as far as Jervis Bay, where the breeze fell away to a calm. There were still three hours of daylight and we decided to make for Ulladulla, a small harbour which has a safe entrance and a good shelter.

About 6 p.m. a southerly buster sprang up with heavy rain squalls giving poor visibility and it was then necessary to keep on a compass course for the port. George had been standing by the tiller and later sat down by the compass, which is directly under the tiller. Looking back at the last headland he noticed that the boat was off her course by 15 degrees, and after checking the course with the small spirit compass (used for taking coastal bearings) he noticed that our navigating compass was at fault. This was brought about by a sheath knife George had in his belt, which was resting right against the compass.

We arrived off the entrance to Ulladulla, with a good sea running, at 8 p.m. Visibility was very poor, but we managed to pick up the harbour light at the head of the bay, and with the correct bearing for making an entrance we went in with confidence and were glad to have a good calm anchorage for the night, and felt well satisfied with our day's run of 95 nautical miles.

After a comfortable night's rest we were away again at 6.30 in the morning. The weather was overcast and blowing a light south-easter, which necessitated the use of the motor; we used the sail to steady the boat. We had intended sheltering for the night under the lee of Montague Island, which was in sight at 4.30 p.m., when the wind freshened to a hard blow and was right in our course. It was a hard punch under power to the island, and we arrived there at 6.30, making 67 miles from Ulladulla. The sailing directions indicate a small cove on the N.W. as a good shelter for small craft, but this looked very dangerous, with a rocky bottom of considerably varying depths and appeared to us an impossible anchorage.

While cruising slowly under the lee of the island we took advantage of the shelter to double-reef the mainsail, as it was blowing hard at the time and there was no alternative but to continue on our course all night. The island looked a wild, weather-beaten place, the north end was covered with bird life and small penguins along the shore. We saw several sharks here cruising about in the clear water.

We left here at 8 p.m., when the wind had eased off, and bore away towards the coast again to avoid the reefs to the south; and later set a safe course for the night to keep clear of any outlying dangers along the coast.

Our next port of call was Twofold Bay, a further 70 miles, where we expected to arrive at 8 a.m. next morning, but owing to the southerly backing up the current, and almost a head wind all night, we made very slow progress and did not reach our objective until after midday.

The port is a long, tapering inlet with a small headland at the head of the bay giving excellent shelter in almost any weather. The harbour has a most picturesque setting with a series of white, sandy beaches broken here and there by small headlands; heavily timbered country at the edge of the beaches rising in the background to a series of high mountains.

The cruise so far, of 250 miles, had been very pleasant, having had reasonably good weather enabling us to enjoy regular hot meals and enjoy the beauty of the coastal scenery.

The "Maluka" had now cruised, with exception of a small portion of the Cape York Peninsula, the whole of the eastern coast of the continent and this section was, in our opinion, the most interesting and picturesque. The wireless set gave excellent tone and reception and added considerably to the pleasure of the trip. It was frequently in commission.

While sheltering at Eden a strong gale set in from the south-west with heavy rain, and we were congratulating ourselves that we were not caught in it on our way across the Strait—little realising at the time that we would later be weathering out a very much worse storm.

On Monday, 23rd December, the weather cleared and by midday the wind turned to the north-east with bright sunshine, but the glass was still on the low side at 29.7. However, we thought it good enough to make a start, after getting impatient at being held up, as we were hoping to be in Hobart by Christmas Day.

This weather seemed too good to miss, so after replenishing our stores, water and petrol, we left port at 4 p.m. with the wind veering to the east and later to the south.

With the hope of a more favourable wind the following day, we decided to shelter for the night at a small inlet called Bitangabee, a pretty spot giving good shelter, except from the east and south-east. It is 12 miles south of Eden.

The next morning, Christmas Eve, we were away again at 6.30. The weather was clear and crisp with a light N.N.E. wind and the glass at 29.7, showing a tendency to fall.

Green Cape was abeam at 7.30 and Cape Howe and Gabo by 10 a.m.

The wind was still holding from the north and freshening with rising seas. We were making good progress and enjoying a great sail with prospects of making a quick passage across the Strait.

We set our course S. by W. to bring us about 15 to 20 miles east of Flinders Island. During the afternoon it became very hazy in the far south, gradually developing into a bank of ominous heavy clouds right across the southern horizon. The glass had fallen $2\frac{1}{2}$ points during the day and general indications were for a bad storm. About 6 o'clock we picked up a weather report warning the fishermen of Gippsland to take shelter, as a bad storm was developing there. This was the only weather forecast we had received of the approaching bad weather.

Just on dusk the fresh northerly which had held all day now gave way to a calm and almost immediately after to a strong south-easterly.

We immediately double-reefed the mainsail and changed to a smaller jib, and for safety put the dinghy below and fitted one sliding board in the aperture of the companion-way. This latter precaution was later the means of saving our lives.

Judging by the increasing force of the wind it was obvious that we would have to use every precaution to weather the gale. The "Maluka" was so hard pressed, even with the reduced sail area, that we decided to lower away before it got any worse and we were regretting the absence of our sea-anchor. Keeping the boat head to wind with the engine we were able to lower away safely and furl the sails.

Our last entry in the log was at 5 p.m., when the glass was at 29.4. About 7 p.m. it had fallen to 29.1. Naturally, from now on it was impossible to keep any record in our log, as the movement of the boat was so violent and the seriousness of the situation was very apparent.

We took three-hour watches, and each of us was very glad when relieved, as we were soaked to the skin and numbed with the cold. We took the precaution of roping the helmsman to a cleat at the side of the cockpit in case of accident.

During the night one huge comber caught us broadside on with a terrific crash, turning the boat almost upside down and throwing the inside ballast (of 28-lb. lead ingots) up the side of the boat, a few pieces landing on top of the lockers. The noise of the impact sounded as if the mast had snapped and the side of the boat had been smashed in. However, the only apparent damage was that one lead ingot had smashed through a cedar panel, an inch thick, of one of the lockers. The sea had poured through the small opening in the companion-way while she was listed and, as previously mentioned, had we not taken the precaution of closing the companion-way, we should not be here now to tell the tale, so quickly did the water come through this aperture.

The boat quickly righted herself and we immediately set to the pump and bucket to bail for our lives before another wave caught us, and at the same time pulling the boat away to run before the seas.

When we had pumped her free of water the situation seemed very serious and to make matters worse, we found Sep. had sustained a severe head wound by falling onto the frosted electric light shades on the roof of the cabin, and a very bad cut on the hip, which was bleeding profusely.

We now kept the boat running before the seas with the engine which, fortunately, was functioning perfectly, and she seemed to ride the seas comfortably without any sign of broaching to.

It seemed a miracle that the boat was still afloat. Most of the blankets and clothing was saturated and the cabin in disorder. After attending to Sep. and bandaging him up as best we could under the circumstances and fixing up the ballast, etc., in the cabin, we decided to make back for Eden at Twofold Bay.

Our position, by dead reckoning, was about 100 miles S. by W. of Cape Howe and we set a course N.E. to clear this point by a safe margin.

Dawn on Christmas Day was a contrast to what we had expected when we started the cruise; we had hoped to be in Hobart by this time.

Daylight showed us the full fury of the storm and it seemed wonderful that the little ship should be capable of riding out such enormous seas as were now running. We had weathered many storms on our previous cruises, but our usual conception of a storm did not apply to this raging fury and turmoil. The wind was a continuous roar, whipping up the solid crests of the waves to be sent flying in pursuit of their forerunners; so completely were they torn that they seemed to form a moving jungle of scud, which belonged to neither sea nor sky.

It was very evident from the precipitous nature of the wave that the storm must be running against a strong current.

A remarkable feature of the following seas was that they came, at times, from a south-easterly and a south-westerly direction, when they would form into a peak and come tumbling down in an avalanche of foam. It must have been one of these that caught us during the night.

As Sep. was unable to take his watch, we found it very strenuous taking our turn at the tiller each alternate three hours, as green seas would occasionally come right over the helmsman, filling the cockpit, when a lurch of the boat on the next wave would throw most of it out again. We were saturated to the skin and numbed with the intense cold. Altogether, we spent a very unhappy Christmas Day.

This was the first occasion that green water had broken into the cockpit from following seas, although we had the experience of running under storm sail when the wind had officially been registered up to 70 miles an hour.

We kept on a N.E. course till about noon the following day, 26th December, when we reckoned our position to be well off the New South Wales coast. The storm showed no signs of abating and the wind was still blowing exceptionally hard and raining continuously, making visibility very bad. We still could not find the leak.

We now altered our course to North, and continued on this bearing till the evening. During the afternoon we noticed a small steamer (probably the "Peringa"), of about 2,000 tons, a quarter of a mile on our port quarter, and it did not appear to be steering a direct course. We endeavoured to signal her to ascertain our position, but she bore away to the south and soon disappeared in the haze. Shortly after this we noticed a lighthouse about 2 miles in the same direction. It was only visible for a very short period, but we were uncertain whether it was a reality or a phantom of the mist.

We were now all becoming very exhausted with consistent exposure and the intense cold, having had no sleep and very little food since two days previously.

We decided to steer a north-west course which, we estimated, would bring us in to Eden if the lighthouse we had seen was Green Cape. However, we did not make a land fall for the time we estimated, considering our new position, and concluded the lighthouse must have been a myth.

It was now quite apparent that we had lost our position entirely and could only assume that we were a long way off the New South Wales coast, considering the time of travelling and direction of our course.

The storm showed no signs of abating. The wind kept up an incessant roar and heavy seas were constantly breaking into the cockpit with such force that it seemed to the one at the tiller as if the boat was foundering at times with the weight of water in the cockpit. Fortunately, very little water was getting below directly, although it was necessary to pump at the end of each watch, because of the leak.

The prospects for the night were not very bright, especially as our position was so uncertain. We were very concerned about Seppy, as he had been lying in wet blankets from the start of the storm, and although he was in a weak condition from loss of blood it was reassuring to see him still cheerful. We can only speak in the highest terms of his fortitude and bright and cheerful spirits.

We continued our watches till about 2 a.m. on the 27th, when the storm showed signs of easing off, at least the seas were not breaking so heavily and we thought the "Maluka" would be quite safe drifting for a few hours to allow us to get some rest. This was a most unfortunate mistake, as it transpired. Although we kept an occasional watch from the companion-way, it is doubtful, even if one of us had been on watch, whether the catastrophe which now overtook us could have been avoided, as only a few minutes had transpired since having a look out, when it was impossible to discern the surf and rocks ahead. We felt an unmistakable rise of a ground swell and a few seconds later the surf broke into the cockpit with the rumbling noise of the grounding of the lead keel on the rocks.

Our first thoughts of concern, strangely enough, were more of the apparent loss of the "Maluka" than the safety of our lives. This, however, was of instant reflection as we were now in a very serious situation. It seemed that the boat would soon pound herself to pieces in the next few waves.

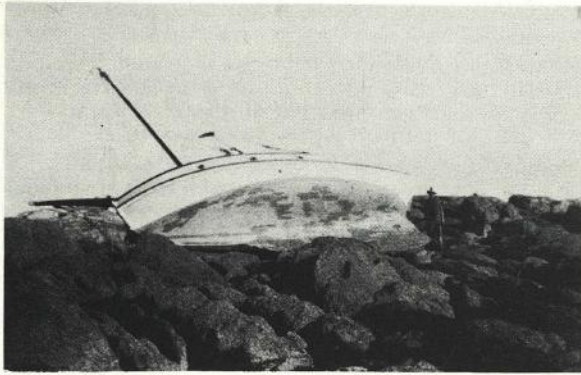
The boat kept a fairly vertical position for a while, when she seemed to be gradually dragging over a series of rocks.

The two kapok mattresses and an empty petrol drum were thrown into the cockpit in case of necessity, but we waited, expecting every minute for the boat to be smashed against the side of a rock. It seemed a considerable time before she floated into really shallow water, as she was slowly being forced over a series of gradually shelving rocks, listing more as each wave left her.

The boat did not appear to strike very hard at any time, and we afterwards found that the lead keel had taken practically all the punishment.

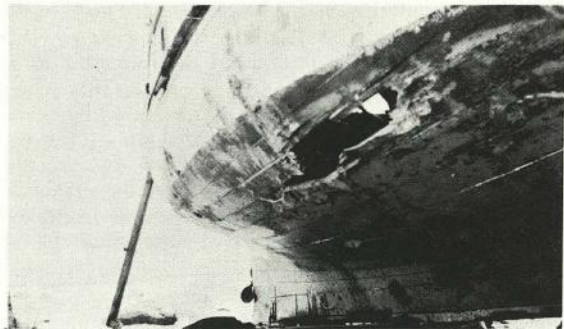
It is impossible to describe our feelings of disappointment, at what appeared at the time, to be the absolute loss of the "Maluka", which had always had such care and pride in her upkeep. However, it was a matter now of our lives and it was debatable whether we should leave the boat or wait further developments. It was so dark it was impossible to see more than a couple of yards, even the higher rocks alongside us, and we did not know if the boat was aground on a reef or the mainland. She seemed at rest, at last, with a heavy list to starboard with an occasional wave breaking over, and we took advantage of this opportunity to get the primus stove going and enjoyed a cup of hot tea. It was about 3.30 to 4 a.m., Friday, the 27th December, and this was the first hot drink we had had since the afternoon on Christmas Eve, our only nourishment in the meantime had been an occasional piece of Christmas pudding. As dawn came, to our great relief we could gradually make out the rocks on the starboard and later sand and scrub further back. It was now a matter of getting Seppy safely ashore through about fifty yards of surf, if possible, without injuring his wounds. It was a difficult undertaking over the slippery and jagged rocks. Seppy clung to George's neck with all his power, nearly strangling him, as he had to use both hands and feet to steady himself. However, he got ashore safely and placed Seppy under the lee of some ti-tree bushes. It was still bitterly cold with driving rain and we made a shelter for Sep. with the storm-sail and placed the hurricane lamp beside him, which gave him a little warmth. It was necessary now to obtain some stores and clothing from the boat, as we did not know how far away we were from habitation. This was accomplished by rigging up a "flying-fox" from the boat to some high rocks; and placing our stores and clothing in sail-bags, we managed to get them ashore, dry.

When we returned to Sep. he was in great consternation, as a nest of bulldog ants were crawling round him and he thought he heard wild pigs, so was very glad when we returned. (The ants were real, but we never saw the pigs.) It was essential that we should get assistance as soon as possible, but were in a quandary as to which way to set out, as we could not determine where we were. Visibility was restricted to about a quarter of a mile, and the



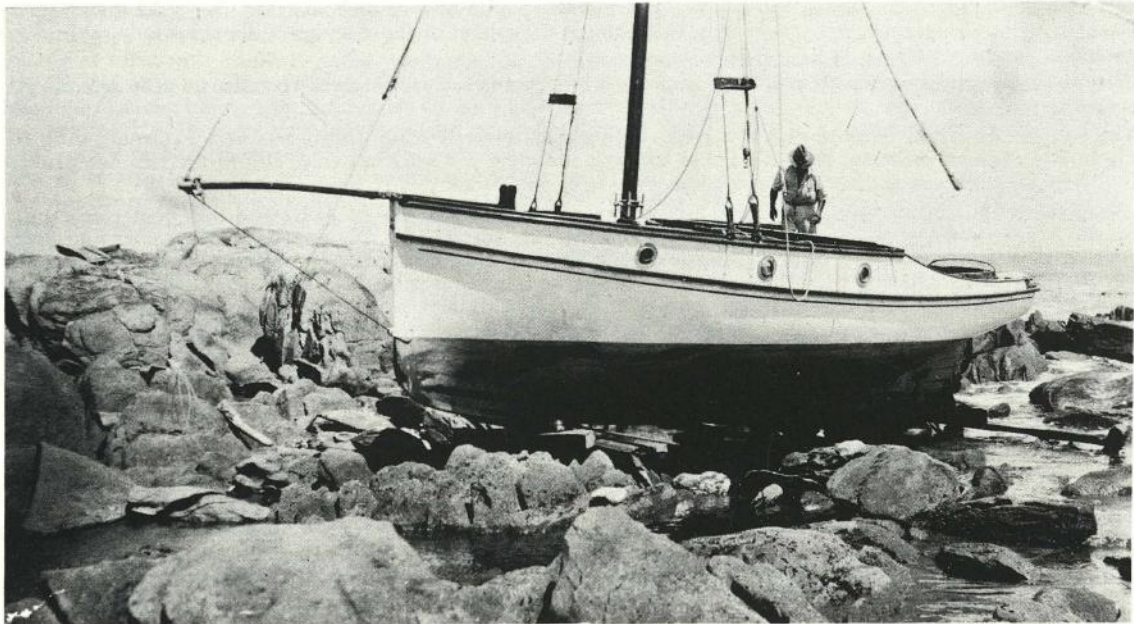
"MALUKA" ashore on Cape Conran.

Photo courtesy G. & W. Clark.



"MALUKA"—hole in starboard side.

Photo courtesy G. & W. Clark.



"MALUKA" (keel cut off) back on an even keel.

Photo courtesy G. & W. Clark.

coast appeared to be setting west to east. We could not credit that we were ashore, except along the New South Wales coast. After consulting the charts we were still no wiser.

It was then decided that Willie should stay with Sep. and that George should set out to get assistance. It seemed an unenviable expedition, as dense ti-tree scrub lay inland and only sand hills could be seen along the coast. He provided himself with some cake and biscuits and the small spirit compass, but in what direction to start was very debatable. A long walk seemed inevitable, but he decided not to return without assistance.

It was surely good fortune (intuition) that led him through the scrub to a camp about a quarter of a mile away. A man and his wife and brother were spending their Christmas holidays in this lonely spot, and it was a great relief to us all that help was so near at hand.

We soon had Sep. under cover beside a big fire, and now out of danger, and after a meal of some hot soup we were all in very much better spirits.

These people proved to be Bob Steed, his wife and brother Jack, and we will ever have a deep sense of gratitude towards them. They told us we had landed at Cape Conran on the Victorian coast, some twelve miles from Marlo, the nearest township, and about 90 miles west of Cape Howe. At the time we could not credit this information, even taking into consideration the most abnormal adverse currents. We had steered a course to clear Gabo Island by at least fifty miles eastward and found ourselves 150 miles S.W. of our estimated position.

This was a shock to our navigation, as on our previous cruises we had always been very accurate on our course, both by dead reckoning and by observation.

Our first consideration was to obtain a conveyance to get our patient into Marlo, where he could have medical care, and with this object in view, George and Bob Steed set out to walk the twelve miles to Marlo. The walk, however, proved too strenuous for George in his exhausted condition, but Bob Steed eventually got through and returned that evening with a dray and two draught horses.

The track to Marlo was through low-lying ti-tree country and for half the distance was under water after the abnormal rains, the district having received over 20 ins. during the two previous days.

The next morning we made Sep. as comfortable as possible on a spring mattress in the dray, and George and William accompanied him with the driver to the township.

The morning cleared with bright sunshine. It was hard going for the horses and we travelled very slowly, the water often coming over the hub of the wheels. This locality has a reputation of being infested with black snakes, mosquitoes and flies. The last mentioned turned up in myriads and tormented us the whole way.

On arriving at the Hotel at Marlo, a member of the Royal Life Saving Society of Victoria, who happened to be staying there, took over the care of Seppy until the doctor arrived in the afternoon.

Marlo is situated at the mouth of the Snowy River, which was in heavy flood, cutting off communication by road to Orbost, a distance of twelve miles.

We eventually arranged for a doctor to be brought down from Orbost by launch.

Our patient now being under medical care, George and William arranged to return to the boat with a faint hope of salvaging her.

After a refreshing bath and a hot meal we were able to hire some saddle horses, and returned to the camp that evening carrying a good supply of fresh provisions and a few tools.

The next morning, the 29th December, we surveyed the possibilities of refloating the "Maluka". She was lying with a heavy list on her starboard side, about four lengths from a small channel where there was sufficient water to float her at high tide. Between, however, lay big, uneven rocks and the task with the facilities available appeared to be almost impossible. There was a small hole in her side (48 ins. x 12 ins.) which would have to be patched, but it was impossible to see the extent of the damage while she was lying in this position.

We talked the matter over with Bob Steed and his brother and they volunteered to assist us in an attempt to refloat her.

The weather now had become fine and calm, with a light easterly wind and it was very evident, owing to the boat's exposed position, that we would have to complete the work quickly, before the weather broke. Our first problem was to raise the boat on an even keel, but how?

Along the shore, about three-quarters of a mile, a considerable quantity of driftwood had been washed up on the beach, amongst which was some bridge decking very suitable for our purpose. This timber had been portion of a bridge that had been washed down the Snowy River during the 1934 flood. It was heavy work for the four of us carrying these logs over the rocks and sand and it took the best part of the day getting three of them alongside the boat. Using one of these unwieldy logs as a lever and with a guy with tackle from the masthead, we managed to raise the boat about a foot, when it became apparent that it would be impossible to raise her any further by this means. We now decided to cut off the two feet of deadwood and lead keel. This proved to be an awkward task, as we had to cut a gap in the wood between the 16 1-in. bolts to enable us to use a hack-saw to cut through the fastenings. This work was accomplished quickly and effectively, only by the fact that our friends were both skilled axemen.

As the deadwood was removed, sleepers were placed under the keel to take the weight. Continuing with our lever, and the tackle on the mast, the boat was eventually raised to a vertical position and held there by using the runners as guys on either side.

Luckily, there was a coil of heavy galvanised fencing wire at the camp, left there by a fisherman for making crayfish pots, and we used this wire instead of rope on the end of the guys to prevent friction by the waves at high tide. The prospects of a successful salvage were now more hopeful, but we realised that calm weather was such an important factor, and that the completion of the work would have to be done quickly.

It was essential now to procure the necessary gear to move the boat and material to patch the hole in her side, also to get other help as the Steed Brothers had to return to their work.

With this object in view, George decided to walk to Marlo. It proved a painful journey, as his feet were covered with festering sores from cuts from the rocks. However, he was able to get through that night, and on arrival there secured the services of two good men, one Fred Joiner, who proved an excellent man for the job. When it was explained to him what gear was required, he immediately set to work and finally secured all that was necessary for the work in hand. They returned to Cape Conran that evening with a horse and dray. George brought out many letters and telegrams from our friends in Sydney, which were very encouraging and inspired us to further effort. We also had the good news that Sep. was progressing favourably at the hospital in Orbost.

The following morning we set to work patching the hole in the boat. This was done by nailing some lining boards over the hole to give support to a canvas patch tacked closely round the edges and waterproofed by tar, and this patch subsequently proved absolutely water-tight.

It was most fortunate that the weather had remained calm up to this time, but a heavy bank of clouds was forming to the S.W., indicating that a change would shortly break from that direction.

The boat was now ready for launching, and it was most essential that we should have to float her without delay.

All the loose fittings, gear and ballast had been removed from the boat to lighten her as much as possible. George had managed to get the engine in running order. The only damage it had sustained, although it had been completely submerged when we first went ashore, was a broken distributor head and rotor. These were successfully patched with string and wire, and fresh oil was put in the sump.

It was necessary to move the boat back about four lengths where she would float at high tide. To do this we attached one end of the forest devil to a rock, well out in the surf, with six strands of heavy fencing wire, the other end was secured to the boat in a similar way, using bagging to protect the bow. It was in the afternoon of the 2nd January we first attempted to move her, but we had many reverses and delays, as the strain on the gear was too severe and kept breaking, and our prospects of salvage were not very hopeful, as by nightfall, she had only been moved a few feet. This was due to the keel resting on pieces of softwood. It was now decided to renew our efforts at daylight, when we would have a receding tide in our favour. The weather conditions gave us a good deal of anxiety at this time, as the heavy bank of clouds had reappeared to the south-west and we knew if the weather should break, all our efforts would have been in vain. During the night we could hear the ominous breakers on the rocks, sounding as if a heavy swell had set in. The next morning, the 3rd January, just a week after the "Maluka" had gone ashore, we were on the scene of operations at daylight. We now replaced the supports under the keel with hardwood, and using plenty of grease we were able to move the boat without undue strain on our gear.

By midday we had moved the "Maluka" to a position where the high tide would float her. To keep her upright we relied entirely on the guys to the mast, which had to be frequently moved and carefully watched to prevent any undue strain. Our greatest difficulty was in packing a solid foundation for the sleepers on the uneven rocks over which she moved.

To keep the boat from bumping with the rising tide we filled her with water up to the base of the engine. We also placed out anchor lines on either side of the narrow channel in which we intended to hold her, in order to put on the propeller and rudder, as these would have been subject to damage in her present position. About 2 p.m. the critical time had arrived when she started to lift to the surf. Quick action was now necessary and each man concentrated on his particular job. The water was quickly pumped out of the bilge, the guys freed, and with all straining on the anchor lines we brought her head to sea in the channel. The propeller was screwed on and the engine was started, but it was impossible to fix the rudder in place, as the surge was too great. By using the gaff as a rudder it was a very joyous moment when we realised the "Maluka" was really steaming out to sea under her own power. We had intended replacing some of the ballast, but found that the boat was sufficiently stable to make the journey to Marlo without it and after replacing the rudder in position, we set out without further delay. Usually the entrance to the Snowy River is unnavigable, except to very shallow-draught boats, but the recent floods had scoured a deep channel and we experienced no difficulty in crossing it. Our entry into Marlo caused much excitement. We heard much cheering and ringing of bells. Our return with the boat was quite unexpected, as news had been circulated that the salvage of the "Maluka" was an impossibility. We certainly received a hearty reception and many congratulations, which we certainly felt we deserved, as within half an hour of dropping our pick the weather, which had been threatening from the south-west, broke with full force and we were indeed lucky to be in shelter.

There was still a good deal of work to be done to the boat before she would be safe for her return journey to Sydney; all the gear, lead keel and ballast were still out at Cape Conran. At first we had difficulty in arranging for the transportation of this gear, owing to the boggy state of the road, but finally located a man with a Ford lorry, who volunteered to bring it into Marlo. This man had spent years carting rail sleepers out of the forest country and he proved to be a skilled driver. Half the track was still under water and it was only through his extensive experience that he was able to get through.

He brought all the gear and ballast back in one load, but had to go out a second time to bring in the lead keel.

Viewing the scene of our recent mishap, it was very evident that the last storm would have pounded the "Maluka" to pieces had she been there as the heavy sleepers which we used for her launching had washed several hundred yards over the rocks.

Fortunately, on the occasion of the second journey, we had plenty of assistance, as several men volunteered to come out for the excursion and it required all their help and a good deal of ingenuity, as we had to slide the lead on sleepers across the rocks to where it could be loaded on to the lorry. It was seven o'clock at night when this was accomplished, and almost midnight when we arrived at Marlo, after being bogged innumerable times on the road.

We had been able to make arrangements to have the boat slipped and made sufficiently seaworthy for her return home. Seppy was now out of hospital, and was impatient to be at sea again. It took about two weeks to effect the necessary repairs and get the lead keel bolted back on the boat. Our friend, Fred Joiner, had been of great assistance to us in our many difficulties. We invited him to accompany us back to Sydney, and were very glad that he was able to accept the invitation, as we felt that an extra hand would not be amiss should we encounter bad weather again.

The "Maluka's" visit to Marlo had created a wide interest and it was surprising to us the number of visitors who came across to the ship while she was being repaired. The "Maluka" was all ready for sea again on the 22nd January, and we made arrangements to leave the next morning at 4.30 to cross the bar on the flood tide, and despite her early departure quite a number of the town folk were up to see us off.

Our return trip to Sydney was uneventful and it was as well that we had calm to moderate weather with light head winds all the way. The boat although quite stable was very quick in her movements, owing to the loss of her deadwood keel.

Only one exciting incident occurred on the trip home, and that occurred while entering Twofold Bay, about midnight. We were on a perfectly safe bearing to enter the harbour, when suddenly the surface of the water for about fifty yards on our port side became white with phosphorescence, at the same time, water from the calm sea splashed into the cockpit. It seemed for a few seconds that we must be on the rocks again. The tiller was pushed hard down to avoid a catastrophe. However, it proved to be a school of fish, which quickly vanished with the porpoises in their wake.

The entire trip of nearly 400 miles was made under power, sometimes with the sail to steady the ship, averaging six knots for the journey.

We arrived in Sydney on the 27th January, feeling well satisfied to have brought our ship safely home.

"HOANA"

There Should be More Boats Like Her

Perhaps that heading should read "There should be more boats like *Them*" because there are two "Hoana's", both built by J. Hayes & Sons of Careening Cove, both built off the same lines though one is two feet longer than the other, and both built for Lex Buckle. This duplication has caused a great deal of confusion among Sydney yachtsmen and it came about in the following way.

The first "Hoana", which was thirty feet long, was built for Lex Buckle in 1920 and three years later was driven ashore in Sirius Cove. One side was almost torn out and the Insurance Company declared her a total loss and paid Lex her full value. He took the remains back to Hayes and ordered a new boat to be built from her lines. Hayes, however, reckoned he could rebuild her and accepted the wreck as part payment on the new boat.

When the timber for the new "Hoana" arrived Hayes told Lex it was long enough to build a thirty-two foot boat and Lex agreed to the original plan being drawn out another two feet.

The work on building the new boat and the repairs to the old one went ahead together with the result that both "Hoanas"—the 30 footer and the 32 footer—were completed at the same time and both were launched in 1924.

Frank Hayes kept the 30 footer and used her as a family pleasure boat. He did not race her. But Lex Buckle joined the Amateurs as soon as the 32 footer was launched and was allocated the number A5.

After sailing her for a year or so he complained to Cliff Gale that she was not as fast nor as good as the 30-ft. "Hoana" and asked his advice. As a result Cliff modified her rudder, keel and rigging and had her sailing off scratch in no time.

Lex raced her until 1931 when he sold her to R. C. Hughes. She remained in the Club and continued winning Trophies and Point Scores, first with Oscar Backhouse at the helm and later under the command of R. E. Hughes.

In 1941 she was sold to Mr. T. Biuffre who took her out of the Club. He was not a racing man but maintained her in the same immaculate condition as had her former owners.

During her years with the Club—1924 to 1941—she had won two Gold Medals, the Scotland Island Trophy, the Tempest Trophy, the Brothers Cup, the Buckle Trophy for the Anniversary Regatta, and had scored one second, two thirds, one fourth and one sixth in Point Scores.

In 1947 she was purchased by the Brisbane sailmaker, George Pickers, and left Sydney for the Northern Capital. She has never returned, though many a Sydneysider is still not sure which "Hoana" remained on the Amateurs' register.

This confusion was the result of the purchase of the 30-ft. "Hoana" by J. D. MacLurcan, who registered her with the Club in the same year that the 32 footer went north. He was allotted the number A44, but sold her the same year to Harry West who joined the Club and was allotted the number A64. This continuity of the name "Hoana", with a succession of new owners and new numbers was enough to confuse anybody.



"HOANA"—32 foot. Lex Buckle at helm, William Clark, George Clark, Eric Gale and Charlie Russell to leeward.

Photo courtesy Ian Buckle.

But let it be clearly understood. From 1947 onwards the "Hoana" on the Club's register was the original 30-ft. boat. And it is her career with which we are concerned.

Being a sailmaker, Harry West altered her rigging and sail plan and won races and trophies.

In 1950 Keith Brown bought her and her successful career continued. Over eight years he also won races and trophies. He won the Gold Medal for her class, and for the first time the name "Hoana" appeared on the Kelly Cup.

"Hoana's" record between 1947 and 1958 was impressive. The Kelly Cup, two Gold Medals, the F. C. Agar Trophy, third in the Huntley's Point Regatta, five fourths, one fifth and one ninth in Point Score races.

She left the Club in 1958 when Keith sold her to Mr. H. E. Cooke, but a year later she returned to the fold under the ownership of Joe and Anne Adams. This time she was allotted the number A30.

Although Joe and Anne were not racing folks, they, nevertheless, took "Hoana" on to her greatest glory. In November 1963 they sailed "Hoana" quietly out of Sydney Harbour, wearing the Club Burgee which had been presented to them at the meeting on 13.11.63, and took her right around the world. They spent the first twelve months cruising in New Zealand waters and then returned to Sydney for a final fitting out before leaving in September 1965 to cruise the Barrier Reef on the first leg of their world cruise. The third member of the crew was a Siamese cat named Pooh Bear which they had signed on in Whangarei.

For the next three years "Hoana" proved that she was just as able at sea as she had been in the Harbour, but from here on we will let Joe tell the story of their voyage in his own words:

"We sailed up the coast, day sailing from one anchorage to the next, calling in at all the bar harbour ports, rivers and harbours between Sydney and Southport, arriving there on 8th November. We then sailed up the channels behind Moreton and Stradbroke Islands to Brisbane—then on to Mooloolaba, over Wide Bay bar and (again sailing channels) behind Great Sandy Island up to Bundaberg and Gladstone.

On 27th February 1966 we went through the Narrows and so on up the coast, island hopping all the way to the Whitsunday Passage. We stayed around this area exploring all the bays and anchorages and enjoying ourselves immensely, till the end of April. Then one day Anne was idly looking at the atlas when she said 'There sure are a lot of Greek islands sprinkled around the Aegean. Looks like a beaut place for sailing'—and a couple of days later we were on our way to Townsville. There we sent to Sydney a long list of charts to be forwarded on to Cooktown and took on a large load of provisions (including cases of cat food)—enough to keep us going to the Seychelles Islands in the Indian Ocean. Of course we intended to replenish our supplies of fresh fruit and vegetables along the way.

We left Townsville on 11th May, again stopping at all the anchorages up the coast. The days were extremely pleasant—up early to sail our 30-40 miles, anchoring again during the early afternoon, ashore to explore, a quiet night and then off again next morning. The trade was a fairly constant 15-20 knots and to our never-ceasing amazement was the same direction day after day. Actually we took some time to get used to the trade, being used to Sydney's changing weather pattern—we just kept laughing and laughing—'who'd sail anywhere but the tropics!!!'

In Cooktown we collected our charts and spent some days looking around the town and neighbouring countryside. We liked this area very much—the land was of good farming type, the climate just great and all so quiet and peaceful.

So we wended our way to Thursday Island where we arrived on 1st June. The navigation up the Reef after Townsville is pretty tricky—have to keep strictly to the channels and these are not well marked—mostly there are just radar beacons on sticks about 6 ft. above water level. This is great, of course, for ships but very difficult for yachts, who have no radar—only binoculars. However by keeping the navigation up to the minute, there is no real danger but it was a full time job for the two of us—sure pity the single-hander in these waters.

Thursday Island is a busy place—yachts passing through, others anchored semi-permanently while their owners work ashore and colourful and well-kept luggers constantly coming and going. The wind really blows through the anchorage and the tide is also quite strong—this makes it quite a journey to shore in the dinghy. While at Thursday Island we wanted to slip 'Hoana' so went along to the many large slipways—however not one of them would take us—they had vacancies but the eternal cry was 'don't take yachts up—too tricky'. So next best thing was to tie her up to poles and dry out. We did this at neighbouring Horn Island and, because of the peculiar tide pattern, had 24 hours to do the job. At Horn Island we topped up our water tanks, then back to Thursday Island for fresh fruit, vegetables and bread. We were now ready in all respects so left Thursday Island on 8th June bound for Christmas Island.

The 2,200 mile passage was delightful—every day was warm and sunny, the breeze aft and 'Hoana' scooted along. There were lots of things to keep us interested—birds, fish, porpoises, etc. One tern even came aboard for a lift and stayed 4 days with us—he had to live on deck while we kept Pooh below. It was on this trip that we made our best day's run of the whole voyage—176 miles noon to noon. We made Flying Fish Cove on Christmas Island on 27th June. By this time we were using a great combination of sails—on moderate days we used the twin spinnakers, on lighter days the main and one twin, other times one twin and our large spinnaker. We found it easy, with one rig or another, to keep 'Hoana' sailing well and self-steering while all we had to do was eat, sleep, read and soak up the sun. Navigation here was a breeze only having things like sandbanks to avoid in the Arafura Sea well out of sight of land—it did seem most odd to change course in the middle of nowhere to avoid 'sandbank—dries 6 ft.'

We stayed at Christmas Island for 4 days and stocked up on fresh food and water again. We found the people there delightful—Australians, Chinese and Malay. Our next stop was to be Cocos Island and we found that many of the Malays on Christmas had relatives there. So we joined the long line of yachts who carry the mail between the two islands.

Our passage to Cocos was fast and furious. Immediately after we left Christmas we had to reduce sail and from then on we kept on reducing and reducing sail—the wind was still aft but blowing up to 35-40 knots all the while. We eventually had to heave to for 6 hours the evening before we arrived as we didn't want to approach the atoll during the night. At dawn next morning we closed with the island, sailing through the pass and on up to anchor off the beach at Direction Island. We had made the 550 mile passage in 4 days averaging 5.7 knots. This was pretty fast considering that for 2 days we carried only our 60 sq. ft. staysail.

We stayed at Cocos for 10 days enjoying the blue waters and sunny days fishing, walking and sailing our dinghy on the lagoon. We left there on 16th July bound for Diego Garcia in the Chagos Archipelago. The day we left was perfect for sailing. We put on the twins and sailed out of the lagoon, changed course slightly and were on our way. This weather was only to last for 18 hours and then it was back to the overcast skies, heavy winds and big seas. By noon the next day it was blowing 30 knots and more and this was to continue for the next 8 days. We mostly used our tiny staysail sheeted hard to the centreline and ran on downwind like this, still averaging 100 miles a day. The wind then eased a little and we found we were running too slowly for the seas and took one very large wave over the quarter which broke through the washboards and inundated the chart table and Joe's bunk and, of course, Joe. It took us 2 days to dry everything out—even with our heater going (in the tropics!!!) and using the iron to dry the books page by page. We had, by then, devised a method of using the twins reefed, so put them on and were once again on our way. On the 12th day out, the wind eased off to something like 20 knots and finally dropped off to 6-12 knots for our last day at sea. We made Diego Garcia lagoon 14 days out from Cocos averaging 100 miles per day.

We anchored in a small bay in the lagoon and that evening an open fishing boat came alongside and invited us down to the village—for tomorrow was the wedding day of the plantation manager's daughter. Early next morning we sailed to the village—a delightful sail to windward on the smooth blue water with a 10 knot breeze and on all sides the swaying coconut palms—this was the kind of sailing to dream about. When we had anchored we had many visitors as the area near the jetty was a hive of industry. It seemed we were lucky enough to arrive, not only for the wedding, but the bi-annual ship was in and loading copra. We were invited to the ship for lunch and later the manager came to give us a formal invitation to the wedding. That evening there was great festivity with the island population, the ship's crew and passengers and the two of us all attending the wedding and party afterwards. We stayed there for 6 days enjoying the hospitality of the island and the ship. Then Joe went up the mast to check the rigging as we intended to leave next day. To his surprise and horror, he found the port lower shroud (1 x 19 S.S. as is all our rig) holding by one strand only. We replaced it with a spare galvanised wire shroud and then began the long and tiring task of taking off every piece of rigging and inspecting the S.S. thimbles—these we found were all cracked due to the work hardening of the metal as the thimbles constantly moved on the shroud pins. There was nothing we could do about replacing them, as the island had no facilities for boats—so we bushed all the thimbles with drilled out bronze nuts and hoped this would take the load and wear till we could make a real job of the rigging. We had by then been at Diego Garcia for 2 weeks—a very pleasant lay-over—and left for the Seychelles on 13th August, once again carrying the mail.

Make, the main island in the Seychelles, was 1,050 miles away and we had a very pleasant 10 day sail to reach it. Winds were light being from 8-12 knots and the seas smooth. 'Hoana' mooched along looking after herself quite nicely.

There were quite a few yachts at the wharf at Port Victoria from various countries—one being 'Robyne Lee' from Melbourne. A few days later a Danish friend of ours arrived—we had last seen him in New Zealand and he had made his way singlehanded in his 23-ft. yacht "Tiki"—so there was a joyful reunion.

We enjoyed Make and the local people were quite friendly. We couldn't get over the way they looked after their houses—though built of scrap wood and corrugated iron, they were spotless, even the yards being swept clean of every leaf. The scenery was dynamic—tall mountains and waterfalls and heavy tropical growth—it was our first tropical 'high' island and although the atolls were delightful, this took our breath away.

The favourable season was drawing to a close so after a stay of only 10 days we left Make on 4th September heading for Aden 1,450 miles off. For the first 7 days we had light breezes and carried full sail, even our large spinnaker for much of the time. We had expected some help from the current but it appeared we were too late for it and even encountered some adverse current. In these waters we saw more flying fish than we thought existed—they would fly out of the waves in enormous schools—one such school landed on deck and we were literally knee deep in fish—oh joy for Pooh Bear.

The winds began to freshen and we reduced sail to the twin spinnakers and later even had to reef them. As we approached Cape Guardafui the water temperature dropped quite a lot (due to submarine fresh water springs) and we began to feel cool. When the wind increased to 30 knots and came abeam we felt positively cold, resorting for the first time in many months to long trousers, jumpers and oilskins. We rounded the Cape with winds gusting to 40 knots but immediately we rounded the point, the wind dropped right away and the sea was calm. Up went the full main and large spinnaker and we ghosted along the shore in 2-5 knot breezes. We also began to see much shipping as it converged on the Cape leading to or from Aden and the Suez Canal. From here to Aden we had light winds from flat calm to 12 knots and we carried the spinnaker all the way. We finally arrived in Aden on 18th September. It seems we made it just before the wind really let up as 'Robyne Lee' (a 40 footer), who left Make only 2 days after us, took 23 days to Aden and 'Tiki' who left with 'Robyne Lee' took 31 days.

In Aden we were loaned a mooring off the R.A.F. sailing club and were made honorary members for our stay. Everyone, in all branches of the services, made us feel very welcome and showed us great hospitality and friendship. Joe even got to skippering one of their dinghies in a race and came in first. Aden was a very restless town with lots of are: 3 out of bounds to Europeans and all bases, shops and houses protected 24 hours a day by armed soldiers. All the same we met some charming Arabs and found the Arabian shopkeepers very helpful. From Make we'd sent a letter home asking for another spinnaker to be sent to us at

Aden as ours was showing signs of wear—so we had to stay in Aden almost a month waiting for the ship to arrive. We found the heat to be very trying as it was well over 100° every day and the nights not much cooler. However, we were able to get 'Hoana' looking very shipshape with all maintenance up to date. We were able to antifoul her between tides and so we were well prepared for our sail to Suez.

We left Aden on 12th October 1966 with no fixed plan of attack on the Red Sea—we'd decided to play it by ear and make the most of every mile we sailed. This plan actually worked out very well. We had following winds almost to Port Sudan, then 2 days of absolute flat, sweltering calm and then came the headwinds. They kicked up quite a chop but 'Hoana' sailed through it very well and on good days we were able to make 50-60 miles on our course after sailing 100-120 miles through the water. After many tacks we made Tawila Island (1,170 miles from Aden and at the beginning of the Gulf of Suez) on 30th October. We stayed at Tawila for 2 days as it had a perfectly sheltered harbour and we felt we'd earned a rest. The final 150 miles to Suez took us 6 days as we sailed only during the day and had very light headwinds. The shipping was phenomenal and only left us a narrow channel to sail in—we didn't want to risk trying to cut across the bows of a ship travelling at 20+ knots.

And so to Suez. We arrived there late in the afternoon and made arrangements to stay next day (more fresh food needed) and begin our passage through the canal on 11th November. This we did and had to anchor for the night in Great Bitter Lake. Next morning we motored to Ismailiya and tied up at the yacht club. The following morning we took on a new pilot and made our way to Port Said. There we let the pilot off and went straight to sea headed for Famagusta in Cyprus, 260 miles away. For this trip we had extremely light winds and smooth seas. Our only problem being that it was getting quite cool with winter approaching. We arrived in Famagusta on 17th November and were instantly delighted with the harbour and town—the markets were a joy to behold and the people very pleasant and helpful. There we heard of a small, well sheltered yacht harbour at Kyrenia on the north coast so on November 22nd we headed out to go and have a look at it. We arrived there on 24th November and, after seeing the Harbour Master, tied stern on to the shore quay. We were to stay in that same berth for 5 months, the whole winter being spent in perfect shelter. The local townspeople were delightful and we made many friends—Greeks, Turks, Israeli and British. While in Kyrenia we ordered lots of gear for 'Hoana' from England including 'Norseman' fittings for all our rigging—we put these on without any bother and they have proved to be great—since then we haven't had an ounce of rigging trouble—it seems to us that S.S. wire is trouble (and maintenance) free as long as you don't bend it around thimbles and the like.

On 12th April 1967 we regretfully left Kyrenia heading for the Greek islands. First we called at the small island of Kastellorizon which is barely inhabited since it was heavily bombed during World War II. Then on to Rhodes. However we ran into a gale on the way and so called in at the Turkish port of Fethiye. This is a large bay with many sheltered bays, inlets and islands. The snow capped mountains come down to meet the 2 mile wide coastal plain and the trees and grasses are so green it's unbelievable—truly a tremendous sight. Next we went on to Rhodes, Simi, Yiali, Astipalia, Ios, Kimolos, Milos and Kithera. We loved the Greek islands and people, although the islands themselves were barren and rocky and life was very hard for the islanders. It was like stepping back 1,000 years. The sailing was not what we expected, either having a flat calm or half a gale. However, there was always a sheltered anchorage close at hand and the sea never really got to be much more than a heavy chop so we had no worries.

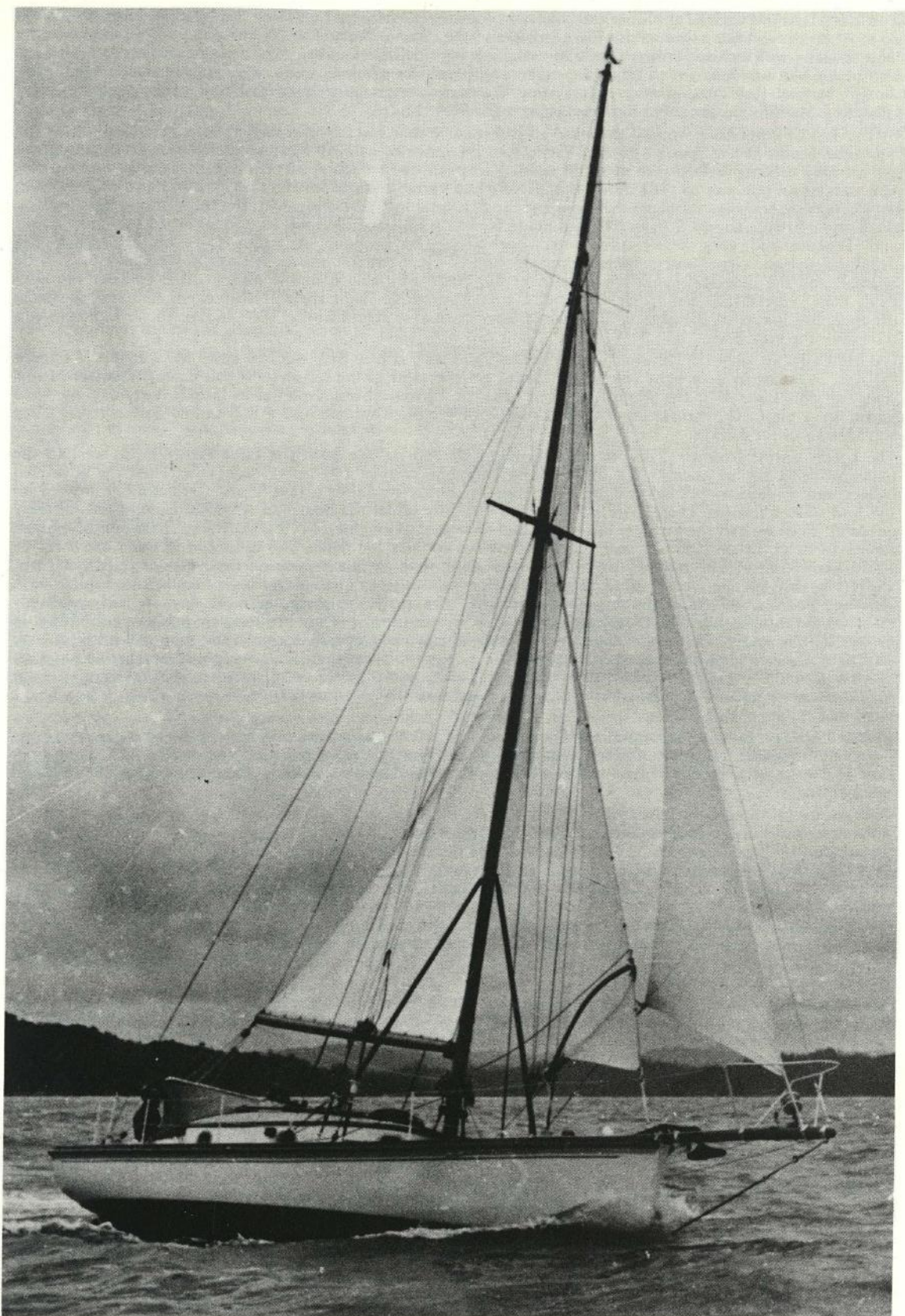
On 20th May we left the Greek islands on our way to Malta. It wasn't that we were tired of the islands but there was not a good yacht slip to be found anywhere and we hadn't antifouled since Aden—hadn't been on a slip since Sydney and we felt it was time we did. We knew Malta had slips and so we went there. Again we had very light headwinds all the way, arriving in Marsamxett harbour on 28th May. The six-day Israel-Egypt conflict was by now coming to a head and we were rather pleased that we'd come west.

We made enquiries about slipping and were horrified to get a quote of £100 sterling for slip hire and labour and paint and we could do no work ourselves. So we decided to scout around for something else. In our travels we met 'Robyne Lee' again—she was in the same position as us and after a few days we made arrangements to jointly hire a mobile crane and be hauled out in the small fishing harbour of Marsaxlokk. We would be stood up in the kerb of the main road and, when we were ready, lifted over the stone quay and back in the water. This was all accomplished with no troubles. The two Aussie yachts became a 'tourist' attraction and for the 3 weeks we were there we had a constant crowd of onlookers. Here we decided to strip the Muntz metal sheathing off, burned off the topsides and did a whole repaint and putty job from keel to deck. The weather was perfect for the whole time and we were pleased with our efforts. The total cost of crane hire and 2 lifts each was £16 for each boat—the kerbside being free.

By 15th July we were once again ready for sea and left for Port Mahon in the Balearic Islands just off the Spanish coast. This was a distance of only 550 miles but we did not arrive till July 24th—the Mediterranean was proving to be an area of westerly winds which were almost non-existent. All the same we enjoyed ourselves lazing around on deck with no cares—after all we were sailing on smooth seas in the sunshine and with all the comforts of home.

We stayed in Port Mahon for 6 days—it was a mail stop for us so we were kept pretty busy writing to all and sundry—friends at home and friends we'd met along the way. We also sent to England for some more equipment to be sent to us in Gibraltar.

Again we faced light headwinds to and along the Spanish coast, so we decided to call in at Malaga. This was a delightful town, but boy, what a polluted harbour—the oil, garbage and driftwood made a solid mat on top of the water. With quite a swell running into the harbour we rolled our gunwales in and within a couple of hours 'Hoana's' beautiful topsides were filthy. After a stay of 36 hours we gladly left, faced with the task of a real clean-up job on topsides and dinghy—our fouled docking lines we dropped overside when we got into deep water.



"HOANA"—30 foot. J. Adams at helm and Ann Adams crew, taken in Fethiye Harbour, Turkey, April, 1967.

Photo Eric Williams.

Two days later we arrived in Gibraltar, anchoring off the airstrip and close to the Marina. Here we picked up more charts to take us on to the West Indies and the Pacific. We met many cruising yachts and had many long sessions with various crews. One afternoon we were delighted to see 'Waltzing Matilda' come into the anchorage. She was then owned by an American cavalry officer whose boating experience seemed limited, even though he had just crossed from the States. We were very sad to hear that the same gentleman lost 'Waltzing Matilda' on his subsequent passage to the West Indies.

By the end of September we had gathered all our gear and foodstuffs and sailed part of the way out of the Gibraltar Straits to the Spanish port of Tarifa. On the morning of 25th September we were lucky enough to get a heavy easterly wind—just what we needed to push us through the Straits against the eternal current and start us on our way to the Canary Islands. We had variable winds for the first 3 days, but then came into the Portuguese trades—out came the twins for the first time in a year. However, the trade stayed light and we made the 770 mile trip in 8 days. We had made for the island of La Palma, as we had heard that Las Palmas and Tenerife had very heavy oil-polluted harbours. The harbour of Santa Cruz on La Palma was delightful—clean, clear water, friendly people and a great market place. Although we spoke very little Spanish and the islanders spoke no English at all, Anne was able to make clear to them all our needs in fresh fruit, vegetables, bread, etc. Next day they had all brought their fresh-picked, half-ripe to green produce, hot loaves of bread, etc. This would have to last us across to the West Indies, so we wanted—and received—the very best.

We left La Palma on 11th October on our longest non-stop trip to date—2,750 miles to Granada. We spent the first 24 hours in very light winds and calms, getting clear of the lee of these tall Canary Islands; at one stage we could see 4 of the islands, the tall peak of Tenerife being covered in cloud. Next day we were joined by a pilot fish, then another came along with 4 babies and we had a real family to escort us. They stayed with us for 8 days.

The breeze varied from 5-12 knots and was from aft and the sea from the same direction, so we had the twins working for us nicely. We loped along, making around 100 miles each day. Then the wind fell lighter and we had to put up the main and big spinnaker till, after a few hours' flat calm, we stowed all sail and started fishing. There were small tuna swimming under the boat and whales cruising past—all very peaceful. Then we had the greatest fun of all time—a school of kingfish (4-5 lb.) started to chase our lures as we pulled them in. In no time we had 7 fish—some we cooked for lunch and dinner, and Pooh ate it till he could hardly move. The rest we sliced thinly and hung it on string all around the boat—it dried perfectly, and from then on we had a good supply of dried fish to use as we pleased—it reconstituted quite well, although Pooh never waited for this—just crunched away at the dry pieces. For 2½ days we had absolutely no wind, but the sea was like a tabletop, so we suffered no inconvenience; in fact, we made hay catching up on small jobs and painting the dinghy and oars. The wind gradually came back, but still nothing over 12 knots. On our 13th day out we were passed by a freighter from London, who stayed and spoke to us for quite a while. We discovered later that he had reported us to Lloyds who, in turn, sent telegrams to our folks saying we were O.K. The light winds continued, but we began to get lots of squalls, which had heavy wind and rain in them.

By the 20th day the wind increased to 18 knots and we made our best run of the trip—118 miles. We were, however, beginning to worry about the crop of goose barnacles appearing on the rudder and around the bow and stern—if we collected too many of these they would slow us down. Except for these, the hull was quite clean.

The stronger breeze only lasted 3 days and then we were back to the 5-10 knot stuff. As we passed 40 miles to the south of Barbados we were visited by bosun birds and gannets, and the next morning, at dawn, we could see Granada ahead. As we rounded the southern point we dropped the trusty twins and got up our fore and aft sails and began the 8-mile beat to St. George's Harbour. We dropped anchor by the main wharf on 8th November, 28 days out from La Palma, after a very pleasant sail. Later that day we moved into the yacht lagoon and so met up with the local yachts and charter yachts. We were the first yacht to make the crossing that season. However, a week or so later the cruising boats began to arrive in droves, until the lagoon was almost filled to capacity. One of the most interesting yachts to us was 'Carronade', sailed by Andy Wall, Bob Nance and Des Kearns. She had left from Sydney and made her way to Granada via the Pacific, Cape Horn and South America.

We stayed in Granada and the other West Indian islands for the next 8 months. We found it very interesting from the boating point of view, as the number and variety of yachts we saw was colossal—boats like 'Bluenose', 'America', 'Ondine II', 'Kialoa', 'Flicka', to name a few. On the other extreme were 18-ft. cruising yachts and 100-ft., 100-year-old Danish schooners. The only motor yacht was a 50-ft. game-fishing boat—truly the land of the sailboat. Even the West Indian trading schooners work under sail, only the smallest minority having engines at all.

All the islands are beautiful with many, many anchorages; the trade blows constantly and we almost froze on the rare days when the temperature fell to 75°F.—what a sailing paradise.

Then to interrupt this idyllic existence we heard that Joe's Dad had been ill for some time, so we decided to head for home. By now it was July and exactly the wrong season to be heading to Panama and across the Pacific, but we thought we'd give it a try. Only trouble was that we knew we'd have to cross the Pacific in a hurry to get to Sydney before the cyclone season began in the islands.

We took a goodly load of supplies. Sadly, we left out the cat food as our shipmate Pooh had contracted kidney trouble and, even though he had the best of attention from the local vets and doctors, we could not save him.

We left St. George's Harbour, Granada, on 18th July 1968, just 2 hours before 'Robyne Lee' (she had been in the West Indies since January), but she intended to take her time sailing the South American north coast to Panama and the Galapagos Islands and stay over in Tahiti for the cyclone season before proceeding to Sydney.

We had a good breeze when we left, but after 6 hours it began to freshen. The next 5 days we scooted along with winds around 20 knots. Then the wind and sea really began to build up, the sky became perpetually overcast (difficult for taking sights) and we had to reef the twins till they were only about 60 sq. ft. each. On 26th July we had 30-35 knot winds pushing us, visibility in haze and light rain was down to 1 mile or so, and we were coming into heavy shipping. But worst of all was the adverse current. We estimated it to be running up to 4 knots at times and in that 24-hour period we gained only 18 miles towards Panama, although sailing well. Another nasty thing was the fact that the current was bringing with it large trees and logs. These were being rolled over and over hardly showing above the surface at one minute, then rolling up a 20-ft. branch. The bad part of this was that there were so many of them and we really thought we'd never get through them without hitting one and doing goodness-knows-what damage.

On the evening of 29th July we picked up the lighthouse off Cristobal, joined the long line of shipping and finally anchored in the harbour, just inside the breakwall, at 11 p.m. We'd done the 1,100 miles in 11½ days, and we were glad this passage was over—it had been rather harrowing.

Next morning we were cleared by health and customs, and measured for 'Canal Tonnage'—then motored to a berth at the yacht club. The port was filthy with oil, so we soaked some common soap in water till it was mushy and then smeared it over the topsides for 18 ins. above the waterline. Our hope was that it would hold the oil on top of the soap and when we got to sea again it would all wash off (and to our joy it worked!).

The next 3 days were spent buying extra stores, doing little jobs on 'Hoana' and meeting the boating people who came down to the club. We also arranged for 2 U.S. Army boys to help us with our lines through the Canal. On the morning of 2nd August the boys and pilot arrived and we motored up harbour to take our place in the queue. We went through the up-locks behind a freighter and had no problems at all in the centre of the lock—sure, 'Hoana' bobbed about some in the swirling water, but that was all you could call it. We then motored and sailed through Gatun Lake, having a picnic lunch on deck. The down-locks were also uneventful and we arrived in Balboa at 8 p.m. We let the pilot and boys off at the pilot station and then proceeded out of the harbour and dropped anchor off the breakwall. We were up early next day, clearing away the masses of lines and washing the soap off the topsides—then hoisted sail—next stop the Marquesas, 4,000 miles to the west.

The area around Panama abounds with sea life—fish, turtles, porpoises, whales—you name it—we saw it. We left Balboa with a light breeze aft and we drifted along for 36 hours, clearing Panama Bay and heading S.W. The wind then swung around and, from here on, we were hard on the wind for 1,215 miles. Luckily, the wind was steady in direction and blew around 12-15 knots so the sea remained slight and we were able to make good progress. At last the wind freed off and we reached off, gaining some southing which we felt we could do with. At this time we lost our first log rotator, evidently to a large fish, so Joe began manufacturing wooden rotators with sinkers in the hollowed-out centre, and copper fins. We thought we should keep our spare factory-made rotator for areas where we might need very accurate readings. However, the wooden ones (we had 4 of them) proved so accurate, after fin adjustment, that we never did use the 'factory' model.

On 24th August, our 22nd day at sea, we crossed the equator again and for the first time in 2 years were in the Southern Hemisphere. We still hadn't made the trade winds and were reaching our way towards the Marquesas. All this time we were keeping up on maintenance, making little fittings, writing letters to post in Nuka Hiva, doing laundry, cooking scones, cakes, toffees, etc., and generally enjoying ourselves. 'Hoana', of course, had been sailing herself all the way.

We gave shouts of glee on 27th August—after 25 days at sea and 2,300 miles we at last had the wind aft. It freshened to 20 knots, so up with the twins. We made our way directly on course—sometimes the wind dropped to 6 knots, but mostly was about 12—evidently, we were still too far north to be in the full trade. This was borne out when, on 8th September, the wind came so far around that we had to take off the twins and put up the fore-and-aft rig again—then it lightened off for 24 hours. Next day the wind was back in the east and we put on the twins again.

At dawn on our 38th day at sea we sighted Va Huka and at lunchtime dropped anchor off the beach in Dhane Bay. A small ship was anchored in the bay loading copra and taking on many children who were off to school on another island, after a vacation at home. We spoke to many of the local people, who came out to fish in the evening, and they seemed a happy, carefree crowd.

Next morning we sailed on to Nuka Hiva and anchored in Taiohae Bay for clearance. We were still, at last, after our longest passage—4,185 miles, which we sailed in 39 days—quite pleasing when considering the hard bash we had at the beginning of the trip.

We were cleared, with very little fuss and bother, by the local gendarme who was a charming Tahitian. We stayed on for 4 days, enjoying the beautiful scenery, going for walks and chatting (in broken French on our part) with the friendly people. We were also fortunate in that the crop of goose barnacles we had collected were eaten off by small red crabs, so saving us a job. There were 3 other cruising yachts at Nuka Hiva (one British and 2 U.S.) and a Korean fishing boat; they gave us a 6-ft. tuna, the smallest they had. We were also able to stock up on fresh fruit—limes, pawpaws, grapefruit, bananas and breadfruit.

On the morning of 16th September, 1968, we cleared for Tahiti, leaving behind a charming and beautiful port. At sunset we lost Nuka Hiva and Ua Pou into the mist. We had with us a 12 knot breeze and sunny skies—all very pleasant, except for the occasional squall with its rain and heavy wind. In the afternoon of the fifth day we had covered 500 miles and were just off Ahē, in the Tuamotus. It was a beaut day, but we hove to in the lee of the island. You see, we didn't want to leave on our next leg till 9 p.m. If we had just kept going we'd have been coming up to the next row of atolls in the dark, and as the islands are only visible from 6 miles off during the day, at night you are right on top of them, virtually on the reef, before you see anything.

After a quiet day we slept till woken by the alarm, then went on deck and put up the twins. At 7.30 a.m. we took an early sight which put us in a good position for passing between 2 islands. Just before noon we sighted Arutua and changed course for Tahiti. Next day the wind fell very light and by 9 a.m. we were almost becalmed. These light conditions continued for another 2 days, making our progress very slow. Nevertheless, at dawn on 25th September, both Tahiti and Moorea were in view and at 11 a.m. we motored through Papeete Pass and tied stern to the quay with a crowd of other yachts. This was a passage of 770 miles, which we did in 9 days. We were cleared courteously and efficiently and then spent the rest of the day talking to the various yachties. They were all staying at Tahiti for the cyclone season and would not begin to sail west again till the following March or April.

The following day we had a walk round Papeete, liking the outlying districts, but not so much the town. People were happy and friendly and seemed to really enjoy their life. Late in the afternoon, after going to the markets, we cleared with customs, as the next day we wanted to leave for Moorea and, subsequently, Rarotonga.

Early next morning we left for Moorea, heading for Papetoi Bay and Robinsons Cove. After a good sail we anchored in the cove about lunch time. We did not, however, have the cove to ourselves—there were 3 other yachts—1 French, 1 U.S. and another with an American and his Japanese wife. We stayed anchored here for 4 days—it was a fabulous spot—the tall craggy mountains, white beaches, very green tropical growth and clear, blue water made it breathtaking. We spent our time doing small jobs, swimming and walking. We actually walked round into Paopao Bay, which was also very beautiful, and in the other direction to the small village where we bought eggs and 12 small loaves of delicious bread.

On 2nd October we reluctantly left Moorea and began our trip to Rarotonga in the Cook Islands, 630 miles away. The beginning of our trip was remarkable for its lack of wind, for the cyclone season was on its way and the trade becoming fickle. On 4th October the wind came in from the S.W. (directly on our course) and blew very hard with equally heavy rain, so we hove to for 3 hours till the squall passed over. We were on the wind for the next 3 days in overcast weather. It wasn't till the morning of 8th October that we put on the twins again. On our 9th day, just as the sun went down, we sighted Rarotonga on the horizon. At dawn we were off the eastern tip of the island and were in the harbour and tied up to the wharf by 9.30 a.m. The officials here were also very courteous and efficient—indeed, they delighted in telling us of the conveniences available to us—like water on tap, showers across the dock, market place and town a short walk down the road, etc., etc. We were visited by the crews of the 3 other yachts (1 U.S., 2 N.Z.) in the harbour. Most notable of these was 'Tally Ho', owned by a Kiwi, Jim Londen. She had been built in the early 1920's in U.K. and had actually won the 2nd Fastnet race. Unfortunately, Jim had run her aground in the Henvey Islands (north of Rarotonga) and she had been filled up with oil drums for the tow to Avatiu Harbour, where she was propped up on the beach with her port side almost all ground away. Jim hadn't yet decided what to do with her, but she was a true beauty—a 45-ft. pilot cutter with 2-in. teak planking and the original gaff rig. Sadly, Jim had had to take to the interior with an axe to get the oil drums inside, but even so, we could see she'd been real class.

We were also visited by Father George, the Catholic priest for the island, who had a scrap book with every yacht that calls in, filling out a page or two—where they've come from, where they're going, description and photograph of the yacht—a very interesting catalogue. We also hired a small motorbike and took a trip, going right round Rarotonga. The people were the friendliest we'd ever met—always smiling. They brought to the yachts a never-ending supply of bananas, pawpaws and other fruits.

We decided to leave early on the 19th October. We knew it was market day on the 18th—we got a large supply of fresh fruit and vegetables and canned goods as we intended to make Sydney (3,000 miles away) our next stop. The U.S. pilot charts showed no cyclones in October, and only a few in November, so we hoped to be lucky enough to miss one. We made good time for the first 1½ days in sunny weather, but then the sky clouded over and the wind lightened for a day or so. However, on our 4th day the wind freshened and the sea got up and we made our best day's run for the trip—120 miles. These heavy winds (up to 30 knots) continued and we made good progress, although it wasn't pleasant, as it was cooler and drizzly rain most of the time. We passed well to the south of Tonga, but close by Ata Island to miss Pelorus Reef. We then came into an area of lighter winds and smoother seas, but the barometer began falling, and the sky remained grey. On 1st November we crossed the 180th meridian and came once more into east longitude. This also completed our longitudinal circumnavigation, as we had been on 180° on our trip to New Zealand—however, we still had 1,700 miles to go to Sydney. The next day the wind freshened and continued to do so till it was blowing from S.E. at 35 knots. The barometer began to fall quickly—in fact, it fell so alarmingly that we began to record the reading very ½ hour—and it fell and fell. The seas became quite rough and we double-reefed the twins. It became impossible to get sights, so we just had to go on dead reckoning.

By now we were reading up the pilot book on 'how to avoid tropical revolving storms', but quickly realised that at our speed (as compared to a liner) there was nothing we could do except sit and take what was thrown at us. The wind screamed in the rigging, the barometer continued its steady fall and the skies had opened up, so there was absolutely no visibility in the driving rain and spume. During a pause in the rain we dashed on deck, took off the reefed twins and hove to under our tiny 60 sq. ft. staysail. Soon after the wind increased to heaven-knows-what speed—we'd been in 70 knots before, but this was much, much heavier. 'Hoana' was riding the huge swells beam on—on top of the crests being slammed so violently we had the lee deck and coach house side completely buried in the sea—while in the troughs we were out of the wind completely. Quote from the log: 'Heavy heavy rain continuous—lightning and thunder—heavy wind making sea smoke—how we wish it all to hell.'

The barometer had dropped, all told, from a tropical norm of 1,025 millibars to 1,007 (a total of 18 mb.)—and the pilot book says if it drops 4 mb. look out... so...!!

The worst of the cyclone lasted only 3 hours. The wind then eased to 45 knots, but the sea stayed up. It was the 5th November before we could make sail again and even so it was with a much-reefed main and the staysail—and on the wind. We now found that our burgee had flapped to pieces in the cyclone.

The wind gradually eased off to 5 knots and came back to S.E.—and the sea calmed down and on 8th November we put up the twins again. However, it didn't last and in 2 days' time we were back on the wind and worse yet, had come into an adverse current, in which we were losing 30 miles every 24 hours. We had some very poor runs from November 11th-15th, due to very light winds and the current and only made 175 miles in 4 days. The pattern of the wind now became monotonously bad for us—heavy from W. and S.W., then periods of complete calm, then back to W.S.W.—our rhumb line course being 250° magnetic, we couldn't get near it. We were now picking up, clearly, Sydney A.B.C. on our radio and we learned of Sydney and surrounding areas having disastrous bushfires. On 20th November we passed 40 miles to the north of Lord Howe Island. We could just make it out, as by now visibility was being affected by the bushfire smoke and we had soot and burned leaves dropping on the deck. This smoke haze affected our navigation, too—while we could see the sun as a round, red blob, we could not be sure of the horizon. The westerly wind now increased to 40 knots and while on deck reefing the main we fell off a wave and tore the sail from the leech to the foot. Fortunately, it was low down and we were able to roll it onto the boom and continue on. However, we now had only 2/3 of our main to use—though, as it turned out, that was all we'd need from now on.

We had real sail drill in the days to follow—sometimes hove to, sometimes going to windward in moderately heavy winds and other times running with the twins in light airs. On our 34th day at sea we had only 232 miles to go, but it was to be a very hard-fought-for distance. The wind was now and then so light we were using main and spinnaker, while at other times we were making to weather slowly under trisail and staysail. Our day's runs now began to look ridiculous—we had hit an offshoot of the coastal current, and after observing it closely for some time, estimated it to be running between 2 and 4 knots. Our daily runs for the next 4 days were 18 miles, 19, 11, 42. Then in the morning of 26th November we crossed over a 'tide line' with all kinds of flotsam and jetsam about. On taking our next sight we had made such progress that we knew we were clear of the current and the strong westerly winds were not so difficult to contend with without it. At noon on 28th November, 1968, we had to go only 44 miles to Sydney and, fortunately, had a moderate northerly wind to carry us in. At 7 p.m. the haze lifted somewhat and the first thing we saw of the coast was the harbour bridge silhouetted on the dusk sky line. The weather forecast was for a southerly buster, and sure enough it came in just as we passed through the heads. We blew into North Harbour with it, anchored and hoisted our quarantine flag and then went to bed till dawn. We then sailed down to Watsons Bay, where we were cleared by health and customs, and then back to our old mooring in North Harbour. We'd been at sea 39½ days to cover 3,000 miles—a slow trip and one we were glad to see finished—it was the hardest trip of our whole voyage. We had been 4½ months from Granada to Sydney, and of that time we'd spent only 3 weeks in port.

So we were back home. Father had rallied and was well for 6 months, but deteriorated and passed away early in 1970. We'd covered 30,000 miles in 3 years and 2 months, and were well satisfied with ourselves. With 'Hoana' we were thoroughly delighted—she had proved herself to be a fantastic sea boat, even though only 30-ft. long and 50 years old.

In our whole voyage we used our motor only to go through the Suez and Panama Canals and entering some of the harbours—in the 3 years we were away we used only 42 gallons of petrol—20 of these in the 2 canals, so you can see we really sailed all the way.

Now, in 1972, we are still living aboard 'Hoana' and cannot see ourselves selling her in the near or distant future. We have owned her 12 years, and hope to keep the 'old girl' in her tip-top condition for many years (and, we hope, many more miles) to come.

We flew the 'presentation' burgee in all ports that we visited and many times answered the question as to the club it represented."

Rodger Gale has informed us that there never were any lines drawn up for "Hoana's" building, so while she was on the slip in 1970 a full set of lines were taken off the hull and set on paper, so that there can now be more boats like her.



Dick Nossiter taking sun shot on deck of "SIRIUS" watched by his brother Harold, with father Harold at the helm. In the Red Sea (unusual low temperature).

Photo courtesy R. Nossiter.

THE CRUISE OF THE "SIRIUS" by Dick Nossiter

The "Sirius" was designed by Naval Architect J. D. Thistlethwaite and built by J. Hayes & Sons, of Careening Cove, for Harold Nossiter. She was rigged as a staysail schooner, as, under this rig, sail can be reduced by stages and a number of combinations of sail can be carried.

The keel was laid in February 1934 and just 12 months later the yacht was launched. Below waterline the planking was of West Australian jarrah, owing to the toredo resisting qualities, whilst above water she was planked with N.Z. kauri. "Sirius" was 53' 6" O.A., 44' 7" L.W.L. with a breadth of 13' 6". The yacht was built for a purpose—namely to circumnavigate the globe, and to be able to withstand any sea. One Friday in July 1935, my father retired from business and on the following Sunday the "Sirius" set sail for the U.K. On board were my father, my brother Harold aged 27 and myself as navigator. Another crew member, Clive Russell, was subsequently disembarked at Colombo.

As a young man of 25 years I was privileged to see many out of the way places on the voyage to England and back. The first port of call was Rabaul in New Britain. From here the yacht cruised along the northern coast of New Guinea calling at odd places where curious natives visited the yacht and in one bay we dropped anchor and became alarmed when about 30 New Guineans with bows and arrows crowded the decks. But they were all very friendly and seemed fascinated with the yacht's gear. The Celebes Islands, Borneo, Indonesia and Malaya were visited and on Komodo, one of the Indonesian Islands, we searched for the Komodo dragon, but found only tracks in the sand. However I was able to shoot a deer, and all enjoyed a feast of venison as a welcome change in our diet.

We sailed across the Bay of Bengal to Colombo where we picked up the North East monsoon and experienced some great sailing to Aden. From Aden we entered the Red Sea, well known for its extreme heat, but we found it cold and wet and broke out our cold weather gear.

We passed through the Suez Canal and into the Mediterranean, where gale followed gale until we anchored in Candia, Crete. I was fascinated with the ruins of Knossos, which date back to 3,000 B.C., and in villages on other parts of the island I saw flour milled by a stone driven by a windmill—a method many hundreds of years old. We ate the heavy bread made from the flour and drank raw fresh wine.

After leaving Crete we ran into head winds and more gales and after calling at some of the Greek Islands in the Aegean Sea and Piraeus, arrived at Malta. From Malta to Gibraltar gales were again encountered and eventually the yacht arrived in England, where she was anchored at Cowes.

After a stay of approximately four months in England during which time we were made honorary members of the Royal Yacht Squadron and enjoyed much sailing at Cowes, the yacht left for the return voyage to Australia.

The Atlantic crossing was made via Madeira and Trinidad, then through the Panama Canal and out into the Pacific. The voyage from then on was made in the most pleasant and perfect conditions. The Trade Winds started after leaving the Galapagos Islands and following this we sailed day and night sometimes for weeks at a time with a spinnaker or reaching jib set. On one occasion we arrived at an island with growth on the topsides having sailed on the one tack for three weeks.

Our first call in the Pacific was Cocos Island, where we searched for treasure said to be stripped from the churches and mint of the once fabulously wealthy city of Lima, the capital of Peru. From there we explored the fascinating and unusual Galapagos Islands that teem with all kinds of marine life and where we lived on lobsters, turtle soup, turtle eggs, wild pigs and an abundance of fruit. Henry Morgan the pirate once had his headquarters here and there was an old plantation running wild said to have been planted by him. We were able to observe the strange bird and animal life that Charles Darwin remarked on and which contributed to his theory of evolution.

We sailed through the Marquesas Islands and accidentally landed on an island used as a leper settlement and where the kindly Polynesians brought us fresh fruit and coconuts.

Whilst crossing the Pacific we lived mainly on fresh fruit, bread, yams, fish and, for meat, shot an occasional wild pig or goat that abound on some of the islands. Sometimes at sea, flying fish would hit the sails or deck erections in flight and there would be fish for breakfast! It was an ideal existence and the long stretches between ports were never boring. During the day sailing was perfect and the nights were full of beauty. We sailed through the coral atolls of the Tuamotu Archipelago to Tahiti, thence to Rarotonga and Tonga, arriving in Sydney, May 1937, having logged 28,000 miles during the voyage around the world.

A week before reaching Sydney, the "Sirius" encountered a southerly gale off the Queensland coast, which kept her hove to for five days, this being the worst weather experienced during the whole voyage. Although a number of yachts preceded her, "Sirius" was the first Australian yacht to sail round the world. Her compass which once guided a sailing ship now rests in the Royal Sydney Yacht Squadron.

After six years' service in the Navy overseas, I still felt the need for sailing and an occasional trip to sea. I purchased "Scotia", a 26' sloop and made some voyages up the N.S.W. coast, later racing her in the 2nd Division, Sydney Amateurs. I also sailed to Hobart in the yachting classic on several occasions as navigator on the "Fortuna" and "Alcheringa".

My sailing plans for the future are uncertain and at the moment my time is fully occupied. Who knows, perhaps someday I may follow in my father's footsteps. I would dearly love to sail some of those seas again.

CRUISE OF THE "SEA ROVER"—NORTH 1924

Crew: Tom, Mick, Punch and the Skipper

(W. L. Dendy presented a prize for the best Log submitted by a Club Boat in the 1923-24, 1924-25 seasons. The log reproduced here is the one submitted by himself, not to be entered in the competition, but as an example. The crew was actually Tom Sorrell, H. V. Hartley, A. Dendy and W. L. Dendy. Ed.)

The first thing for the owner of a boat to do, when having in mind the taking of a holiday is to try and work in his leave so as it will fit in with some of the other members of his crew. The writer has when possible made 3 or 4 hands at the outside, the complement for a cruise—and 4 is just a nice number—it evens up, and makes the work on the boat easy—is not too many to provide and cook for, and when using tinned stuff, especially fruit, etc., a tin just goes around nicely without having to open a second one.

In the case of this cruise, we were lucky, the four of us being able to obtain leave at the same time, and to get away together, which makes all the difference, as there is nothing like having a crew that knows the boat, and also the eccentricities of a Skipper. All Skippers are not alike, some will say "please," others will top you off with the tiller—if that is not the truth, then ask Nick Johnson, who used to sail the 22-footer "Effie".

The second thing to do is to start (after you have decided on the day you will sail) and make up a list of the gear, stores, etc., which you will require for the trip. I have commenced to jot down on a piece of paper what I reckon will be wanted, some 5 or 6 weeks ahead, and add to it as the days go by, with the result, that when the day comes to buy and ship your stuff, you know exactly what you want, and then as it is put on board, you just mark off each item. If that is done there is no such thing as hearing the cry that the prickers for the primus, or a spare rowlock for the dinghy have been forgotten.

After shipping all our stores and gear, including a spare anchor, we dropped the buoy rope at 5 bells in the afternoon watch, all hands keen, and looking forward to having a splendid trip. Barometer 30.10. Wind light S.E.

Going down the Harbour, we started to stow everything in its place. There is nothing like having a place for everything, and to keep it there. A boat with 18 lockers like the "Sea Rover" is like a man with 12 pockets in his clothes. Unless you know where things are stowed, it means a waste of time looking in each place for it—just for instance, if you lose a pin out of a shackle, which happens now and then, or if you break one, you want to know exactly where the spares are kept, and to put your hand on another, perhaps in the dark, and quick and lively.

Talking about "shackles," I always make it a rule to keep on board a duplicate of every shackle that is used in my rigging—you can have the best of gear in a boat, but you never can tell what's under the galvanizing on a shackle, and there is always a risk with a new one.

I remember quite well in the old days, the "Aoma" losing a race for the Gasgoine Cup, through a new shackle on the bobstay carrying away—certainly it was a "bow" shaped one, which are the weakest, while the "D" shape are the strongest and best to use, the pull in the latter case being a direct one.

We cleared the Heads about 7.45 p.m. when the Skipper said "now boys, let's fix things up; Tom, what's it to be?—will you cook, wash up, get the tucker out for each meal, or keep the boat clean—wash down decks, etc.?" Tom said, "I'm for getting the tucker out and drying up, Skipper." Mick says "put me down for washing up"—Punch says, "I'll look after the engine and clean up generally," which left the Skipper as usual to do the cooking—so here we were, a man for each job, no palming off all the work on to somebody else, and letting the willing chap do the lot. On this trip, everything in that direction worked pleasantly and without a hitch, and with no arguments.

Before going further, I might mention that I always made it a rule to buy all stores for a trip myself—not like some crews that I know of—that is, one is commissioned to bring the meat, another bread, and perhaps a third tinned stuff, etc., and so on. If it's left to one, there is less risk of anything being forgotten, especially as has already been mentioned, if a store list is prepared.

We sailed along the coast with just a nice weight in the wind, and still S.E. The Skipper here gave orders for the halyards to be coiled up neatly and everything fixed up for the night, and it was made a rule that when we were going to be at sea at night, and before sunset, all ropes had to be coiled up and ready to be let go, at a moment's notice.

As we passed Bluefish, Mick said, "what do you tip for the weather tomorrow Skipper?" The Skipper said, "well, the scud overhead is working from the N.E. and that points to a N-Easter tomorrow." Just as he made that forecast a school of porpoises came into sight, and were travelling south, which he remarked was a good sign that the wind was going to come from the opposite direction. On being further questioned, the Skipper said that it was a well-known fact amongst fishermen that porpoises always travelled in an opposite direction (and especially before sunset) to where the wind was going to come from the next day. Another sign of a North-Easter coming, was the heavy dew which fell during the night, the decks and cabin top being very wet, just the same as if the boat had been hosed down. If there had been dew just like bubbles then it would have been a sign of a southerly wind. The Skipper remarked that it was not generally known that there were two kinds of dew, but he said there are, "the wet all over," was for a North-Easter, and the "beady" or "bubbly" for a Southerly.

Later in the evening as we were sailing along, the Skipper gave orders for the jib and lug halyards to be eased up a shade, and on being asked what was the reason for doing it, he said that the sails had been set, and the halyards sweated up, when the ropes were warm and dry—now with the damp night air, they would harden up, so by easing up the halyards, the extra strain caused by the night air would be taken off the luff ropes. We also took just the least bit of a pull on the topping lift, so as to take the weight of the boom off the sail, which was also getting damp and heavy with the dew.

We arrived off Barrenjoey about midnight, and as we were all tired after the day's work of getting the boat ready, and besides being in no hurry, we decided to drop the pick just around the corner of the Headland off Station Beach, which we did, and all turned in.

At 1 bell, 4.30 a.m., the Skipper poked his old bald pate out, and seeing it was a fine clear morning, pulled all hands out, and after serving out a dose of rum and milk (which he will tell you is a certain cure for seasickness, and all other ills) gave orders for the pick to be lifted, and as there was not a breath of wind, the engine was called on, and we steamed as far as Terrigal. We took a turn around the Reef and into the Basin, just to let the crew have a look at the place.

In a Southerly wind, Terrigal is a nice quiet spot in which to anchor, but in a hard North-Easter and at high water, it's not the best place in the world, as the swell comes in over the Reef, and the boat rocks and rolls most uncomfortably. It also cannot be classed as a good holding ground, and I would advise yachtsmen to always use a common type of anchor with a couple of fathoms of chain on the coir, if staying there for any length of time.

We continued on our course, still making use of the engine, and, after passing Tuggerah Reef, where it is always advisable to give a wide berth, especially in bad weather, as there is a nasty "Bummie" which breaks and rolls over the Reef with a roar, we then came to Norah Head with its fine Lighthouse standing back from the Headland. The Skipper kept wide of the point, so as to clear the big rock which is some distance from the land on the northern end. We ran over to the old Metal Wharf, where there is a good anchorage, and safe in any weather from the South, and also where a good landing can be made. We then continued our journey and passed in between Bird Island and the mainland. Just then Punch said, "What's that haze away to the north and the dark streak coming away from it?" This eventually turned out to be the Skipper's North-Easter, and sure enough in a few minutes it was with us. The crew got orders to hoist the No. 1 lug—the North-Easter never blew more than 20 miles per hour during the day, and we had a glorious sail and worked past Catherine Hill Bay, Red Head, and right up to Newcastle. As the tide was strong ebb, we started the engine and steamed past the Pilot Station on the Port Hand, and berthed alongside the wharf, a bit ahead of where the Newcastle and Hunter River boats tie up. It was now about

2 bells, and after cleaning up, the Skipper said that he would sooner stand the crew a blow out ashore, than cook a feed on board, so after making themselves pretty (you know, something like you see them doing the block up and down the Corso at Manly on a Saturday night) we made for Way's Cafe in Hunter Street, where a slap up meal, served by nice, young obliging ladies, at a moderate cost was obtained. The crew "did" the Pictures after tea, and all hands joined the ship again at about 6 bells, all tired, and turning in, feeling thoroughly satisfied with the day's run. The next morning, Sunday, the crew were yanked out at 2 bells, and after being compelled to guzzle a dose of "Nelson's Blood" mixed in with the "Juice of the Cow", breakfast was stowed, after which the cruise was continued to Port Stephens. We used the engine to go to sea, and when clear of the entrance, No. 1 lug was once more hoisted, the wind being again North-East, and light. Good progress was made along the Stockton Beach, the North-Easter freshening all the time, before we got to Morna Point, in fact we must have been 5 or 6 miles to leeward of it, the North-Easter came in so hard, and the sea made so quickly, that we changed lugs, the big one being dowed and the small No. 2 sent up in its place. This operation only took a few minutes, which is one of the many advantages of the lug rig—let one rope go and the mainsail is on deck—unhook the travellers off the mast and boom, and the sail is off, dump it down below, hook the other sail on, and up she goes, and you are under weigh again in no time. Just think of the difference with a gaff sail—peak and throat halyards—double lifts—sail laced to mast, etc.

We had a hard belt to Point Stephen, which place the Skipper gave a wide berth. It was a dead lee shore, and you cannot get him to cut corners, he always believes in having a bit up his sleeve, just in case of accidents. The entry into Port Stephens cannot be called difficult—there are leading lights ashore for night time but we just acted on what the Skipper was told some years ago by the Mate of a Tug, which was to just keep close to the rocks on the southern shore, and you couldn't go wrong, anyway that's all we did, and had no trouble.

We dropped the pick in Nelson's Bay at about 3 bells, went ashore and sampled the "Ginger Beer" at the old Sea Breeze, sent telegrams to our good folk at home, bought some fresh meat, etc., and went on board again. In honour of our safe arrival and a good trip, the Skipper served out a slap up feed, and afterwards when things were cleaned up, we pushed off for Tea Gardens, which is just about a mile or a mile and a quarter from Nelson's Bay. The entrance to the river is easily made, it being marked with beacons and the channel is well marked all the way to Tea Gardens. We dropped anchor just a little way past the wharves and went ashore, and at once picked up our Pilot, Jess Motum, who is one of a band of brothers who net the lakes for fish—but more of the Motum Brothers later.

The next morning (Monday) we commenced what proved to be the best part of the whole trip. We of course had to use the engine, and it's no use anybody attempting to navigate the Myall Lakes in a boat without one. The "Sea Rover" was now in charge of the Pilot, and the Skipper just sat back and enjoyed himself with the rest of the crew.

To try and describe the beauties of the cruise up the rivers and lakes would be absolutely impossible. The former winds in and out for miles and miles, with hundreds of Stagorns, Tree Ferns, etc., on each side, the scenery being grand. We camped the first night at a place called "Tamboi", which is just at the entrance to the first lake. We tied the boat up alongside the bank of the river, and her mast looked strange as it soared up amongst the tree tops. We made a fire and boiled the billy, and grilled some fish ashore for tea, and didn't they go good! If there is anything better than grilled whiting just out of the water, then this crew is out to sample it.

The next morning we crossed the lake and entered the Myall River, and we then steamed for hour after hour, the scenery all the while being astonishingly beautiful. To tell of our week's stay in the lakes would take a ream of paper, and as this Log is limited to words, we will just have to finish off by saying that we visited numerous beauty spots, including Bungwahl, Bulahdelah and Mungo Brush. At the latter place we put in a couple of fine days, and it is only a walk of a few minutes across to 20 mile beach, where we got some fine hauls of bream, using pippies for bait, which were to be obtained in thousands along the beach. We also had some splendid shooting—shooting, why the Black and Red Duck, Coot and Teal were there in thousands, and we had several dishes of them boiled and grilled.

We then put in two days and nights with the Lake fishermen, the Motum Brothers, and space must be found to give a short account of our experiences.

In the first place, the nets that are used are simply astonishing, in one haul they scrape over something like 600 acres of water, in fact, you would think that after a few shoots of the nets, that there would not be a scale left in the Lakes. It took 3 boats to carry the net and ropes, and it took three hours to shoot it. After the net was shot and breakfast was being stowed, we asked how many fish they expected to catch. The fishermen said, "Oh, perhaps 6, 60 or 600 bushels". They never know what luck they are going to have. As I said, we stayed a couple of days with these chaps, and took good stock of how they worked the nets. In the first place, the end lines are over 4,000 feet long, and the nets 4,800 feet long, and are hauled in with winches, either fastened to trees on the bank, or to the bottom of the boats. They use second end poles, and thus wind it in, in lengths, or in other words, fleet it in. It took something like 8 hours to land the net and it's dashed hard toil winding it in, fathom after fathom—we know, because the crew gave a hand. The fishermen told us that it sometimes takes over 10 hours to land the net, and in winter, often takes from 16 to 20 hours.

The haul we helped to land filled one of the big boats to the thwarts with lovely big black bream, perch, flathead, whiting and mullet, which were afterwards iced and packed into big boxes on board the carrier boat, for shipment from "Tamboi" to Newcastle. There were simply thousands of eels, which were just flicked out of the net as they bailed out the fish. The fishermen told us that at one time they used to kill all the eels they caught, but they have got so bad, and they catch so many in each haul, that it takes up too much of their time, so now they just tip them out and let them go.

After our two days were up with the fishermen, we said goodbye to Jess, our worthy pilot, and returned to Nelson's Bay. We stayed there a day and walked out to the big lighthouse on Port Stephen, had dinner at the "Sea Breeze" and generally had a good day ashore. We got away at 1 bell the next morning, using the engine until just off the far end of Stockton Beach, where we had the good luck to meet with our old friend, the North-Easter, and setting all sail, including spinnaker, we made a fast run to our good spot, the Basin, where we arrived just at sunset. We fastened on to "Revonah's" buoy, had tea, and all turned in, thoroughly pleased and satisfied in every way with the trip north.

After tea the next day, and when all the gear had been stowed, the crew were lounging about, having a smoke, when the conversation turned to matters in relation to weather signs, etc., and after a while, it was put to the Skipper to repeat some parts of the lecture he gave to the members of the Sydney Amateur Sailing Club at one of its monthly meetings. This the Skipper readily consented to do. All hands filled their pipes and listened, and this is a part of what they heard:—

"Well", said the Skipper, "I have already told you about the porpoises, dew, clouds travelling, etc., so will commence by saying, that sea gulls will sometimes also tell you of a change approaching. If, for instance, you see them flying high and slowly, or all flocked together, under the weather shore, it's a good sign of bad weather. I remember a little saying about birds flying high, it's:—

"When the birds fly high,
Let all your Kites fly."

You might also have noticed some time or other that when we are experiencing bad weather outside the Heads at Sydney, there are nearly always a lot of gannets in the harbour, which as a rule come inside before the approach of bad weather. Then for changes from the south. If you see fire in the water at night, or especially (and this is really good) if you notice the lights flickering on the southern shore of Sydney Harbour, it's an almost certain sign of a change. Then again if you see a hot quiet day, a common or garden horse stinger flying about, it's a good tip, or if you hear the surf roaring on the ocean beaches at night—these are all good and sure signs of a southerly change coming. About the surf roaring on the ocean beaches—I can remember quite well on several occasions, when I've been sitting ashore here on the old seat outside of poor old "Peggy's" cottage, and been yarning to old Sam, and he has said "When are you going back to Sydney" and I've said, "tomorrow Sam", he would say in his own way (which was so well-known to us all), "well you will have a .?.?.?. wet trip", and on being asked why, he would say, "Hear the .?.?.?. roar on the Ocean Beach", and sure enough the next day, there would be a southerly wind. Talking about winds, this might be handy to remember:—

"When the wind shifts against the sun
Trust it not—for back t'will run."

I was going to say something about the weather glass, but you chaps have been knocking about a good spell now, and should know just as much about it as I do. But do you know this one?

"With a low and falling glass,
Soundly sleeps the careless arse,
With high, and rising,
Soundly sleeps the 'wise-un!"

Of course you will all know that if with a falling glass it comes in wet with little or no wind, that that is the time to look out for squalls and a change of wind, with 10 chances to 1 of having bad weather for some days, but that on the other hand if the wind does change and comes in hard without rain first, you can take it for certain that there is no bad weather about, and that the change is only a spasm, that is even if the glass has fallen. Here, just listen to this: It's a good old Shellback's rhyme and will tell you better what I'm getting at:

"With the rain before the wind,
Your topsail halyard you must mind,
But with the wind before the rain,
Your topsail you can hoist again.

You can go nap on that being right every time." The Skipper then went on to say that it's always a good idea when you are away cruising, to have a look at the sky before turning in, and that if we saw a red cloud effect, to just remember it, and if when we climbed out the next morning it was dull and grey looking, then a bet could be made that it was going to be fine weather. But if on the other hand, it was the opposite, that was, evening cloud dull and grey, and next morning there was red in the sky, then there would be a chance of something doing, and a weather eye should be kept for a change of wind. He then put it into verse this way:

"The evening red and the morning grey,
Are sure signs of a fine bright day,
But the evening grey and the morning red,
Makes the old sailor shake his head."

"Talking about clouds once more. If you see them coming along overhead, and travelling fast, and sort of rolling over, then it's time to have a look around and see if everything is O.K. In fact, it would do no harm to shorten sail and be ready for anything that came along.

It's a certainty something nasty is going to happen. But if you see the clouds rolling up slowly, you need not worry, although they might look as black as ink, and heavy, there will be no squalls. There may be just a change of wind, with a bit of weight in it, but nothing to be frightened of!"

He said, "just store this up in our chain lockers:

"If the clouds are gathering thick and fast,
Look out sharp for sail and mast,
But if they lag upon the road,
Keep your flying kites abroad."

The Skipper here said that it was time to close down and turn in, but went on to say that it might be handy to remember, that if at any time we saw a ring around the moon, that it's generally a sign of rain coming, and that the further the ring was from the moon, so further off was the rain. The Skipper next day caught the Chief Officer spitting over the weather side, or to wind'ard, and promptly logged him, and cut off his issue of "Nelson's Blood", and told him that he had to be at sea for 20 years before being allowed to spit to wind'ard, and said you could not pay an old shellback a bigger compliment than to call him "Old spit to wind'ard".

We put in 3 splendid days fishing down off the "Maitland's" boilers and off Terrigal, caught a heap of fish, and then made sail for home and work again. After a good trip we picked up our moorings just at 2 bells midday, put the "William" on to boil, had a feed, and then set to and landed all our gear. We then cleaned up, and put the covers on, and thus ended a beautiful trip, instructive and interesting—a trip that can be recommended to every yachtsman with a boat that does not draw say more than 4 feet, and has a good engine.

During the cruise, the crew carried a resolution, that when the "Sea Rover" was laid up for the worst of the winter months, we would give her a good overhaul, and try and win the prize to be given for the best kept boat, etc., in the Sydney Amateurs. It was agreed that the topsides should be burnt off, and generally make a good job of her. In the first week in July, we started by lifting the mast, ballast, centreboard and engine out, with a crane, and then pulled the yacht out of the water, hosed her thoroughly out, covered her over, and then spent our week-ends at football matches, etc. We did not do anything

suggested that we put a little drop of varnish in the paint we had mixed for the decks, but this suggestion was turned down by the Skipper, who told him that if you put varnish into paint and used it on a hot day, you would see all the brush marks, as the varnish would dry out first. After we had cut the waterline and given the bottom a coat of British Anti Fouling Paint, we turned our attention to the centreboard, and as it was rough and wanted painting, we rubbed it down with lumps of sandstone, keeping it wet all the time. After we got it nice and clean and smooth, we gave it 4 coats of red lead, one after the other, with a light rub down between each coat, and then we gave it 2 coats of British Anti Fouling Paint, and it was fit and ready for its work.

The spars were next. We got half a dozen ordinary Cabinet Makers' scrapers, about 4 or 5 inches long, and with these we had all the old varnish off the spars in no time. One was a ricker, and as the crack in it had opened during the season, we mixed half a pint of linseed oil with a quarter of a pound of beeswax, and half a pound of resin into a paste like putty by heating the oil, and dissolving the resin and beeswax, then stirred in 3 ounces of turps. We let it get cold and then worked it up like putty and filled up the crack. This made a good job, it stuck to the wood, gradually got hard, but never got quite hard.

After we rubbed down the spars, we gave them 3 coats of varnish, the first coat was made up of 2 parts of varnish to 1 of turps. We again used Rylards' Varnish, and of course we gave the spars a light rub down between each coat of varnish with No. 1½ sandpaper. The mast, after it was cleaned off, was given a good coat of raw oil before putting on the first coat of varnish. Our next job was to make our hatch cover water-tight. This we did by spreading it out and wetting it down with fresh water. We used a big ordinary paint brush to put the water on. We next got our paint mixed up the colour we wanted it and put it over a fire and boiled it up. We had it bubbling just like water on the boil, then painted over the wet canvas with the hot paint. We gave it 2 coats and the result was that we could fold up the cover as many times as we liked, used it as often as we liked, but with never a sign of cracking, and it was absolutely waterproof. With that job finished, and after the main rigging had been given 2 coats of lead colour paint, we scraped and cleaned off the blocks, which we gave 3 coats of varnish, knocked out the pins, and gave the patent sheaves some white vaseline to make them run easily, and our work was finished. We then put our varnish brushes into a tin of raw oil and turps, mixed in equal quantities, to stop them from going hard. The paint brushes we cleaned out with benzine (cheaper than turps) and then knocked off, perfectly satisfied that our work would stand sticky-beaking by the worst rubberneck around Sydney Harbour.

P.S. and FINIS:

Our work was not a case of "Love's Labour Lost", as the crew of the "Sea Rover" duly won (for the second season in succession) the Sydney Amateur Sailing Club's Competition and Trophies for General Proficiency, and for being the Best Kept Boat, during the Season just closed.

BROKEN BAY THE HARD WAY

In the spring of 1936 I, J. MacD. Royle purchased my first boat, the old "Womerah", from the late Lytton Wright, who, in his turn, had bought her from Botany Bay, where she was originally built by Fisher, over 60 years before to take passengers (who plied the oars) from La Perouse to Kurnell.

I had previously done a bit of sailing in a syndicate-owned 18-footer, and also in a friend's 16-ft. Port Jackson skiff, and had had a season or two in Dick Windeyer's "Blue Bird".

You can imagine my delight and excitement, at last, to own a boat of my own, and I at once joined the Sydney Amateurs.

Christmas was approaching and nothing was looked forward to so much by myself and my crew as the Christmas trip to Broken Bay.

In order that there should be no mistake or slip-up, we brought old "Womerah" round to Hunter Bay, Balmoral, over two weeks before Christmas.

The next Saturday morning we were up bright and early, and were all aboard about 5.30. Sails up and everything stowed by six. Then we were off!

But, were we?

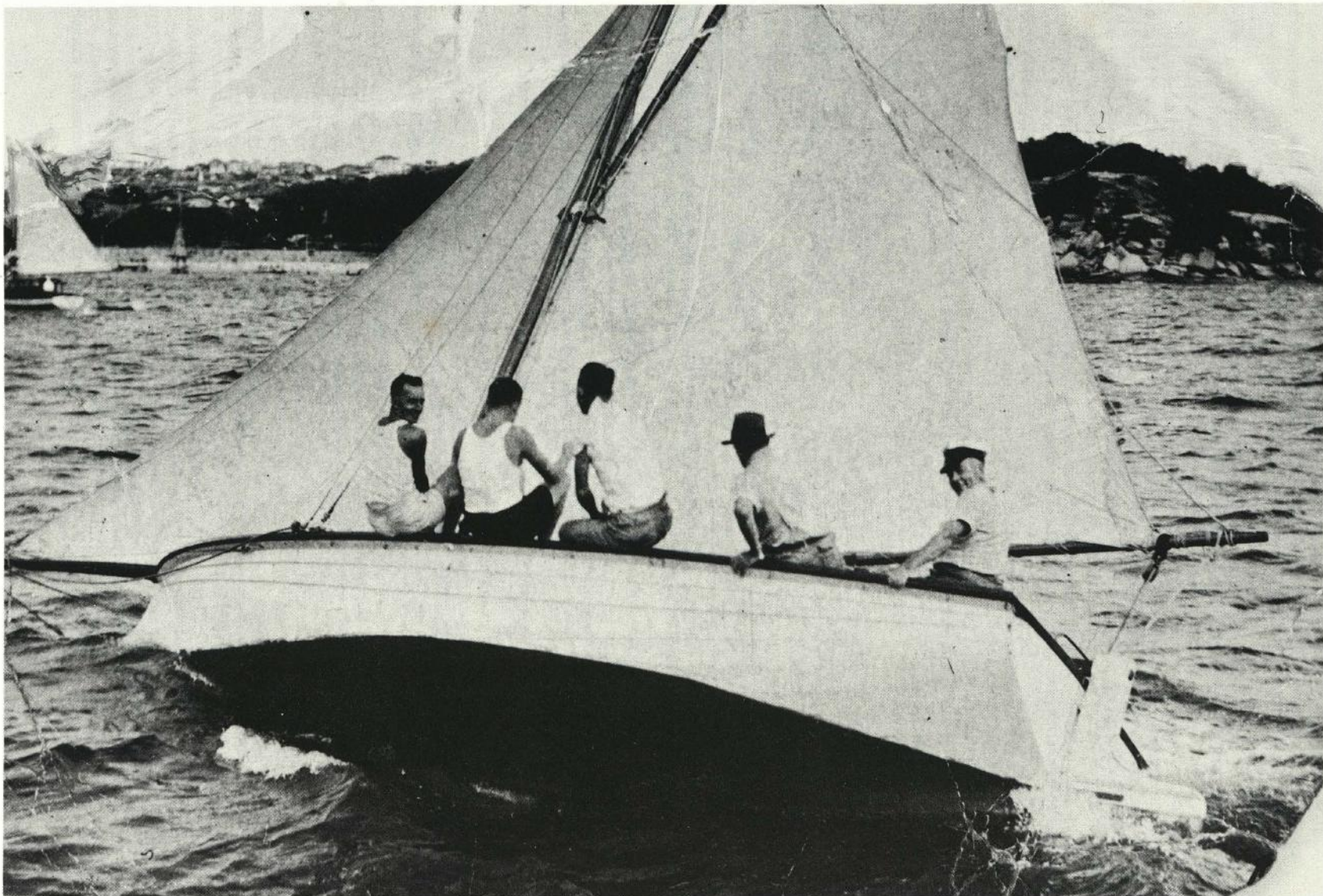
Almost a dead calm. The early morning light westerly, about which I had heard so much, failed to eventuate. We thought if we got away from the shore a bit we might catch something, so one of the stalwarts boarded the dinghy and towed "Womerah" out near Middle Head.

Finally, we struck a bit of a current and arrived off South Reef at 8 a.m.—2½ hours after starting. At 9 a.m. we were off the Sow and Pigs, and at 10 a.m. we were back at South Reef, ready for the open sea.

However, it was not to be, and by 11 a.m. we were back off Camp Cove Beach, where I rowed ashore and rang home to tell my daughter not to drive to Newport to meet me.

Things improved a little then, and we finally cleared the Heads at midday. The breeze came away very lightly from the north-east and we made fair progress, being off Dee Why at about 4 p.m.

The wind then rose strongly and a storm developed, and we were forced to lower away and run under jib to Fairy Bower. We snugged "Womerah" down for the night and persuaded one of the crew to sleep on board while the rest of us went home to sleep the night.



"WOMERAH" with J. MacD. Royle at helm,
Jim Dempsey, Seaton Bremner, Dick Dillon
and Ken Lloyd crewing.

Photo courtesy J. MacD. Royle.

Undeterred by our previous bad day, we set off again next day.

The light westerly promised by so many of my friends again failed, and we drifted out of the Bower and then the fun started. For the next 3 hours or so we took turns in the dinghy to tow the old boat to keep her out of the breakers.

We must have been off Curl Curl when a very light nor'easter set in. Had we had up our racing sail, we might have made some progress, but with the small cruising sail and towing a dinghy, it was hopeless.

However, about 3 o'clock a storm, similar to that which caught us the day before, suddenly sprang up and we finished up back at our mooring in Mosman Bay, a very disappointed crew.

Next day, Monday, I met some old sailing men who assured me the safest way of getting there was to get one of the small steamers running to Broken Bay to take her up.

I accordingly rang the shipping office and, after giving them the dimensions of my boat, they said they would take her up for 30/-. I accepted and said I would be round next afternoon.

I went down to Mr. Colley's Boatshed at Mosman, and he got out his work boat and towed "Womerah" round. We left her canvas cover on and I was in ordinary business clothes.

We got to Darling Harbour alright, but the steamer office was not quite ready to receive us, so Mr. Colley and I repaired to the nearest local, where we had a few pints of "Tiger" juice. At least the bottle had a picture of a tiger on it.

We returned to the wharf and I went to the office and produced my thirty bob.

The clerk said, "Nix, 3 quid, please."

I replied "Nothing doing," and so back to Mosman.

Well off we went, with me looking over my shoulder all the time to see if they were only bluffing, but not so.

Thus ended our third attempt.

The following day I felt quite resigned to waiting till the weekend when, about 9.30 a.m., I received a telephone call from old Mr. Colley to say there was a nice little slant from the south, and if I could get a crew, I could not fail to make "the Bay" in about 4 hours.

Not so easy on a Tuesday morning, but I got an S.P. bookie who had a flat over us and a couple of spare hands from somewhere, and we set out about midday. I was able to explain to the S.P. bookie how to keep the boat straight by pushing or pulling the tiller while I went forward to set the spinnaker.

I then went to sleep.

On waking, we were about 3 miles out from Mona Vale in a dead calm. Not even a ripple on the ocean and the sails flapping, but to make matters worse, a terrific storm was brewing—lightning and thunder, but so far no wind or rain.

We had no food and only a demijohn of water, and I was not as happy as I had been previously.

All I could decide to do was to lower away the main and go under jib whichever way the wind blew.

A little later, we saw a small wisp of smoke in the distance which, on inspection, proved to be coming more or less in our direction. We took turns in the dinghy towing "Womerah" to try to intercept the oncoming steamer.

Getting close enough to hail her, and as the skipper said it looked a bad storm coming, we asked him if he would tow us back to Sydney.

He readily agreed, and heaved us a long tow rope, which we wrapped round the base of the mast.

Not only were we happy to be rescued, but the trip down, travelling, I suppose, 10 or 12 knots with no noise of an engine, was most delightful.

We passed Bradley's Head at about 6, and the skipper was good enough to tow us right up to the old Cremorne Wharf, in Mosman Bay, before casting us adrift.

What a splendid fellow was the skipper of the "Erringhi", but little did he know that I was the bloke and this was the boat he had had an argument with the day before. Without the cover on and I in my usual rig-out, who could blame him for not recognising me and the boat of the day before. However, I sent a nice letter of thanks, but did not refer in any way to our previous meeting.

Thus ended the fourth day.

It was getting near Christmas, and "Womerah" still at her original moorings in Mosman Bay!

I must have told the story of our frustrated efforts to someone, probably Bill Baverstock, who must have passed it on to Cliff Gale, for the next day, Thursday, I got a ring from Cliff. Up till then, I had only seen Cliff at S.A.S.C. meetings, and did not know him well, at all.

To my surprise, he told me that he had heard of my frustrated efforts and he said that anyone who tried as hard as I had needed a bit of encouragement, and he offered to tow "Womerah" up to Broken Bay the next day, Friday. Good old Cliff! I was overjoyed, and what an opportunity of taking down all our camping gear instead of sending it by truck.

Next morning, I was down bright and early and what my wife did not give me to take up was nobody's business. Two tents, one fly, trestle, table, 5 collapsible bunks, boards for benches, rugs for the floor, pots, pans, grid-irons, ice chest, billycans, spuds, onions and everything else necessary for a complete camping holiday, including blankets, sheets and mosquito nets.

After about four car trips to Mosman Wharf, I loaded it all on board and stowed it carefully, and for fear of spray, I replaced the cover over the boom and kept all the dunnage dry.

It was a beautiful day, but with a brisk nor-easter, and Cliff Gale in his "Ranger" came into Mosman about midday and took "Womerah" in tow. All went well down the harbour, and we put into Watson's Bay Wharf to fill up "Ranger's" petrol tanks.

Before leaving, Cliff had asked me whether I should stuff up the centreboard case, but I assured him we had had a long tow with 4 on board, by the "Erringhi", and not a drop had come aboard.

So off we went. I noticed Cliff continually, glancing over his shoulder at "Womerah", and when near Long Reef, he said he felt sure "Womerah" was much lower in the water and was towing more heavily. I drifted back in Cliff's dinghy and went aboard over the tuck and ducked under the cover to find about 1 foot of water and the ocean just beginning to trickle over the top of the case.

This was an emergency to be treated instantly.

I ripped off my sweater and by means of a 1/2-in. iron bar (taken down to build a grate for a stove) forced the sweater down the case. Not enough! Next went my singlet and then my pants. These were well rammed in and only a trickle of water was showing.

I got busy with the little pump. It was one of these 3-in. cylinder affairs and exhausted into the centreboard case. A small re-arrangement of the sweater was necessary to prevent the blockage of the water I was pumping.

Up and down 200 times with the right hand, up and down 200 times with the left. Change again to the right, back again to the left.

After about half an hour, old "Womerah" was more or less dry, except for what water was seeping from the blankets, carpets, bread and other dunnage, while I was about exhausted.

I flaked out on top of the cargo under the cover and was soon well and truly asleep. I don't know how long I slept, but was awakened by the feel of a lack of motion and a series of hoarse cries. When I came to, I found that Cliff had slowed up and was calling to me. As he had heard nothing from me for over an hour, he was afraid I had gone overboard.

I crawled to the stern of the boat and raised myself upright and Cliff saw me appear at the stern of the boat, stark naked.

He then invited me on "Ranger" again and I was thankful to be fitted out in one of his sweaters and a pair of slacks. We were then about off Whale Beach and we looked back to see the dinghy about 1/4 mile astern. In my haste getting aboard, I had fumbled the knot and the dinghy had come adrift.

Picking up the dinghy presented no difficulties, thank goodness, and about dusk we rounded Barrenjoey and made our way to Newport. Cliff found me a mooring with one of his friends at a boatshed, and I was able to go ashore and ring home to say to come and collect me.

I prefer to pass over the unloading of "Womerah" and hanging out of sails, blankets and other material, as it came as a sort of anti-climax to the rest of the trip.

However, here we were, safe and sound, Broken Bay at last, and in time for Christmas and the 1936 Pittwater Regatta.

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In a publication entitled "The Story of the Olympics in Mexico" published in 1968 by special arrangement with The Australian Olympic Federation, amongst various articles is the following on page 37 accompanied by a large smiling photo of Bill Northam.

"THE INSTANT YACHTSMAN"

In 1952, one of Sydney's best-known yachtsmen, John Royle, was cruising in Broken Bay on his yacht Womerah II. One of the people aboard was his friend Bill Northam, a man popular in sporting circles as a racing car driver.

It was Bill's first sailing trip and his enthusiasm was so great that John invited him to sail the following day. A fresh nor'easter was blowing when Northam came aboard next morning, but soon after the start John said: "Take the tiller, Bill. See what you can do with her." Northam did so and astonished everyone aboard. No-one could believe he was not an experienced helmsman.

Later that day Northam put "Womerah", still under sail, alongside a landing without scratching the paint. "How long has this sport been going", he asked Royle.

"It's great. I'll take it up myself."

He was as good as his word. Within a few weeks he bought a fast little cruiser called "Gynea". She was soon among the first three boats in the Sydney Amateur Sailing Club's second division. But Northam had an eye on more ambitious contests.

EARLY OCEAN RACING

Four recorded, notable ocean races took place in the early years of the Club, and they are repeated here, having been extracted from The Sydney Morning Herald and The Australian Boating Annual.

31st JANUARY, 1874

"KINGFISHER" v. "SEA BREEZE"

"The merits of these two pleasure boats had long been the subject of discussion in aquatic circles, the respective partisans of either boat being confident of success and eager to try conclusions. The course agreed upon was from the lightship round a flagboat off Barrenjoey Head and back again. A good start was effected at 10.15 a.m. by the umpire, W. D. Gilchrist, who accompanied the race in his yacht, "Peri", the two boats getting away on very even terms. The "Kingfisher" had established a 50-yd. lead at South Reef and passed North Head at 10.30 a.m. From here to the flagboat they had a fair run before the moderate east south-easterly. The "Sea Breeze" set a squaresail, but "Kingfisher" continued to increase her lead. Off Curl Curl the wind dropped a little and "Kingfisher" set a spinnaker and shortly after "Sea Breeze" countered by setting a watersail on her starboard side. Long Reef was passed by the leader at 11.12 a.m. and about 3 minutes later by the second boat. "Kingfisher" then set a squaresail and gradually drew away to have a lead of 4 minutes at the south head of Broken Bay and they then both shortened sail to round the flagboat, "Kingfisher" at 12.39 p.m. and "Sea Breeze" at 12.43 p.m.

The wind had now freshened to a stiff breeze from the south-east and the boats stood out to sea for several miles, the "Sea Breeze" sailing so much closer than her opponent that by the time they went about at 2.30 p.m. she was upward of half a mile to windward and had more than regained her disadvantage at the flagboat. About 3.00 p.m. the breeze freshened perceptibly and as the boats approached the land a heavy, lumpy sea was experienced.

Off Long Reef the "Kingfisher", which by this time was some distance to leeward, gave up the contest, and was observed to put about and run for Broken Bay.

The "Sea Breeze" continued her course and after three more tacks succeeded in weathering North Head and passing the lightship at 5.38 p.m. She was declared the winner of the £100 stake.

The successful boat made excellent weather of it, and was most ably handled throughout. Anyone who saw the conditions of wind and wave under which the match was sailed, while according all credit to the crew of the "Sea Breeze" and the seagoing qualities of their boat, will admit that every possible effort was made aboard the loser, and that she was by no means dishonoured.

The yacht "Alick" went the greater part of the distance and worked home comfortably under reduced canvas. Mr. Fairfax's new yacht, "Magic", went to Barrenjoey, rounded astern of "Sea Breeze" and stood out to sea under whole lower sail, until about 3.00 p.m., when her bobstay carried away in a squall and compelled her to reduce canvas. Though rather lightly ballasted for such weather, she did admirably, and proved a magnificent sea boat, making North Head on the second tack, and getting to her moorings at Double Bay about 6.30 p.m."

("Kingfisher" was owned and sailed in the above race by C. F. Bransby; "Sea Breeze" was skippered to the best of my knowledge by F. Rae, but proof is lacking, and ownership at this stage unknown. Ed.)

15th MAY, 1875

"KINGFISHER" v. "SEA SPRAY"

"This was a race for £50 a side over the same course as before, with "Kingfisher" sailed by "Podge" Newton, and "Sea Spray" sailed by Richardson.

The boats set off in a westerly gale, both getting away well and remaining side by side down the harbour, with "Kingfisher" having established a slight lead at North Head.

The mark boat off Broken Bay was rounded at 1.04 p.m. by "Kingfisher" who then had a lead of 1 minute and 4 seconds on "Sea Spray".

On the return journey, about half way back to North Head, "Sea Spray" carried away her rudder pintles and had to be towed home. At the time of the accident she was one quarter mile astern. "Kingfisher" completed the course, finishing at 4.30 p.m., but in going down the harbour, after the race, with a fresh hand at the helm, she capsized near Garden Island and sank."

DECEMBER, 1876

"KINGFISHER" v. "SEA BREEZE"

"This match was also for £50 a side over the same course as before.

The race was sailed in a hard north-east blow, the "Kingfisher" being sailed by Billy Macdonald (of "Chance" fame) and he brought her out under a racing mainsail, but retired after rounding the mark at Broken Bay.

"Sea Breeze" completed the course and thus won the stakes. T. Marshall owned her at this stage."

2nd MARCH, 1878

"CARLOTTA" v. "LOTTIE"

"This was an event which had long been looked forward to by lovers of aquatic sports. "Carlotta", owned by S. H. Hyam, and "Lottie" owned by R. Moodie. The weather was, on the whole, all that could be desired; the wind at starting, blew very light, it is true, but soon afterwards, on getting outside the Heads, it freshened and gradually improved as the day progressed.

The course was from Fort Macquarie to a flagboat moored off Barrenjoey, Broken Bay and return, a distance of about 40 miles.

The stakes, £110—"Carlotta" was backed to win £60 against £50 on "Lottie", and it is believed that a large sum of money, irrespective of the stakes, depended upon the event.

Two steamers, "The Prince of Wales" and "Mystery", accompanied the race throughout, and they were afterwards joined by several others, but none of them carried a large number of passengers.

Captain Bloomfield acted as Starter and Umpire and from "The Prince of Wales" started the race at exactly 9.00 a.m. The wind was then very light north-west and tide quarter ebb. Both boats started with squaresails and topsails and were over 30 minutes getting to Bradley's Head, where "Carlotta", after being astern, forced ahead. The breeze freshened from the east north-east for a few minutes and then faded altogether.

For some time they drifted with the tide and then the breeze began to puff from the north-west and then from the south-west and then it settled into the east. Both stood to Watson's Bay and then to North Head and when they cleared the Heads, "Carlotta" had established a lead of half a mile. The two then weathered Blue Fish, and as the wind now freshened, stood into Curl Curl, where "Carlotta" removed her topsail.

Both then worked for Long Reef and "Carlotta" again hoisted her topsail. When off the Reef "Lottie" got an easterly slant and nearly caught "Carlotta". The wind, however, fell off quickly. "Carlotta", however, had gone about and found a freshening wind and was making fast for Broken Bay. She appeared to have it all her own way and opened up a big lead on her opponent.

Fetching Barrenjoey she went about and made a short tack to the rounding mark and at 2.25 p.m. turned for home and setting her balloon jib only ran straight back to the Heads.

"Lottie" rounded at 2.31 p.m. (6 minutes behind) set a balloon jib, squaresail and watersail, but failed to gain on the leader.

At about 4.00 p.m., four miles from the Heads, "Carlotta" had a lead of 1½ miles and "Lottie's" squaresail was then of benefit, as she closed the distance, but the final result had been decided.

"Carlotta" rounded North Head at 4.35 p.m. and passed the red buoy off Fort Macquarie at 5.08 p.m. and at this moment "Lottie" was abreast Fort Denison and crossed the finishing line at 5.14 p.m.; thus the difference in time was exactly the same at Broken Bay and the finish.

The scene inside the port was exceedingly lively. Not only were there many steamers returning from following the race and from waiting at the Heads to follow up the harbour, but there could not have been less than fifty sailing boats of all descriptions—from the graceful "Magic" or "Mistral" to the veriest tub that could be kept afloat by bailing. A large crowd were on the heights at Watson's Bay and little dots of people showed along the shore all the way to the finish, where an immense number had assembled opposite the line.

Altogether the day had been most propitious and could not have been better if "made to order". The only thing to be regretted was that after affording such a capital day's sport, both boats could not win."

DECEMBER, 1898

"S. Hordern Junior represented the Club at a Regatta in Auckland, New Zealand under the auspices of the North Shore Natives Association and secured a tie for second place in the Intercolonial One-Raters Championship and won two other races in "Bronzewing IV", which he took with him."



"WATHARA II" ONE TON CUP CHALLENGE

The first participation by a S.A.S.C. Yacht in international ocean racing occurred in 1967, when Bruce Cameron's "Wathara II", sail No. A2, competed in the "One Ton Cup" at Le Havre, France and subsequently at Cowes and in the Fastnet Race.

The "One Ton Cup" is a trophy which dates from 1895, when it was founded for the "One Ton" class of yacht. Subsequently, the trophy was transferred to the 6-metre class and finally, the founders of the Cup, the "Cercle de la Voile de Paris", issued new conditions for the Cup in 1965 for competition between yachts of up to 22-ft. rating R.O.R.C.

The driving force behind this change and the tireless champion of this new form of no handicap ocean racing has been M. Jean Peytel, of the "Cercle de la Voile de Paris".

The first One Ton Cup competition was held in 1965 and initiated a very rapid development of this size of ocean-racing yacht within the R.O.R.C. measurement rule, with new yachts mostly following the now familiar separate rudder, decreased lateral plane configuration. The great success of these One Ton Cup yachts in R.O.R.C. racing in turn led to a more rapid development in other new yachts designed to the R.O.R.C. rule.

The One Ton Cup rules have now been amended again and the new limit to size is a rating of 27 ft. 6 ins., I.O.R.

In 1966 Bruce Cameron of the S.A.S.C. ordered a One Ton Cup yacht from Swanson Bros. of Sydney. Ron Swanson had just returned from competing in the One Ton Cup of 1966 at Copenhagen with "Salome".

The yacht "Wathara II" was to become the first of the very popular Swanson 36 class, of which many were built. In fact the mould for the fibreglass 36's was taken off "Wathara's" hull.

"Wathara II" was launched in April, 1967, leaving only a few weeks in which to complete and tune her before the shipping date in May.

She was "christened" at the Clubhouse and had another bottle of champagne been opened she would have floated in.



"WATHARA II"—B. Cameron at helm, One Ton
Cup Challenger.

Photo R. W. Crane.



“WATHARA II” crew—left to right: Cliff Mecham, Tony Furse, Frank Likely, Bill Lawler, Bruce Cameron and Grant Crichton.

Photo QANTAS.

Since the One Ton Cup is for competition between yacht clubs, the S.A.S.C. submitted the challenge on behalf of Bruce Cameron.

Meanwhile a committee was formed to organise the challenge and to raise money to help defray the cost of shipping “Wathara II” to France and return. The committee consisted of Tony Furse, Chairman; Bruce Cameron; Jim Middleton, Secretary; Ian Ralfe, Transport; and members of “Wathara’s” crew.

Representatives of this committee also joined with members of a committee from Middle Harbour Yacht Club, which had also challenged on behalf of Peter Hill with “Maria Van Dieman”, to form a joint One Ton Cup Committee.

The committee was most successful in its fund-raising and after numerous functions, was able to hand to Bruce Cameron a cheque for \$2,000, which covered a considerable part of the shipping costs.

The wives of the committee and crew organised a fantastically successful "Night in Le Havre", for which not only was everyone grateful, but they enjoyed themselves so much they are still waiting for same to be repeated.

There was time for "Wathara II" to compete in only two short ocean races before leaving—the 90-mile Tom Thumb Island race and the 20-mile Port Hacking race. "Wathara II" was 2nd overall in one and 2nd in her division in the other. This was very encouraging, considering the lack of time for tuning.

Shipping was arranged with the French line "Messageries Maritimes" on the ship "Marquisien" and "Wathara II" was sailed to Newcastle and loaded aboard on May 26th.

It was arranged that the crew would fly to Holland, take delivery of "Wathara II" and sail her to Le Havre, arriving on July 4th, leaving 2 weeks for rigging and tuning before the first One Ton Cup race on 19th July.

However, it was not to prove so easy! As "Marquisien" was approaching Aden, the Arab-Israel conflict erupted and the Suez Canal was closed.

"Marquisien" now had to sail south around the Cape of Good Hope, and since she had to first call at Genoa in Italy, before proceeding to the English Channel, it was clear that "Wathara II" could not arrive at Le Havre in time for the first race if left aboard "Marquisien".

So, although the prospect was extremely gloomy, Bruce Cameron flew to France, followed within a few days by his crew, determined to achieve the seemingly impossible.

At first it was arranged to trans-ship "Wathara II" at Dakar to another ship sailing direct to Le Havre, but a dock strike at Dakar prevented this.

There remained but one possibility. If the "Marquisien" could be diverted to Marseilles on the French Mediterranean coast, "Wathara II" could be road-freighted across France and just about make it. But the diversion and road transport was extremely costly and, without any certainty that the yacht would even then be in time, it seemed that defeat must be accepted.

Then, at the last moment a member of the regatta committee, an executive of Total Oil Co., offered his company's help with the cost.

So, off to Marseilles. The ship was ordered to divert to Marseilles and transport was arranged from there to Le Havre, some 400 miles.

All that remained was to obtain a travel permit for the truck and yacht. To Bruce's dismay this was refused, since no heavy transport was allowed to travel over the "Bastille Day" long weekend. The only traffic allowed on the roads were private vehicles and military convoys. So, once again our French friends came to the rescue and next morning "Wathara II" left for Le Havre with an escort of military police on motor-cycles—a military convoy!!

After a highly eventful trip by a most roundabout route (600 miles) to avoid the busy expressways, "Wathara II" arrived in Le Havre on the evening of the 16th July. The crew worked all night and she was ready to sail by the afternoon of the 17th, with just one clear day for tuning and final measuring.

The One Ton Cup series consisted of two races of approximately 30 miles off Le Havre and one race of 300 miles in the English Channel from Le Havre to Cherbourg to Royal Sovereign light ship—around a buoy off the Normandy beaches and return to Le Havre. Conditions were extremely light, with winds rarely above 5 knots during the whole series. Yachts with larger sail areas were better suited and "Wathara II" finished a disappointing 16th out of 21. However, the last 30-mile race turned on a reasonable breeze and "Wathara II" was placed 8th in this race.

The outstanding features of the regatta were the attention to detail and faultless administration of the French officials and to "Wathara II's" crew, the kindness and hospitality of the French yachtsmen and people of Le Havre.

The saga of "Wathara II's" chequered journey to Le Havre had established a very special relationship between the crew and many people in Le Havre, whose determined and persistent efforts to ensure her arrival far exceeded what might be regarded as normal assistance and co-operation. Consequently, departure was a rather sad event, but like most events of any significance in France, it was arranged over a memorable French luncheon, after which "Wathara II's" crew, in highly relaxed condition, sailed out of Le Havre for the 100-mile channel crossing to Cowes, Isle of Wight, for Cowes Week and the Fastnet.

The Fastnet race attracted about 150 starters and again light conditions generally prevailed, except for one night in the Irish Sea on the way out to Fastnet Rock, when "Wathara II" broke her boom in a brief force 8 blow. Repairs were made the next morning and "Wathara II" continued on to be placed 6th in her division.

It just remained to sail from Plymouth back to Cowes and then on to Le Havre where "Wathara II" was left to be loaded aboard a ship for home.

Overall it was a great adventure, frustrating at times, but well worthwhile and wonderful to see the S.A.S.C. burgee flying in such illustrious company.

The crew in the One Ton Cup series consisted of:

Bruce Cameron—owner and skipper,
Bill Lawler—navigator,
Grant Crichton,
Cliff Mecham,
Tony Furse,
Frank Likely.

For the Fastnet race, as above, with Nick Cassim substituted for Tony Furse.

"COLLAROY" STRUCK BY "LIGHTNING"
 (An extract from the N.S.W. 18 ft. Sailing League News Sheet)
Invitation Scratch Race for Yachtsmen
 Sunday 29th November 1936

Entries

"Minnawatta"	Stan Spain
"Alruth"	Jack Hordern
"Cornstalk"	Jack Milson
"Dee Why"	Oscar Backhouse
"Scot Too"	Harry Lloyd
"Lightning"	Cliff Gale
"Burrawong"	R. Pritchard
"The Mistake"	Percy Arnott
"Jean"	Dr. Keith Kirkland
"All British"	Chas. Trebeck
"Collaroy"	Jack Backhouse
"Australia"	Dave Brockhoff

YACHTSMEN GIVE FINE DISPLAY

"Lightning" struck for the first time in her racing career last Sunday under the skilful guidance of Cliff Gale, who is usually found at the tiller of a staunch cruiser.

This was the first victory for "Lightning" and incidentally the second win in succession for owner Stan Sheldon. The yachtsmen handled the lively modern type craft in excellent style though "Burrawong" in charge of R. Pritchard found the squalls out of Rose Bay a bit too severe and she toppled over just prior to reaching Shark Island the first time.

Jack Hordern, who had won the S.A.S.C. Club Race on Saturday with his cruiser "Monsoon" had "Alruth" in the fighting line all the time until an extra spiteful puff caused the spinnaker to blow bubbles in the air, kick back and throw Jack and his crew in the water. "Alruth" was third at the time and being driven hard in chase of "Collaroy" and "Lightning".

On the run to Chowder Bay, Charlie Trebeck gave the patrons some thrills when "All British" refused to behave at the gybe at Clark Island and things were very unsettled for a time.

The highlight of the race was the great fight put up by "Collaroy" which had entered on the triangle section of the course 1 min. 40 secs. behind the leader "Lightning".

Racing under spinnaker to Chowder Head "Collaroy" had brought the leader back a trifle but once they hauled a wind the second boat began to eat right into it and there was intense excitement as the crowd eagerly awaited the meeting of the pair while working along Shark Island.

"Lightning" had gone right across to Steel Point and still had a handy lead as she rounded the Totem Pole. For'ard hand Bung Swinbourne shot the Ballooner on smoothly enough but there were moans of anguish and shouts of "Collaroy's" got him' as the extra was seen to fly out of control into the air. Skipper Gale smartly lifted, while the Balloon tack, let fly by one of the crew as he jumped for the rail in a squall, was recovered, and there were many sighs of relief as the Red Flash began to go into smooth action again. Smasher Barnett had "Collaroy's" kite drawing as she cleared the pole and the craft flew up on her rival until barely 20 secs. separated the pair.

A feature of the race down to the Sow & Pigs Light with the fresh breeze from south-south-east was the astounding speed shown under Ballooner by "Lightning" which opened up a lead of 1 min. 27 secs. from "Dee Why", "Alruth", "All British", "Scot Too", "Collaroy", "Australia", "Cornstalk", "The Mistake", "Jean", "Minnawatta" (which missed the mark).

"The Mistake" and "Collaroy" did fine on the work and at Clark Island "Lightning" led from "Collaroy", "Alruth", "The Mistake", "Dee Why" and others.

The leading pair opened up a big gap when "Alruth" upset.

JUDGE'S PLACINGS

1st "Lightning"	Cliff Gale
2nd "Collaroy"	Jack Backhouse
3rd "The Mistake"	Percy Arnott
4th "Dee Why"	Oscar Backhouse

Won by 25 secs. with 4 mins. 25 secs. between second and third.

Now that is the official report of that famous race but it does not convey the entire story—Stan Sheldon owned two boats, "Collaroy" and "Lightning"—"Collaroy" was the crack boat of the fleet but "Lightning" had never won a race. At the Club after the race Stan bought Cliff a beer but was bemoaning the fact that he had lost a small fortune as he had bet on "Collaroy" and had placed more bets as the race progressed. Cliff convinced him that "Lightning" was a fantastic boat and he then commenced to take more interest in her and she did indeed become a champion 18-footer.



NORTHCOTT AFLOAT

This now annual occasion was established in 1965 to afford pupils from the Northcott School for Crippled Children the opportunity of experiencing the delight of sailing on Sydney Harbour.

An average of 80 pupils have each year been driven by the members of the Parramatta Rotary Club to embarkation points around the Harbour and, accompanied by Northcott Staff, conveyed under sail or motor to the Clubhouse where they are entertained by the ladies and members of the Club to lunch, fishing expeditions and speedboat rides.

A day that is forever remembered by the children and increasingly appreciated by the Directors of Northcott School, the parents of the children and participating yachtsmen.

REPRODUCED FROM FRONT PAGE "THE SYDNEY MORNING HERALD" 2ND MARCH 1964

16 WOMEN MAKE BIG HIT ROUND BUOY

Sixteen racing yachts, all skippered by women, were involved in a collision off Bradley's Head, yesterday. The collision was the largest in Australian sailing history, yachting authorities said last night.

Damage to the boats is estimated at hundreds of pounds.

The collision occurred while the yachts were rounding the last buoy of the nine mile annual lady skippers' race held by Sydney Amateur Sailing Club.

The wind had been moderate during the main part of the race, but at the time of the collision had dropped away considerably.

About 23 boats ranging from 20 to 35 feet in length from three divisions were competing in the race, which started at Athol Bight at about 11 a.m. The collision occurred just after 2 p.m.

Lou D'Alpuget, whose daughter, Blanche, was sailing his boat Cherub in the race, told of the collision last night.

"All boats were approaching the buoy running before the wind, most of them on a starboard tack," Mr. D'Alpuget said.

"As the boats reached the buoy, the windward yachts called to those to the leeward for buoy room.

"Many of the yachts had become bunched over the last leg of the race and a fishing boat moored only 20 feet from the buoy made it hard for some of the boats to manoeuvre.

"Many of the women skippers and their crews failed to grasp the situation and the boats jammed into a phalanx and collided. Several boats became locked against each other.

"Crews struggled frantically to fend boats off and to keep their booms out of the rigging of yachts alongside them.

"Some yachts were completely out of control for more than 30 seconds.

"Although most damage was superficial, some boats had torn topsides, splintered capping rails and scored paintwork.

"My own boat had about £60 worth of damage.

"In my 35 years of sailing, I have never seen anything like this before."

Cliff Gale, owner of Ranger, sister ship to Cherub, who has been sailing on Sydney Harbour for 74 years, said, "More keel boats were involved in this collision than in any other in the history of Australian sailing."

Mr. Jim Middleton, secretary of Sydney Amateur Sailing Club, who was on board another yacht, Eventide, said no one knew the fishing boat was moored near the buoy.

Locked for Three Minutes

"The fishing boat made it impossible for buoy room to be given," he said. "The boats crashed together and were locked for about three minutes. Confusion reigned."

Owner Towed Behind Boat

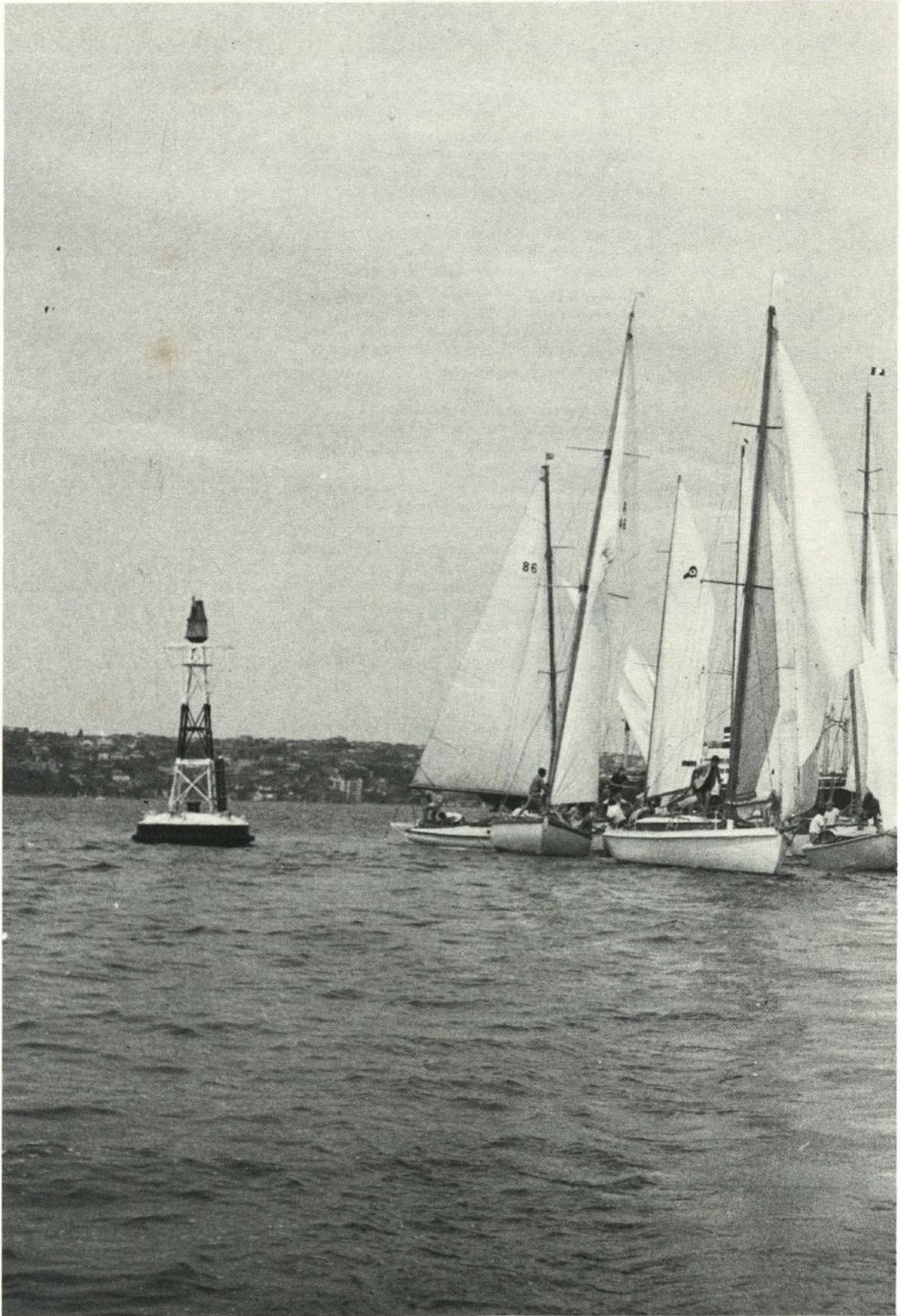
"George Brackenbury, owner of the yacht Carinya, was thrown overboard when another boat collided with Carinya, and was towed behind his boat clinging to the mainsheet with only his woman skipper on the boat."

"I have never seen anything like it before. After five minutes everything was sorted out and the boats made their way to the finishing line."

"Many boats will have to be completely repainted."

"I think it was purely circumstance and the wind which caused the collision, but had the wind been stronger serious damage could have been caused."

Race officials received no protests, Mr. Middleton said.



Ladies' Day, 2nd March, 1964.

Photo courtesy S.A.S.C.

JIB 'AND

"Let go that jib!" 'e yells. Now I should know
The way an eighteen footer ought to go.
"W'y don't you ease 'er 'ead in them 'ard squalls?
W'y don't you this? W'y don't you that?" 'e bawls.
Now I been in the eighteens since a lad.
I follered in the footsteps of me Dad,
Who sailed with Ellis, Robbo and Chris Webb.
I know the 'arbour tides, both flood and ebb.
I work our eighteen right into the breeze,
By knowin' w'en to 'old, and w'en to ease,
W'ile that mug lare, our skipper, squats down aft,
Just frozen stiff at every fluky draught.
"You'll 'ave us in the drink!" 'e bellyaches,
But 'e's just coverin' 'is own mistakes.
A catspaw smackin' down off Bradley's 'Ead,
Strikes terror in 'is 'eart, till it's like lead.
To sail our boat you've got to know just how
She likes 'er 'eadsail pinnin' down the bow.
If I go payin' out the bloody sheet,
She gripes—and shivers in the wind a treat.
I've got to nail 'er down, or she won't sail,
But all I get from Muggins is a wail:
"You'd think you got a grey nurse on that line.
You'll swim the mob—and think yer doin' fine!"
But what's the use of tryin' to explain?
'E wouldn't understand, though its quite plain,
That if 'e simply steers, and 'olds 'is bib,
We're in the money—with me on the jib.
And when we get the gun, the papers say:
"E sailed a crafty race, the other day."
'E sailed the race! Well, I am askin' you;
TO WHICH BLOKE IN THE BOAT IS CREDIT DUE?

MELBOURNE REGATTA 1888

Following an invitation from Melbourne the Commodore, E. M. Dietrich, asked the Hon. Secretary, H. Carpenter, to take a boat to Melbourne to race in their International Regatta and as there were no restrictions to the race (in the invitation) "Itonia" was selected.

She was a 20 footer built by Golding with sails by Carter, and she was duly shipped to Melbourne by the Associated Steamship Company. The Captain of the ship gave the crew a champagne supper to wish them good luck and carefully unloaded "Itonia".

When Harry Carpenter reported to the Regatta Committee he found that the crew was limited to four (4) hands and that they were housed in a shed 200 yds. from the water, and worse still, over rocks.

The race took place on the hottest day in Melbourne for twenty (20) years, the course was vaguely marked with flags, which appeared to be a great distance apart, with no clear instructions for the course issued, so the only method available was to closely follow a Victorian boat.

At the conclusion of the race "Itonia" protested against "Katie" as she had not sailed the course set down in the rules and programme. The Committee considered the protest and admitted that "Katie" had not sailed the correct course but ruled that if she had she would still have won. The official placings were: 1st "Katie", 2nd "Itonia".

H. Carpenter returned to Sydney vowing that he would never again represent S.A.S.C. at a Melbourne Regatta and upon arrival back in Sydney, submitted his report. At a special meeting held 12.12.1888, it was decided to write to the Melbourne Race Committee deploring their action in altering the conditions of their programme of 21st August by limiting crews of boats competing in certain races, stating that it was unsportsmanlike, unfair and prejudicial to the interests of best and best sailing and manifestly favouring the Melbourne boats.

There is no record of the letter being answered but at a Committee Meeting on 26th February 1889, H. Carpenter thanked the Club for procuring for him the prize won at the Melbourne International Regatta of August 1888.

(There is no later recorded case of an S.A.S.C. boat being taken to Melbourne for competition. Ed.)

SNAILS BAY AMATEUR SAILING CLUB

This Club was formed in February 1911 and held its first race on 18th February 1911 and it continued to provide races till the outbreak of war in 1914. At the conclusion of hostilities it suspended operations and disbanded as its members voted against reforming it.

Amongst its members and the boats they owned were the following:—

*Lay Fogg	“Berenice II”
*Walter Preston }	
*Arthur Preston }	“Ru-Ru”
*Sep. Stevens	“Gee Whizz”
John Hindmarsh	“Niobe”
Capt. Bennett	“Zephyr”
*Cliff Gale	“Lorelei”
Athol Cockron	“Laulie”
*George Pooley	“Rua”
Arthur Roderick	“Arthur”

Changes of ownership within the Club:—

*W. & A. Preston	“Frolic”
*Chas. Barton	“Lorelei”
*Cliff Gale	“Vagabond”

Members—boats not owned or known:—

*Eric Gale	Doug Huntley
Roy Taylor	Jim Gray
Alan Kirby	Pete Thomas
Pop Epps	*Harold Saxton
Merv Evans	*Alva Likely
Son Rosebay	

All the members marked * if they were not already S.A.S.C. members, became, and brought their boats with them. Arthur Roderick went to the Drummoyne Club and will figure prominently in its history. The Lane Cove Club also benefited as Arthur Preston and Lay Fogg sailed with them on occasions.

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THE VERNON REGATTA HELD SATURDAY 17TH MAY 1879

This was a special regatta, the only one ever held, and reproduced here are extracts from the report published in The Sydney Morning Herald, Monday 19th May 1879.

“The disappointment experienced last Saturday fortnight when the above regatta was to have taken place, but had to be postponed due to inclement weather, was fully compensated for by the success which attended Saturday’s proceedings. The weather was not, it is true, everything that could be desired, so far as personal comfort was concerned, there being not only a somewhat chilly wind, but rather ominous looking clouds, however, there was breeze enough to display the sailing qualities of the various craft to the utmost advantage. Perhaps, after all, this state of things is to be preferred to a broiling hot day when there is scarcely a puff of wind to be obtained and sails hang as limp as sheets on a clothes line.

There was certainly no cause for complaint on this score on Saturday, if anything the lively state of the wind made sailing rather too unpleasant to some, and, although a few may have escaped the inconvenience of getting wet through, the seamanship of all was put to a crucial test. The number of people who patronised the flagship was far beyond the most sanguine expectations, there being, according to the estimates of some, close upon 3900, but a few hundred less would doubtless be nearer the mark.

The ‘Vernon’ was moored at her usual station, a short distance from Cockatoo Island. The majority of visitors were conveyed thither by steam launches from various parts of the harbour—the ‘Thetis’ on her second journey taking 500.

The ‘Vernon’, which for nonce had been converted into the flagship, was gaily dressed with flags in arch and rainbow shape; and it is more than probable that the old man-of-war had never, even in her palmiest days, presented such a bright and lively appearance as she did on Saturday, in her best holiday attire. Her decks were of course crowded, but the two points of ‘vantage—the poop and the fore-castle—were literally packed, so that a promenade was rendered impossible. This could hardly have been looked upon as a drawback to the afternoon’s enjoyment, as everyone present knew that the number of visitors, far more than the excellence of the sport, constituted the very essence of success.

The result must be as gratifying to the public generally as to those gentlemen forming the committee, who took so much trouble to benefit the little waifs and strays on whose behalf the Regatta was held. Fortunately the success was not limited to the attendance; as a matter of fact, the programme included events of more than ordinary interest and the number of entries was above average.

Beyond this, among the competitors were to be found some of our best yachtsmen, who handled their 'crack' craft in a wonderfully dexterous manner, under occasionally very trying circumstances. Notwithstanding the terrific gusts of wind which continuously swept over the harbour during the afternoon; no casualty involving loss of life has, happily, to be recorded; and this is doubtless due to a great extent to the thorough knowledge of seamanship possessed by most of our amateur sailors. As will be seen, two or three mishaps occurred, but nothing beyond what is looked upon as incidental to yachting.

The general arrangements gave great satisfaction to all. One or two members of the Committee were on a punt alongside to receive visitors and others did everything in their power to make things as comfortable as possible. Everyone connected with the 'Vernon'—from the Commander, Captain Neitenstein, down to the veriest little fellow of 2 ft. 6 ins.—were unremitting in the attentions, and freely gave information concerning the details of the training ship, to all who had any curiosity to satisfy.

It must certainly have been a red letter day to those youngsters, who were to be found here, there and everywhere, and whose happy faces spoke far more plainly than volumes of official reports could do of the excellence of the system under which they were trained and of the beneficial effect which kind and humane, yet withal judicious, treatment has upon those who have been rescued at an early age from a life of abject misery, and whose infantile associations would otherwise, in most cases, have fitted them for a career of vice and crime. No-one on board could have begrudged the price paid for the afternoon's enjoyment, when it was known that the whole of the profits were to be devoted to the purchase of musical instruments for these lads; and it is a happy sign of the times to find that we have among us gentlemen occupying high positions in the Legislature, as well as in professions, and merchants who generously gave time and money to promote such a laudable object.

As before stated, the success of the Regatta far exceeded the most sanguine anticipations, and the Committee must be heartily congratulated on the result. During the afternoon the Albion Band played appropriate music in excellent style under the leadership of Mr. J. Devlin. Mr. Edward Trickett (the champion) rowed round the course to display his skill, which was as masterly as his most ardent admirers could wish.

Before the company separated, Mr. Hurley proposed three cheers for Captain Neitenstein, which were given vigorously, and later the same honour was done the organisers: President—Sir H. Parkes, K.C.M.G.; Vice-Presidents—The Hon. Sir G. W. Allen (Speaker of the Legislative Assembly), Mr. C. J. Roberts (Mayor of Sydney) and Mr. J. Macdonald (Mayor of Balmain); Starters—Mr. M. A. H. Fitzhardinge for sailing races, Mr. P. Anderson for rowing races; Hon. Secretary—Mr. I. B. Bossley; Hon. Treasurer—Mr. J. Gardyne.

Following is a list of the day's racing:—

1. All yachts (handicapped). 1st 'Meteor' won by 30 secs., 2nd 'La Belle', 3rd 'Ione'.
 2. Pair-oared. Race for Vernon Boys. 1st 'Swift' won by eight lengths.
 3. Twenty Four Feet Open Boats—Course from moorings, round boat off entrance to Lane Cove River, round boat in Sugar Works Bay, round boat off Fig Tree Point and back to flagship (twice over). 'Lizzie'—W. Johnson; 'Lottie'—R. Moodie; 'Deronda'—Dr. C. Belisarie. This race excited the keenest interest, not only on account of the 'crack' boats engaged, but because of the events that occurred during its progress. 'Lizzie' took the lead at the start with 'Lottie' close behind. At Greenwich Point 'Lottie' ran ashore and 'Deronda' almost filled with water, however, both recovered themselves in very short time and stood out. On rounding the flagship first time 'Lizzie' carried away her main sheet and she had to haul to wind to repair same. At Lane Cove 'Lottie' was again in trouble but again surmounted it, but 'Deronda' was not so fortunate and capsized at Fig Tree Point. The seamanship displayed throughout the race elicited much admiration and the 'Lizzie' admirably sailed by her owner won easily. 'Deronda' entered a protest against 'Lizzie' for a foul.
 4. Nineteen Feet Boats. Same course as (3). 'Anthea'—P. O. Williams; 'Lucia'—A. J. Soutar; 'Bronzewing'—C. J. Saunders; 'Pandora'—G. Elliott. 'Pandora' was well in the lead and capsized off Fig Tree Point. 'Anthea' then won as she liked.
 5. Open Boats Twenty Feet and Upwards. Time allowance one minute per foot. Crew limit four. Mainsail and working jib only. Course same as (3). 'Waitau'—22 ft.—W. Gray; 'Effie'—23 ft.—W. West; 'Florrie'—22 ft. J. C. Abbott; was the order in which they finished an excellent race. 'Effie' entered a protest against 'Waitau' for having a professional on board. 'Waitau' entered a protest against 'Effie' for jamming her round the flagboat at Lane Cove.
 6. Eighteen Feet Boats. Any sails. Crew limit three. Course same as (3). 'Naiad'—G. L. Cooper 1st; 'Alcyone'—W. A. Macdonald 2nd; 'Alert'—Q. L. Deloitte 3rd followed by 'Arrow'—'Pyrrha'. Won by about 50 yds.
 7. Double Sculls in Skiffs for Vernon Boys. 1st 'Swordfish'.
 8. Sixteen Feet Dinghies—Course once round (3). 'Acme'—J. Drake 1st; 'Young Jack'—Dr. Milford 2nd; 'Young Sid'—T. Love 3rd. Won with absolute ease.
 9. All dinghies, under canvas, not exceeding 15 ft. Course as (3). 1st 'Swallow' 14 ft.; 2nd 'Winnie' 14 ft.; 3rd 'Demon' 15 ft. A very even race, 'Winnie' being second only by time allowance of one minute per foot.
 10. Ships' gigs pulled by ships' crews. 1st 'Agnes'—Capt. Sims; 2nd 'Vernon'—Capt. Neitenstein.
 11. Four Oared Scratch Race won by Mosman Rowing Club.
 12. Men-of-War Cutters won by 'Vernon' No. 1 crew.
 13. Gig and Dinghy Race for Vernon Boys.
 14. Supplementary Race—Ships, boats under canvas, course same as (3). Won by 'Gladstone'—Capt. Jackson.
- Protests will be considered by Committee at next meeting and prizes presented to the decided winners."

THE GREEN STREET BOATSHED

by Geoff McCorquodale

In 1937 the boatshed at Cremorne belonged to Keith McKenzie and was known as McKenzie's Boatshed. Keith McKenzie was a Flying Corps ace from the First World War and was not a very well man. He bought the shed from McPherson somewhere about this time.

It was divided into three separate parts. A pontoon quite similar to ours, led to the main boatshed, which had a slat floor at least a foot nearer the water than ours. Racks held dinghies and sailing boats at the southern and western ends.

Immediately north of the pontoon was a small slipway, used to pull launches up into the shed. McKenzie had up to four open launches, fourteen or sixteen feet long with inboard engines, which were hired out to fishermen and picnic parties.

North of this slipway was the second part of the shed, a "private" shed for two boats, each with a cradle on wooden rails to let it into the water.

There was a few feet of vacant space north of this shed before the "Desdemona" shed—a one boat shed—again with its own cradle and wooden rails into the water. Next to it was the main slipway, identical to our No. 1 slipway in position and size.

Like hundreds of others, my first sail was with the late Cliff Gale, in "Ranger". It was a birthday party outing for his youngest son, Donald William called Bill.

My family moved into Oswald Street, Cremorne in 1932. The Gales lived opposite and down a few doors, and Bill and I were in the same class at Mosman Public School. We became best friends, and I had many outings in "Ranger". Cliff Gale first raced her, with the Amateurs, in 1936-37, and I was often in the crew. She was then a centreboard yacht and I still have a photo and vivid memories of a gale, with gusts of up to 64 mph. At times we could not reach the jib sheets which were cleated to leeward (no winches in those days) and the mainsheet hand was sitting on the cockpit floor with water over his knees. We won by nearly 15 minutes, and only two others finished.

For some extraordinary reason this made me interested in sailing. About this time my father and a friend, Kipps Campbell, started to build a 20 ft. raised deck yacht from a design in "How to build 20 yachts". The keel was laid in the backyard of the Campbell's house in Kareela Road, Cremorne. I began following my father down there then hanging around the boatshed at the foot of Green Street.

The sailing craft at the shed at this time were quite varied. "Joan" was an ancient twelve footer, clinker built and was not being raced. "Donnelly" was an ex Australian champion 12 ft. skiff, sailing with the Cadet Dinghies and owned by Woodle, which just may have been his surname.

Two 16 ft. skiffs were racing with the Port Jackson Skiff Club, "Wake" was owned by Fred Brown and his brother Doug, while "Gnome" was owned by Buster Brown.

"Desdemona" was the pride of the shed, sailing in the Flying Squadron on Saturdays. She was a very old eighteen footer built in 1911, with a keel that was at least twelve inches deep forming quite a well in the after end of the boat. While very beamy by modern standards, she was not as big as a lot of her competitors.

But she was heavy! Each year she had to be refastened, and the weight of copper nails and roves was enormous. She had big gear, and she used to "work" in strong winds.

"Dessie" had a crew of seven or eight. They were big men, and strong men, and needed to be. But they had many willing young hands in the shed, and we used to vie for the honour of helping to stop the spinnakers, and to bootpolish the enormous steel centreboard. We helped put on the bowsprit, lace the "whiskers" and then lace the shrouds when the mast was stepped. The mainsail had to be laced to the gaff and the boom, and if there was doubt about the wind strength, both the big mainsail and the No. 2 mainsail would be laced on and prepared.

When it blew hard the eighteen would often take one or two extra men, usually taking them from the crew of the sixteens. The sixteens would take a "fifth man" and the twelve would either not go out, or use some of us boys. Firstly, I learnt to bail. "Joan" used to leak so much that you had to bail all the time. This was mainly as a result of running onto the rocks in front of the steps area, driving the centreboard straight through the back of the fin case.

On one of my first trips in "Donnelly" we filled up, out in Athol Bight. "Jump overboard", I was ordered. I didn't believe it, so I was swiftly kicked overboard. Two of us, held her up while the skipper bailed like mad. At other times we took jumpers off and stuffed them down the fin case to stop the water pouring in, while someone bailed.

When war broke out, quite a few of the sailing fraternity went into the Navy right away, including Fred Brown and Woodle. By this time I was a "disciple" of Tom Doyle, the skipper of "Desdemona" and he was commissioned by Woodle to sell "Donnelly". I had the joy of taking prospective customers out for a sail. However, on one outing (without any potential customers) I capsized her, off Clark Island. A Stannard launch took us in tow, and went so fast that "Donnelly" came up out of the water, tore the mainsail badly and lost the mainsheet. I was frantic, being a school boy with no money. From memory I managed to pay for the sail repair and Cliff Gale came to my rescue with another mainsheet.

At this time I became a regular crew hand on "Wake", now sailed by Doug Brown, and spent my first season in sixteen foot skiffs, a class of boat in which I was to race on and off for at least twenty years.

After the Japanese came into the war, a lot of men went into the services. In 1942, all the sailing craft were having crew problems, and I became a regular hand in "Dessie". This was the last season of "the old girl", she was then sold to become a fishing launch and the "Collaroy" was bought and renamed "Desdemona II". She was bigger than "Dessie I", but much lighter and newer. At this stage 7 ft. was the minimum beam, and most of the eighteens were exactly seven feet wide. Some of the big ones were more than eight feet wide.

The "two boat" shed also used to hold eighteen footers, but they all sailed on Sundays in the League Club. The boats there changed quite a few times, but "Dee Why" was there for a long time, and "Coronet", and for a while "Ada-A", lived in the main shed. Old Chris Webb sailed her a few times, and he had to be lifted in and out of her.

Russ Bendall was sheethand in "Desdemona" and bought an 18, "Trade Wind", which he kept in the shed and raced on Sundays. For a short while most of us were sailing both Saturday and Sunday, but it was far too strenuous for me, if there were two heavy days.

Forward hands were the main difficulty with crew—good ones were scarce, and seemed to be "prima donnas". Most of them would refuse to help rig or unrig the boat. The most amusing one I remember actually tried to come aboard with an umbrella up, because it was raining.

In another race, I think on "Dee Why", in a championship start, we got a magnificent start, right to windward next to the starter's boat. "Bang" went the gun, and our forward hand (Brian Gale, I think) collapsed into the boat. He had been hit on the face by the wad from the blank cartridge.

In the winter of 1943, Tom Doyle and Laurie Blake built "Desdemona III" at Putney. She was the smallest size allowable, though still 7 ft. beam, and was a really light construction. I worked with them, as "boy" labourer. "Dessie III" was very fast, but we had great troubles keeping her afloat until we got used to her lack of stability.

However, before this, probably somewhere in 1942, races on the main harbour were forbidden, and the eighteens moved "up the river". "Desdemona" moved to Lan Taylor's boatshed in Lavender Bay. We all had to have "permits" to be on the harbour, and we carefully put these in a bottle, and tied it in somewhere. The first time we capsized we lost the bottle and all the permits.

We sailed around Cockatoo Island on most courses, and on one occasion as we sailed in at a warship alongside the island, a sentry called out to us "stop or I'll fire". I can still remember the reply he got, but it doesn't stand printing.

Early in 1940 my father and Kipps Campbell launched their boat "Moana". A mobile crane with a long jib lifted her out of the backyard up on to the road, onto a low loader. She was taken to Mosman Bay, behind the ferry wharf, where the coke wharf was—now a block of home units. The crane deposited her into the water, and we began bailing.

"Moana" was moored in Mosman Bay for some years and for a while the dinghy was kept at McKenzie's shed, and she was slipped and painted there. The shed seemed to run down quite quickly, I suppose because the war and the restrictions on going on the harbour made business very poor. McKenzie got back into uniform, as a Wing-Commander, in the Air Training Corps. However, he was not at the shed long after we left, and died before the war ended. As far as I know, Max Emken took over the shed from him.

"Moana" was moved to Balmoral. I went into the army, so for many years I did not go near Mosman Bay or the Cremorne Boatshed, though I sailed in a sixteen footer out of Sirius Cove from 1947 till 1949. There was a lack of small sailing craft in the area until the Mosman Amateur Sailing Club was formed. I do not remember going to the boatshed again until the Amateurs had built the present shed. However, I helped pull down the "Dessie's Shed" to make way for the No. 2 slip, and was surprised to realise that it was more than 30 years earlier that I had started sailing from that spot.



Dessie's Shed—1913. "DESDOMONA"—18 foot—
outside her shed with A. C. Roberts, the Crown
Solicitor, owner (moustache).

Photo courtesy D. W. Gale.

THE SILENT ONES

Three men sailed a yacht to victory on many occasions, and to pick up some points a gentleman (now Sir Frank Packer) requested to be allowed to join them. After the firing of the finishing gun he turned to the skipper and said, "How do you three communicate—you don't talk?" Stan Stevens replied, "Arthur and Harry know exactly what to do and when to do it and if the adjacent boat doesn't know what you are doing, you have the advantage."

How very true.

The yacht in which they sailed was "Iolaire" (formerly "Awanui III") and their exploits in the Northcote Cup have been recorded in other Clubs' Histories but the men themselves were Amateurs. S. N. (Stan) Stevens joined S.A.S.C. in 1899 at the age of 24. He had had plenty of experience prior to that as he joined the crew of his father's yacht "Australian" in 1884. He is credited with winning 200 races and in 1932 held the record for Northcote Cup Victories—four. In the initial Forster Cup Race for 21-ft. restricted class he sailed "Gumleaf" to victory. In the Northcote Series his crew were both for'ard hands of considerable experience, A. A. (Arthur) Preston and H. G. (Harry) Campbell. Stan was Joint Hon. Secretary, 1899-1900.

Arthur Preston joined S.A.S.C. after he returned from World War I, and in pre-war days won the Snails Bay Club Championship in his 17-ft. "Frolic" and had remarkable experience in all types of sailing craft. After several seasons in various S.A.S.C. boats (mainly "Wirraminna") he worked for'ard hand in "Aoma"—"Iolaire"—"Bona" (skippered by Stan Stevens). He resigned due to ill health in 1955.

Harry Campbell has been associated with Stevens in many yachts since 1911 ("Yeulba"—"Magic"—"Aoma"—"Leuralla"—"Iolaire"—"Gumleaf"). He joined S.A.S.C. in 1920 and is a Life Member today, and was a silent but active member as he was Joint Auditor from 1925 to 1961, retiring from the position when the Club became a Limited Company. In his heyday, in the setting of jibs, spinnakers and ballooners, he was considered a master.

Stan—Arthur—Harry were known as "The Silent Ones".

Arthur has received one other honour that is almost unique during his sailing career in that he is the holder of Quarantine Surveillance Certificate No. 5 issued 21.4.1912. The reason is explained in a paragraph in the Evening News 25.4.1912.

"CAUGHT boating party vaccinated

The quarantine officials apparently are determined that boating parties will in future steer clear of the restricted waters inside North Head. Two boats belonging to the Snails Bay Club were caught in the big blow and they put in under Green Point—the spot where the quarantine flag is hoisted—for shelter after taking a severe battering between the Heads. After bailing out their boats, making minor repairs and reefing their sails, they made ready to depart when they were ordered to land by the quarantine officials, owing to their being inside the buoys and consequently breaking the regulations.

After landing they were duly informed that they had been trespassing and as a safeguard, owing to quarantined passengers of the S.S. Malwa being detained at the station, it was desirable that they be vaccinated. This having been done they were allowed to depart with their Certificates which instructed them to report to the Customs House on 23rd, 25th, 27th April 1912 at 11.00 a.m. for examination by a Medical Officer of Health.

The general opinion is that the whole thing was done as a warning to those who repeatedly sail inside the buoys, not to do it again."

"Frolic" owned and skippered by Arthur Preston was one of the boats.



"IOLAIRE"—Stan Stevens, Arthur Preston and
Harry Campbell.

Photo courtesy H. Campbell.

ACQUISITION AND DEVELOPMENT OF CLUBHOUSE

When, in 1883, the Amateurs' first clubhouse at Benelong Point, the site of the Sydney Opera House, was resumed for the development of Circular Quay, the members found that being a sailing club without a home had certain advantages. The work of administration was reduced to a minimum and the cost of running the club was correspondingly low. This made it possible to keep the Annual Subscription well within the reach of the many sailing enthusiasts, with the result that the Amateurs was soon the largest and keenest racing club on the harbour.

Apart from racing and the monthly meetings, which were held in a variety of venues over the years, other Club activities were rendezvous at such places as Store Beach, Reef Beach, Forty Baskets or Taylor Bay, the annual Club Night Afloat and the Christmas cruise to Pittwater. The members were all sailing men and their boats were their club. There were no "social" members and it was largely because of this that the Amateurs retained their strength through two wars and a depression.

With the object of keeping the cost of racing from getting out of hand, rules were introduced limiting boats to 35 feet overall with a 3/4 rig and disallowing masthead spinnakers. The "Colleen", designed by Barber, was one of many yachts built to conform with the Amateurs' rules.

But while this, and the idea of "our boats being our club", had the effect of keeping the Amateurs within the financial reach of practically anyone who could afford the smallest 3rd division boat, there were also disadvantages which became more apparent as the years went by.

The Club began to find that many members, as their financial positions improved with advancing years, were leaving to join other clubs where there were no restrictions, and where they could entertain their families and friends without taking them out for a sail on Sunday afternoon. This loss of senior and experienced members was highlighted as a number of our former members went on to Flag Rank. Every other yacht club in Sydney has, at one time or another, had a Commodore who commenced his sailing career with the Amateurs and this Club is proud to record the fact.

Although it was not until 1952 that the length limit was abandoned, and 1955 before the restriction on spinnakers was lifted, it was in the early 30's that some of the members began to discuss the advantages of finding another clubhouse.

The first definite move was made during Harry Lloyd's term of office. But tradition dies hard, and at a packed meeting the suggestion was thrown out of court.

The next move was made by C. W. Robson, who suggested starting a branch of the club at the Spit to cater for the members from Middle Harbour, North Harbour and Manly, but this idea was also over-ruled.

But times change, and with the emergence of the affluent society after the Second World War, more and more members began to see merit in the idea of finding a new home, and in the late 50's Commodore Ernest Merrington and Secretary Tony Furse were commissioned to investigate possible sites.

One of them was our present clubhouse, which was then owned—boatshed and all—by the Cremorne Club, of which Billy Hughes was at one time a member.

Ownership was supposed to be in the hands of the members, each one holding a small parcel of shares. But it was found on investigation that most of the shares had been acquired by two brothers—solicitors who shared an office, but it is said were not on speaking terms. The remainder were still held by the descendants of the original members, or the very few original members who were still living. Most of these could not be traced. The boatshed was leased to Max Emken with whom the brothers, singly and collectively, were at loggerheads and there was some confusion with the local council over the matter of maintenance.

Not surprisingly the attempts to unravel this tangled skein and negotiate a sale were a complete and utter failure, the only result being that the council divided the property and gave Max Emken an independent lease of the boatshed.

But the search went on. For the remainder of Ernest Merrington's term of office and for the two years when Tony Furse was Commodore, every possible site was investigated. It was a fruitless search. The ones the Amateurs could afford were unsuitable for one reason or another, and the ones which were suitable were far beyond our limited means. By the time Bill Merrington was elected Commodore in 1960, all avenues had been explored and the matter was temporarily shelved.

This, it must be recorded, did not disappoint all the members. There were still some, mostly older members, who were convinced that the reputation which the Amateurs had earned for keenness and sportsmanship was the result of having, over the years, concentrated solely on sailing without becoming involved in the social and allied aspects of "clubbery" which went hand in hand with having a clubhouse. These members—and they had been the backbone of the Amateurs for years—were prepared to go along with the wishes of the majority, but it is understandable that they were relieved when the attempts to find a clubhouse failed.

Then, just when it seemed that all doors were closed, the door to success opened in a rather strange and roundabout way.

In addition to the need for having a clubhouse in order to retain our identity, there were other more practical reasons why some members were in favour of acquiring their own premises.

Firstly, it was becoming more and more difficult to find suitable moorings and accommodation on the waterfront, and, secondly, the cost of keeping and maintaining a boat at a commercial boatshed was becoming exorbitant.

To overcome these problems, a body of 20 boatowners, mostly from Mosman and nearly all Amateurs, formed a co-operative with the object of finding a spot where they could lay 20 moorings and erect a shed to house their dinghies and gear and, if possible, build their own slip.



Max's Shed in the 1950's.

Photo courtesy S.A.S.C.

The Maritime Services Board was very helpful and offered a variety of sites. Most proved unsuitable but one in Sirius Cove had possibilities and plans were drawn up for a modest shed.

Before a start had been made, however, it was learnt that Cremorne Yacht Services shed was available and should go for a song, as the proprietor had been trying to sell the badly deteriorated shed and virtually defunct business without success. He was also under notice to carry out extensive repairs as it was a public shed, but this notice would not apply to the co-operative, who, being a private body, could carry out the repairs in their own good time.

A suitably low offer was made which the vendor considered for a week or so and then rejected because—to quote him—“I’ve had a better offer from the Sydney Amateurs.” He was, however, unaware that one of the negotiators for the co-operative was also a member of the Amateurs Committee who knew that this claim was not strictly in accordance with the facts.

The truth was that he had written to the Amateurs offering to sell to them at a figure considerably above the co-operative’s offer, and claiming that he had another interested party who was prepared to pay the price he quoted.

Knowing that they were the other “interested party” the co-operative told the Club how much they had offered and agreed to retire from the scene if the Amateurs were interested. They were, and began negotiations a little below the co-operative’s price. An agreement was reached, but subject to the Club being able to also acquire the premises owned by the Cremorne Club, as a shed without a clubhouse would have been of little use.

Then the fun started. In addition to the difficulties already mentioned it was found that the Cremorne Club was built on land which was, according to the Lands Department, right in the middle of Green Street. Apparently the cartographer who had drawn up the original plans of the district, had drawn Green Street right down to the water’s edge, and before a sale could be approved it was necessary to have the area re-zoned. No one in authority could explain how the Cremorne Club had managed to acquire a lease of a public highway in the first place, but they were quite prepared to re-zone to make the sale possible. This, however, was not as easy as it sounded.

First the Army, the Navy, the Air Force, the Maritime Services Board, Dept. of Mines, the Water Board, the Town Planning Authority, and any other official body who might be interested, had to be approached and asked to state officially that they did not require the land for any national purpose.

Such a momentous decision could not, of course, be made by any Government body lightly and, judging by the time it took to get any action, it seems reasonable to suppose that they all put the matter in the “Too Hard” file and forgot it.

That all these difficulties were overcome and the purchase finally accomplished reflects great credit on the tenacity and determination of the members who were handling the negotiations. Bill Merrington, Commodore; Nick Cassim, Hon. Solicitor; Jim Middleton, Hon. Secretary and Brian Woods, Financial Advisor.

Meantime, the shed, now unoccupied except by a few of the vendor’s former customers, who were keeping their dinghies there rent-free, was rapidly deteriorating. All but two of the moorings sank, and all movable gear—including a work boat, a pontoon for servicing moorings, and a new winch—mysteriously disappeared. The slipway and cradle, through long neglect, had become quite unserviceable, the dinghy pontoon had subsided to the harbour floor and the ramp had broken away from the shed. The floor of the shed, because it was below high water mark, was almost hidden under a pile of flotsam and debris, and in some places was rotten and dangerous.

To prevent further deterioration during the long negotiations, two members, Eric Upward and David Rayment—who had also been the prime movers in the formation of the co-operative—moved their boats, “Rambler” and “Stardust”, onto the two remaining moorings, which they had serviced at their own expense, and began clearing up the mess.

The Club was changed from an unincorporated body to a limited company on the 13th October 1962 and the purchase finalised. The bulk of the purchase money came from the members either in the form of direct donations, or by the purchase of short term notes.

Three committees were immediately formed:—

Finance and Administration: Chairman A. W. Merrington, J. A. Middleton, R. A. Lee, A. W. Furse, B. Woods.

Boatshed: Chairman C. R. E. Warren, E. L. Upward, W. D. Rayment, D. W. Gale, B. Wild, G. Brackenbury.

Clubhouse—Social: Chairman N. G. Cassim, A. W. Furse, P. Lawson, K. Hammond.

It was obvious that the boatshed could not hope to pay its way until a prodigious amount of work had been done, so the Clubhouse Committee did the most urgent repairs on its long list and then began running social functions to help offset the cost of getting the boatshed into running order. They were ably assisted in this by an active and enthusiastic Ladies’ Auxiliary comprising President H. Merrington, M. Warren, J. Cassim, J. Howe and M. Upward.

Their joint efforts were so successful that by the time of the next Annual Report they had made a profit which exceeded by more than three times the amount of the loss incurred by the boatshed. They had in fact “carried” the boatshed while it was getting on its feet.

To describe in any detail the work done on the boatshed over the next few months would require much more space than is available here and it is probably best covered by quoting from the report which Chairman Bab Warren presented to the members at the General Meeting of the 24th July 1963.

“A rather sorry sight greeted the members of the committee when they held their first meeting in the boatshed last year.

The shed itself had an alarming lean; doors would not close and it was filled with the strangest collection of junk.



Closing Day Frolics, 1963.

Photo courtesy J. A. Middleton.

The slipway was far from serviceable; the landing ramp had sunk and was in a dangerous condition. The so-called equipment and tools were either absent or in disrepair. Moorings, on examination, were virtually non-existent...

To cap this rather bleak outlook we were advised by the Finance-Administration Committee that funds were severely limited.

With the assistance of voluntary labour and under the active leadership of Eric Upward and David Rayment, we proceeded to knock things into shape.

It would be impossible to list in the space available the names of the members who have given such valuable assistance both in labour and materials during the year. Gentlemen, the Committee joins me in thanking you for making our work so much easier.

Beset by various trials and tribulations, the facilities have steadily improved.

The employment of a skilled part-time boatshed hand—Tony Ashleigh—since last January has been most successful.

We now have twenty-one serviceable moorings, of which nineteen are occupied and are shedding twenty-seven dinghies and small boats.

The building and ramps, if not in perfect order, are at least tidy and reasonably functional.

The slipway and cradle, which has never been entirely satisfactory, is at present undergoing extensive repairs and renovations.

A plan of proposed alterations to the boatshed which envisages demolishing the present large shed and replacing it with a new structure is at present being investigated by a select committee.

The boatshed is supplying members with shedding and moorings at a reasonable cost and at the same time laying the foundations of a new era in the history of the Sydney Amateur Sailing Club."

When Bob Warren wrote that report in 1963, the boatshed had just started to pay its way and it is interesting to note that the Club's total expenditure in putting it on a paying basis was only \$1604. The balance—and it was considerable—had been contributed by members either in labour or in materials. It was a wonderful example from "The Amateurs".

The solid foundation laid in those early days was as solidly built on by a succession of equally dedicated committees, and in 1964 the old boatshed was replaced by the present structure.

Between 1964 and 1966, while C. F. C. Crisp was Rear Commodore and Chairman of Boatshed Committee, the pontoon and ramp to the design of G. Brackenbury were installed, and the shed fitted out with an office which served as a home for the Club's paid Secretary for several years. During this period the Club's moorings increased from 21 to 36.

The more recent development followed the appointment of a Development Committee to consider all possible trends of development and the means of carrying out the work.

Its inaugural meeting was under the Chairmanship of N. G. Cassim—Commodore in 1964. It met spasmodically from then on until more regular meetings were held under Commodore J. Jackson who had been a strong supporter of the move to obtain Green Street. From its inception the Committee pushed for developing a master plan of action for the future growth of the Club—this after all is the very nature of "development".

It became evident early in this meeting that members generally favoured the development of the Green Street site. At the time the old Manly Ferry Depot on Kurraba Point was a possible alternative, but this apparent opportunity was not, in fact, ever available because the site was dedicated as parkland.

Having established that it should study how best to develop the Green Street site, the committee decided that since sailing was our prime function, the highest priority was to be given to the development of facilities for the maintenance of yachts.

The shed was fitted with dinghy racks and lockers. The men's toilet block was built. The office was equipped and a lock-up store for starting gear and equipment was installed. And Tony Ashleigh was employed on a full-time basis.

Next, the remaining portion of the old boatshed was demolished and the No. 2 slipway was built. A tender was also built in 1968 with some of the work again being done on a voluntary basis.

In 1970 the fitting out wharf was constructed by J. Bailey Constructions Pty. Ltd., and No. 1 slipway was extended to allow for slipping at all states of the tide. In 1971 the crane was added for the lifting out of masts, engines, etc. These improvements greatly assisted the members to maintain their boats easily and economically.

Development of the clubhouse facilities was carried out concurrently with the development of the boating facilities.

In 1967 the new main entrance and committee room were constructed. Improved and enlarged amenities were provided for lady members and visitors in 1968, and in 1969 the clubhouse roof was renewed. The Development Committee has maintained a consistent policy of improving the Club's facilities on positive lines with an ultimate objective in mind.

It is obvious that the present building has a limited life and will ultimately have to be replaced. During recent years adjacent properties have been examined and feasibility studies in respect of acquiring them carried out. But the answer has always been the same and attention is now directed solely towards the development of the Green Street site.

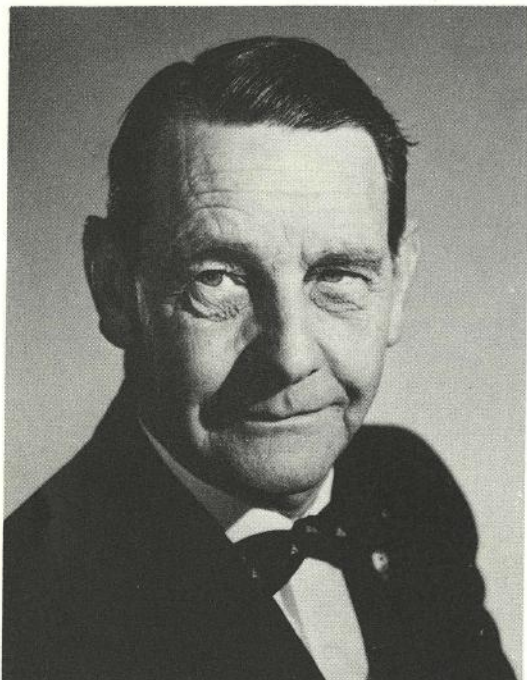
One thing is certain. The Club enjoys a wonderful location and has an enviable reputation of being a pleasant organisation to belong to, free from the pressures and attitudes which are so much the bane of many other clubs, and is unique in the respect that it must be the only club of its size and consequence which has not overspent itself, still has a credit balance at the bank and still runs profitably.

May it always remain that way.

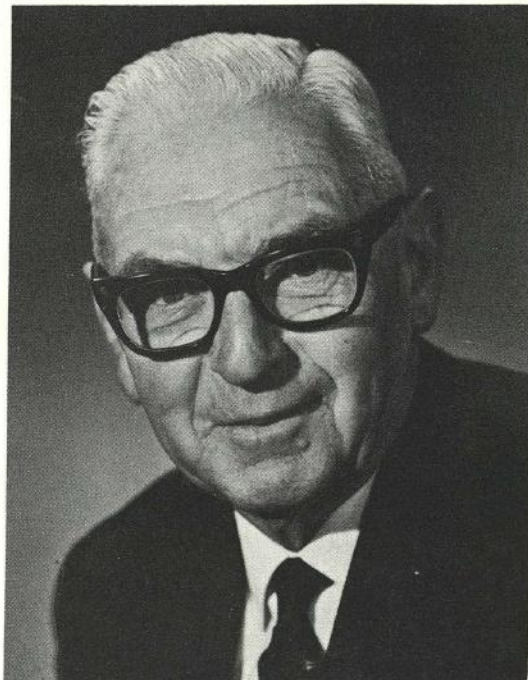


Ladies' Day, 1964.

Photo courtesy J. A. Middleton.



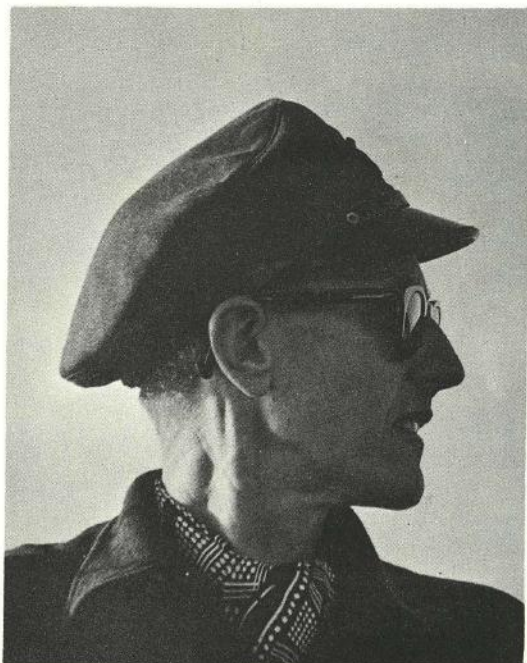
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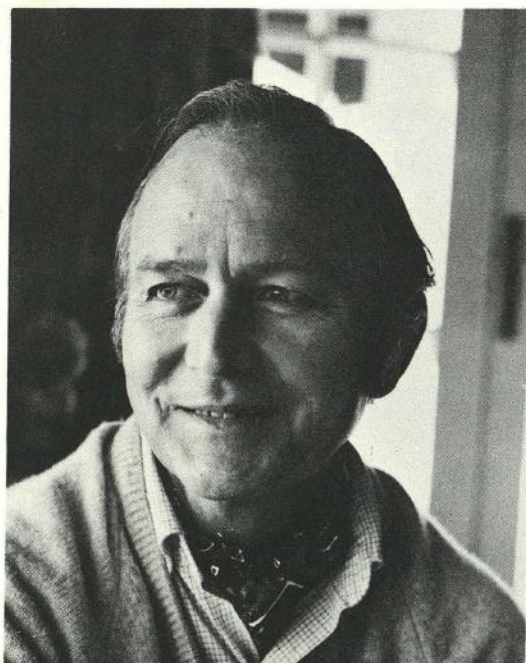
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HISTORICAL PUBLICATIONS COMMITTEE.

Photo Young & Richardson.



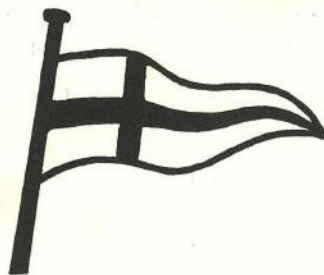
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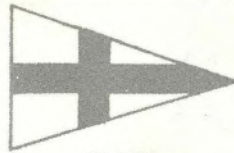
J. V. Raffan

In producing this book, an attempt has been made to review the outstanding events and members of the Sydney Amateur Sailing Club since its foundation in 1872. It has been compiled from a painstaking search of records, minutes, annual reports, newspaper articles and government files; and from information supplied by members. The statistical and historical segments provide a complete record, but in the segment on articles and anecdotes it has not been possible to include every boat and every member over a period of one hundred years. The articles cover only those whose careers or length of membership have earned them a place, and those who have, in response to numerous requests, submitted material from which articles could be written.

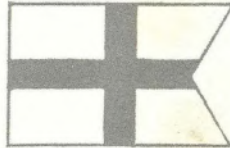
The story of the Amateurs does not end with the publication of this book. History is a continuing thing and is still being made. It is our hope that any member who has information which would be of interest to the Club will forward it to the Historical Committee who will place it in the records for the use of future historians.



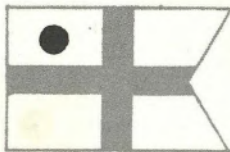
BURGEES.



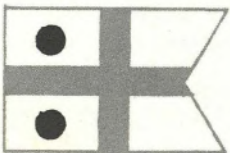
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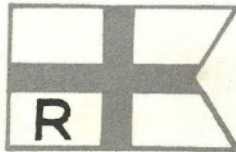
COMMODORE



VICE COMMODORE



REAR COMMODORE



PAST COMMODORES

Cross Blue, Emblem Black.





SUPPLEMENT TO
"THE AMATEURS"

1973

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Sydney Amateur Sailing Club
1973



Compiled by
Historical Committee
J.A. Middleton (Chairman), L.P. Jones
J.V. Raffan, W.D. Rayment

The necessity of having "The Amateurs" printed in time to be presented as part of the Centenary Celebrations precluded the possibility of completing the Chronological Segment to span the full ONE HUNDRED YEARS, or of including a report on the Celebrations themselves.

Hence this Supplement.



Contents

1. *Completion of Chronoloigcal Records to October, 1972.*
2. *Report of the Centenary Celebrations.*
3. *How "THE AMATEURS" was produced.*

..... * * *

JULY, 1972

The alterations to the Club's Memorandum and Articles of Association being to the satisfaction of the Attorney General, signed by the Governor of New South Wales and approved by the members at an extra-ordinary general meeting held on the 4th July, 1972, the name of Club has been changed from Sydney Amateur Sailing Club Ltd., back to Sydney Amateur Sailing Club.

The Centenary Celebrations Committee (comprising Chairman J. Jackson, Commodore S.B. Lloyd, Vice Commodore H.H. Jackson, Rear Commodore E.C. Slocombe, Immediate Past Commodore H.L. Schneider, A.W. Merrington, N.G. Cassim, J.A. Middleton, D.W. Gale and C.H. Bull) requested and obtained approval for the following programme:

1 9 7 2

- Aug. 26: Centenary Ball, Wentworth Hotel.*
- Sept. 8: V.I.P. Cocktails, Clubhouse.*
- Sept. 29: Vice Regal Banquet for past and present members and wives, Carlton Rex Hotel.*
- Oct. 20: Commodore's Centenary Flag Night, Clubhouse.*
- Oct. 21: Centenary Flag Day Regatta, Sydney Harbour.*
- Oct. 22: Centenary Regatta Invitation Race for Gaff Rigged Vessels.*
- Nov. 12: Centenary Ladies Day Regatta, Sydney Harbour and Clubhouse.*
- Nov. 14: Ladies Centenary Luncheon, Clubhouse.*
- Dec. 1: Centenary Prize Giving, Clubhouse.*

This ambitious programme was designed to ensure the greatest member participation possible and its unqualified success was the result of careful planning and the organising ability of John Jackson and his Committee.

.....* * *.....

THE CENTENARY CELEBRATIONS

Centenary Ball, Wentworth Hotel

This most successful function was organised by A.W. (Bill) Merrington and was attended by two hundred and forty guests, including representatives from all the other major Yacht Clubs.

The Wentworth Ballroom was appropriately decorated in the Club's colours with the mainsail of Mr. R.B. Withers' "Coromandel" bearing the number A100, as the centrepiece.

In a short break between Dinner and Dancing Commodore Stephen Lloyd said a few words of Welcome and, assisted by his Flag Officers, cut a large Birthday Cake.

V.I.P. Cocktail Party, Clubhouse

This party was the Club's way of saying "Thank you" to the many people whose co-operation and assistance throughout the year have made the task of the Directors so much easier.

Local Aldermen, and representatives from the Ferry Companies, the Water Police, the Maritime Services Board and from Allied Sporting Bodies all enjoyed a simple, informal evening in the pleasant surroundings of the Green Street Clubhouse.

Credit for a very successful function goes to Colin Crisp who was in charge of the arrangements.

Vice Regal Banquet, Carlton Rex Hotel

This Banquet — the highlight of the Centenary Celebrations — was organised by, and under the control of Vice Commodore H.H. Jackson. The result was memorable. An occasion which had dignity, sincerity and light hearted enjoyment in exactly the right proportions.

The evening commenced in the Chart Room at the Carlton Rex Hotel where the 118 formally attired guests were served aperitifs and savouries while awaiting the arrival of the Club's Patron, His Excellency the Governor of New South Wales Sir Roden Cutler, V.C., K.C.M.G., K.C.V.O., O.B.E., and Lady Cutler.



FLAG OFFICERS CUTTING CENTENARY CAKE

Photo by Identity



CENTENARY BALL.

Photo by Identity



Rear: B.W.J. WOODS; A.W. MERRINGTON; L. SCHNIEDER; E.J. MERRINGTON; C.F.C. CRISP; R.L. SKINNER; J.A. MIDDLETON.
Seated: D.M. STOKES (Hon. Treas.); H.H. JACKSON (Vice Comm.); S.B. LLOYD (Commodore); E.C. SLOCOMBE (Rear Comm.);
J. TOMASETTI (Hon. Sec.).
Inset: C.H. BULL; J. JACKSON.

Photo by Ronald Jones Photographics.

Many of the guests were presented to Their Excellencies by Commodore Stephen Lloyd, until 8.15 when the sounding of the ship's bell summoned the assembled company to their places in the Elizabethan Dining Room. A well chosen, four course dinner, accompanied by Australian wines, was followed by the Loyal Toast, and then, while the members enjoyed their coffee, Port and cigars, Commodore Stephen Lloyd formally welcomed His Excellency, who replied, both as Patron of the Club, and as a sailing man in his own right. His speech was given a prolonged ovation and Vice Commodore Hugh Jackson thanked His Excellency on behalf of the Club. A "Toast to the Amateurs" was proposed by Mr. P.C. (Pat) Taylor, President of the Yachting Association of New South Wales, to which our Commodore responded.

Pat Taylor's speech is here recorded in its entirety, as it must become a part of the Club's history.

"Your Excellency, Lady Cutler, Commodore Stephen Lloyd, Mrs. Lloyd, Ladies and Gentlemen: When your Commodore asked me to propose this important toast, I was very pleased to accept, as although I am not a member of the Club myself, my family has had a long association with the Sydney Amateurs and consequently I have always had a great interest in the activities of the Club.

My Grandfather Charles J. Saunders sailed a yacht named "*Bronzewing*" with success in the 1880's and he was elected Vice Commodore in 1891. My father W.D.M. (Don) Taylor was a keen member in the early years of this century and he also was elected Vice Commodore in 1913. He won the Kelly Cup on two occasions, 1912 and 1926 in two different yachts each bearing the name "*Triton*". The first one was later bought by the Goddard family and renamed "*Thalassa*", under which name she sailed for a number of years. The second "*Triton*" was originally Walter Dendy's "*Native*" designed by Charles Peel in Melbourne. She was later bought by John Backhouse and renamed "*Niobe*" and he won the Kelly Cup again in her in 1928.

One hundred years is a long time, and it is a great event in the history of a Club when it reaches that age. The Sydney Amateur Sailing Club is only the third yacht Club in N.S.W. to reach 100 years and the other two Clubs are very few years older. The history of the Sydney Amateurs therefore goes back to the very early days of yachting in Australia. One may ask, "How is it that this Club has survived for so long without a Clubhouse until 1962, except for the ill fated shed on Benelong Point in 1883?" I think it is mainly due to the enthusiasm of its members for yachting, because a Club is people and this Club has been fortunate in having the right sort of people as members.

Another reason for the success of the Sydney Amateurs is the strong family associations that have run through its history. I recall such names as Spain, Merrington, Gale, Backhouse, Rayment and Lloyd — I am sure there are others and I hope those I have not mentioned will not be offended. The keenness and enthusiasm and hard work of these fathers and sons and brothers have built a wonderful foundation for the Club.

The long life of its members has been another factor in the life of the Club. No less than 19 members have had over 50 years membership. Stan Spain of course stands out with 64 years membership and there are others not far behind him. Four of the nineteen are still living and who knows, may yet improve on Stan Spain's record.

My experience of the Sydney Amateurs of course extends only over the second half of the 100 years, and there are two events which stand out in my memory. Both of these were disasters. The first event was the capsize and sinking of the "*Cynthia*" in Nov. 1925. She was starting a race off Kurraba Point in a fresh N.E. breeze and as she approached the line the end of her boom caught on the forestay of a yacht

astern and when she was hit by a strong puff the sheet could not be eased. She was a large half decked open boat and heeled over, filled up and sank before our eyes. I was quite young at the time and was watching the start in my father's boat. I can still see the head of the gaff and sail disappearing under the water. Fortunately all the crew were rescued.

The other event I recall was the loss of Stan Spain's "*Mischief*" in the entrance to Broken Bay in a hard Southerly in Dec. 1927. She capsized between Lion Island and Barranjoey and after a long time in the water Stan and his crew were saved but the "*Mischief*" was washed up on the rocks and became a total loss. She was a fine little boat, beautifully kept and quite open without any decking round the sides. It is interesting to note that Stan often sailed up and down to Broken Bay and there were of course no safety regulations in those days.

Stan Spain always wore a waistcoat in the boat and he put shackles and oddments of gear in the pockets. It was always a mystery how he managed to keep afloat after the capsize.

The Sydney Amateur Sailing Club has played a leading role in the administration of yachting. The Club joined the Sydney Yacht Racing Association in 1921 and became a foundation member of the Yachting Association of N.S.W. when it was formed after the war.

The person who has given the most to yachting administration is Ernest Merrington. He has been a Councillor of Y.A.N.S.W. since 1948 and was re-elected again last Monday night. He was President of Y.A.N.S.W. in 1966-1968 and President of A.Y.F. in 1968. Thus I think one can say that the S.A.S.C. has done its full share on the administrative side of yachting. So far I have spoken mainly of the past, and the past is interesting. It is from the past that tradition is born, and it gives an opportunity for reminiscing. Yachtsmen are probably better at this than most. But it is the present and future which are most important to a present day Club. We live in a changing world and we must adapt ourselves to these changes. The Sydney Amateurs has adapted and is now a modern Club with a modern approach to yachting. The Club is a good Club and bears a proud name. At the risk of meddling in Club politics I understand that some members would wish to change the name. I can only say please don't do it as I feel some of the Club's traditions would be lost.

As a flag officer of the Royal Sydney Yacht Squadron I can say that we have the highest regard for the S.A.S.C. and I am sure that our sister Clubs in Sydney, the R.P.A.Y.C. and R.P.E.Y.C. would agree with me. Co-operation between Sydney Clubs has grown over the years. We conduct separate races but we have a sort of unofficial partnership between the four Clubs and we regard the S.A.S.C. as an equal partner. I look forward to continuation and growth of co-operation between us as we are all concerned with the promotion of yachting for enjoyment. I believe we all have something to offer each other and now I will ask you to join with me in the toast of the Sydney Amateur Sailing Club and may the second 100 years be as good as the first."

After an extremely happy evening His Excellency and Lady Cutler departed at 11 p.m. — sometime later than they had originally intended.

A welcome, but unexpected pleasure for all members was the presence, after a recent and serious accident, of Past Commodore John Jackson. John had been badly injured when he fell from his ship while she was on the slip, and it had been feared that, after being a guide and inspiration as Chairman of the Celebrations Committee, he was going to be unable to enjoy any of the results of his labours. It was good to see him back on deck.

Commodore's Centenary Flag Night, Clubhouse

The Commodore's Centenary Flag Night, when approximately 200 members and wives entertained a good representative gathering of visitors from other clubs was a great success. Stephen Lloyd, ably assisted by his wife, Helen, welcomed the guests, cut a large three tiered Birthday Cake, blew out the ten candles (each one representing a Decade) and in a short speech wished the Club "Good sailing and good fellowship with vigorous development of both the Club and the sport over the coming 100 years". The highlight of the evening was the arrival of the 33 foot, gaff-rigged, topsail cutter, "*Playmate*" for the Gaff Rigged Vessels Race on the following Sunday.

Ladies' Centenary Luncheon, Clubhouse

This function was organised by Helen Lloyd assisted by the wives of four Past Commodores, Hazel Merrington, Jeanne Jackson, Jewel Cassim and Babs Schneider.

They were hostesses to nearly sixty members' wives, who thoroughly enjoyed a delightful Smorgasbord lunch at the Clubhouse, which was tastefully decorated with baskets of blue and white flowers — the Club Colours — but with a centrepiece of pink roses as a mark of respect for the Distaff Side.

Centenary Prizegiving, Clubhouse

This function was the culmination of the Centenary Celebrations and was attended by a majority of Club members as also by the members of other Clubs who had won prizes during the Centenary Regatta. The accommodation of the Clubhouse was fully taxed, and it is a credit to the organising ability of Bill Gale and Bruce Walker, that the presentation of upwards of 100 prizes went off without a hitch.

As Jim Hardy, who sailed "*Nerida*" to victory in the 1st Division of the Gaff Riggers Race, was unable to be present, his wife accepted the trophy on behalf of "*Nerida*" and the Hardy family. In doing so she thanked the Club for its initiative in bringing back the beauty of a bygone era, and expressed the hope that the event could be made a regular feature of the Club's activities.

It was also at this function that the Commodore made the formal announcement of the release of "The Amateurs". After a brief description of the book itself he presented a leather bound copy to Jim Middleton and thanked him on behalf of the members for the years of work he had put into its production.

Centenary Flag Day Regatta

This regatta, organised by the Sailing Committee under Chairman Bob Wild, was an unqualified success.

Two hundred and sixty yachts, from eight clubs, competed in thirty-five different races — though not all from the same starting line nor over the same course.

The seven clubs which accepted our invitation to join us on this important day were:

ROYAL SYDNEY YACHT SQUADRON
ROYAL PRINCE ALFRED YACHT CLUB
ROYAL PRINCE EDWARD YACHT CLUB
ROYAL AUSTRALIAN NAVAL SAILING ASSOCIATION
MIDDLE HARBOUR YACHT CLUB
PARRAMATTA RIVER YACHT CLUB
MOSMAN AMATEUR SAILING CLUB

At the conclusion of the racing a number of yachts — including a percentage of visitors — returned to the Clubhouse where upwards of two hundred sailors spent a pleasant evening resailing their races and discussing whatever it is that sailors discuss when they get together.

Centenary Regatta Results

Middle Harbour Yacht Club

No.2 Offshore Div.	<i>UNICORN, K. Sullivan</i>
No.1 Div.	<i>SALOME, K. Pix</i>
No.2 Div.	<i>TYRANT II, K. Williams</i>
No.3 Div.	<i>MANUTARA, J. Innes</i>
No.4 Div.	<i>REISLING, R. Murray</i>
Bluebird	<i>SHAHEEN, P. Gaffin</i>
Endeavour 24	<i>MOKO II, H. Stewart</i>
Endeavour 26	<i>CLYTIE, R. Swift</i>
Hood 23	<i>MAGUS, H. Williams</i>
YW Diamonds	<i>PIRAHNA, J. Pryor</i>

Parramatta River Yacht Club

1	<i>HIAWATHA</i>	<i>N. Gray</i>
2	<i>ARIEL</i>	<i>L. Thearle</i>
3	<i>MOANA</i>	<i>G. Parfoot</i>

International Solings

1	<i>BROLGA</i>	<i>M.J. Anderson</i>
2	<i>KOBBE</i>	<i>J. Brown/R.W. Gould</i>
3	<i>TRIO</i>	<i>K.S. Winterbottom</i>

Stella/Folkboat

1	<i>CAPELLA</i>	<i>Mrs. S. Cohen</i>
2	<i>MOWANA</i>	<i>K.C. Roxburgh</i>
3	<i>SIMANDA</i>	<i>Dr. T.R.M. Furber</i>

Int. Dragon Class

1	<i>LALAGULI</i>	<i>G. W. Carmany III</i>
2	<i>RAWHITI</i>	<i>E.F. Albert</i>
3	<i>FAREWELL</i>	<i>J.A. Rosenthal</i>

No. II Div.

1	<i>VELELLA</i>	<i>J.J. Coghlan</i>
2	<i>MARGRETA</i>	<i>C.R.E. Warren</i>
3	<i>TRITON VIII</i>	<i>P.C. Taylor</i>

No. III Div.

1	<i>ZEUS</i>	<i>J.R. Dunstan</i>
2	<i>NARAWI</i>	<i>R.H. Minter</i>
3	<i>APRIL</i>	<i>L.C. Thornton</i>

Restricted Div.

1	<i>FANTASY</i>	<i>Cliff Penny</i>
2	<i>LADY LUCK</i>	<i>Dr. H.L. Hughes</i>
3	<i>HIRONDELLE</i>	<i>Dr. M. Gauchat</i>

Jubilee Class

1	<i>PETREL</i>	<i>F.R. Dunstan</i>
2	<i>CORELLA</i>	<i>D.M. Taylor</i>
3	<i>CHRUNEST</i>	<i>R.M.C. Simmat</i>

Thunderbirds

1	<i>WASSAIL</i>	<i>M. Pryke/S. Guildford</i>
2	<i>MARABOU</i>	<i>J. Morris 24 sec</i>
3	<i>MOONRAKER</i>	<i>T. Parkes 1-11</i>

Metre Div.

1	<i>SJO-RO</i>	<i>M. Bragg</i>
2	<i>TWAIN</i>	<i>S. Chambers 6-29</i>
3	<i>VANESSA</i>	<i>L. Easy 3-51</i>

No. I Div.

1	<i>ENTERPRISE</i>	<i>M. Taylor</i>
2	<i>RANGER</i>	<i>B. Gale 53 sec</i>
3	<i>MEGAN</i>	<i>E. Finckh 3-3</i>

Mosman Amateurs Sailing Club

Lightweight Sharpies

1	<i>ELEANOR RIGBY</i>	<i>M. Peelgrave</i>
2	<i>US III</i>	<i>A. Day</i>
3	<i>TANTIVY</i>	<i>W. Downes</i>

OK Class

1	<i>JOHN O'GROAT</i>	<i>A. Hill</i>
2	<i>ACRONYM</i>	<i>I. Kingsford-Smith</i>
3	<i>INDEFATIGIBLE</i>	<i>D. Treglown</i>

Open Class

1	<i>QUEST</i>	<i>Miss H. Weston</i>
2	<i>VARUNA</i>	<i>C. Weston</i>

Manly Junior

1	<i>QUEST</i>	<i>P. Wallace</i>
2	<i>TRANSITION</i>	<i>S. Willman</i>
3	<i>JORD</i>	<i>S. Rice</i>

Royal's Clubs

No. III Div.

1	<i>IKA VUKA</i>	<i>I. Hay</i>
2	<i>PSYCHE II</i>	<i>B. Prentice 1-41</i>
3	<i>SENYAH</i>	<i>A. Hill 30 sec</i>

No. I Div.

1	<i>FLAMINGO</i>	<i>G.K. Twibill & ptrn.</i>
2	<i>TEAL</i>	<i>G.L. Stewart</i>
3	<i>FAGEL GRIP</i>	<i>A.L. Paton/M. Fletcher</i>

Endeavour/Santana Div.

1	<i>SUNDANCER</i>	<i>K.A. Murrell</i>
2	<i>GRISELDA</i>	<i>W.F. & V.J. Haynes</i>
3	<i>WAI MANU II</i>	<i>D. Dorrington</i>

Hood 23 Div.

1	<i>JEN</i>	<i>John Churcher</i>
2	<i>MIRANDA</i>	<i>M.M. Walker</i>
3	<i>CAPRICCIO</i>	<i>E.R. Taylor</i>

Finn Class

1	<i>GOLLIWOG</i>	<i>Stephen Kiely</i>
2	<i>AUSSIE I</i>	<i>A.M. Howard</i>
3	<i>BUSHRANGER</i>	<i>A.A.H. James</i>

Endeavour/Southerly

1	<i>TOBASCO</i>	<i>G. Marshal</i>
2	<i>BISMARCK II</i>	<i>V/M Alberts 49 sec</i>
3	<i>ONYX</i>	<i>W.E. Sweetapple 10 sec.</i>

Bluebirds

1	<i>PERRIN</i>	<i>L. Hamilton</i>
2	<i>HELOISE</i>	<i>T. Rossi 3-49</i>
3	<i>ROEBUCK</i>	<i>B. Ford 42 sec</i>

No. II Div.

1	<i>MAID MARYKE</i>	<i>D. Craig</i>
2	<i>ZYLINDER</i>	<i>C. Barrett 2-30</i>
3	<i>HERMES</i>	<i>A. Knaap 17 sec</i>

No. IV Div.

1	<i>RAMBLER</i>	<i>D. Watts</i>
2	<i>CHANSON</i>	<i>R. Moxham 10-11</i>
3	<i>KIO LOA II</i>	<i>B. Walker 29 sec</i>

Gaff Rigged Vessels Centenary Regatta Invitation Race

The idea of holding a race for Gaff Rigged Vessels was the brainchild of Bill Gale; and it was a stroke of genius. Though even Bill, when he first thought of the idea, never imagined that it was going to be such a great success. Much of the credit must also go to Colin Bull who handled the publicity so capably.

The result was most gratifying. Thirty-seven gaff riggers, four of them built before the turn of the century, were entered. Before the race many of them assembled at the Clubhouse where each skipper was presented with a Centenary Plaque. Several hundred people lining the foreshores to see these old timers in action gave a clear indication of the interest that was being taken in the event.

The crews themselves were tremendously enthusiastic, and Jim Hardy in "Nerida" and Spike Ross in "Soliloquy" entered fully into the spirit of the occasion by dressing their crews in authentic Edwardian yachting rig. The weather was ideal and a sparkling Harbour made the perfect setting as this fascinating fleet crossed the Starting Line, the final touch being added by the old time steam vessels "Lady Hopetoun" and "Sundowner" which followed the race as they might have done in years gone by. It was a sight which will live while memory lasts.

The Amateurs had turned the clock back 50 years — and Sydney loved it. Although the fleet included boats like "Ranger" and "Kilkie" and Naval Whalers and Heavy-weight Sharpies it was the old timers which created the real interest, and of these the following deserve special mention because of their age:

"NANCY" (Alex Bates) 20 ft. Gaff Sloop. Built 1885, origin unknown.

"JENNY WREN" (Alan Windon) 28 ft. Gaff Sloop. 1889, Sydney.

"KELPIE" (Brian Hunter) 30 ft. Gaff Cutter. Built 1886, Des. Fife.

"PLAYMATE" (Gina Coia) 33 ft. Gaff Topsail Cutter. 1896, England.

"SAO" (John Dark) 23 ft. 3 ins. Gaff Cutter. Built 1905.

RESULTS

First Division — 15 starters

1	NERIDA	Jim Hardy	
2	IMPALA	Ron Belling	5 min. 32 sec.
3	RANGER	R. & W. Gale	4 min. 38 sec.
12	KELPIE (oldest boat)	B. Hunter	

Second Division — 16 starters

1	KILKIE	Les Jones	
2	SAO	John Dark	4 min. 31 sec.
3	BETTY (B.Y.)	Jack Whetton	13 min. 43 sec.
14	NANCY (oldest boat)	A. Bates	

Montague Whalers — 8 starters

1	S.T.D.2	C.P.O. A. Richardson
2	S.T.D.1	Lt. W. Jackson
		14 min. 34 sec
3	S.T.D.5	P.O. W. Wallace
		6 min. 42 sec

Those who were unfortunate enough to miss this Historic Event will be pleased to hear that they will not have long to wait for the next one. It is to be held on the October Flag Day weekend 1975.



Left to Right: NERIDA, SUNDOWNER, SABRE (*Sharp*), IMPALA (*Sharp*), NIMROD II, WIDWARD (*Tahitian Ketch*), TIARE (*Tahitian Ketch*).

Photo by J.A.Middleton



Near to Far: JENNY WREN, RANGER, KILKIE, PLAYMATE, TIARE (Tahitian Ketch), WINDWARD (Tahitian Ketch).

Photo by Mirror Newspapers Ltd.



"NERIDA"

Photo by Mirror Newspapers Ltd.

Centenary Ladies Day Regatta

Bob Wild and the Sailing Committee provided the handicaps and facilities for the Centenary Ladies Day Regatta, and the weather man co-operated by turning on a beautiful day.

The 'handicap at the start' race commenced in a light breeze which freshened in the first 15 minutes resulting in a large number of yachts converging on the first mark together. For a while it seemed possible that there would be a repeat of the "2nd March, 1964 Incident" but a combination of some good helmswomanship and a deal of calling for "Boy Room" — whatever that means — avoided any trouble and, to quote the social pages, a good race was had by all. (Oh Brother).

The prizes were presented at the Clubhouse after a barbecue lunch.

Ladies Day Results 12-11-72

1st Div.

1	EVENTIDE	Barbara Hislop
2	THURLOO	Joyce Kenny
3	ENTERPRISE	Jill Taylor

2nd Div.

1	ZYLINDER	Meg Barrett
2	IMPALA	Hazel Tindall
3	SARACEN	Margaret Dayhew

3rd Div.

1	LARDS	Rosemary McDonald
2	RANGER	Leone Gale
3	IKA VUKA	Pauline Hay

4th Div.

1	ELUSIVE II	June Dunkerley
2	ARIEL	Lynette Hamilton
3	ELAINE	Susan Woods

Thunderbirds

1	LARRIKEN	Val Skinner
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Bluebirds

1	APHRODITE	Jennifer Bear
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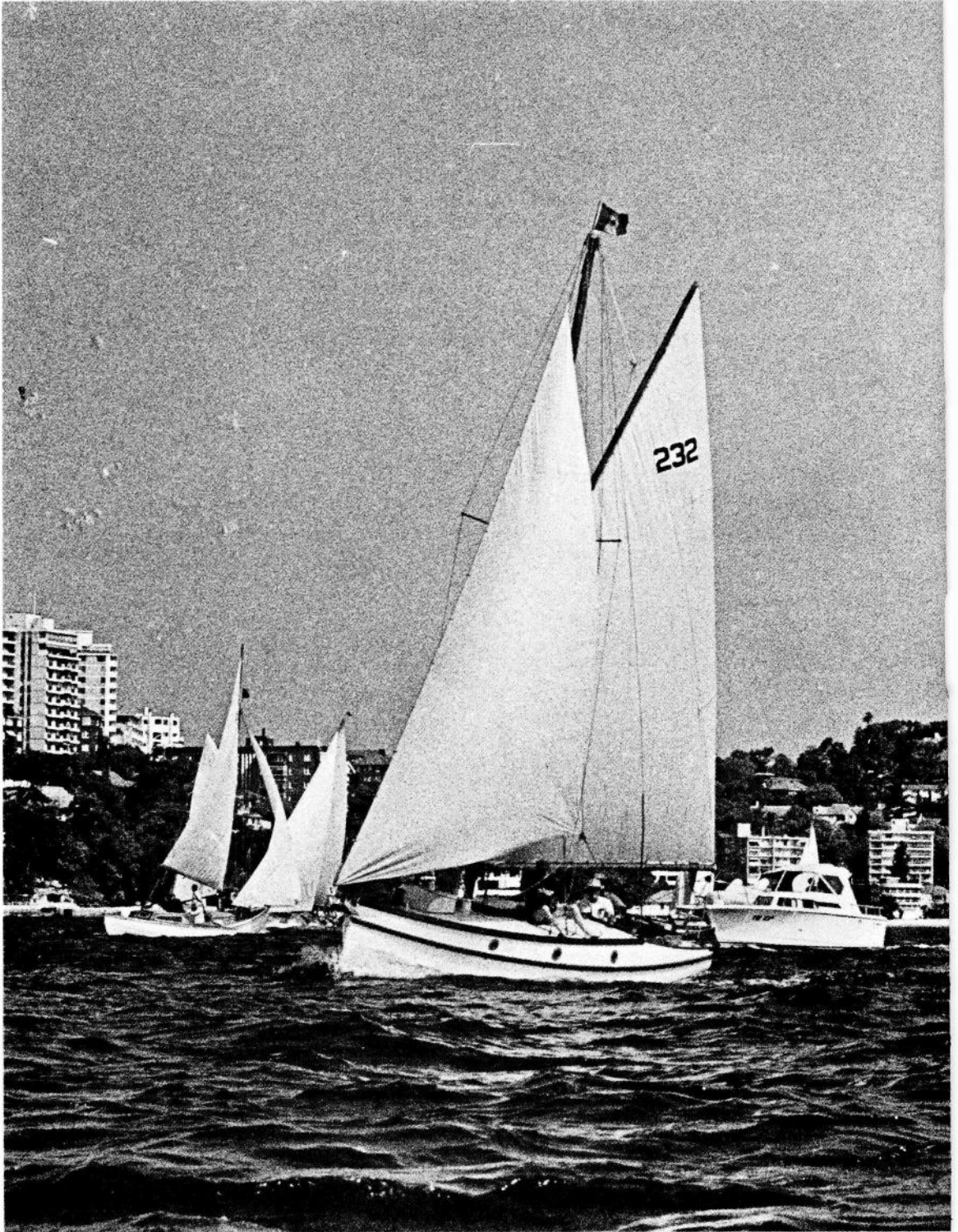
End/South

1	THRESHER	Mrs. Brown
2	BISMARCK II	Margaret Alberts
3	COROMANDEL	Jennifer Withers

Metre Div.

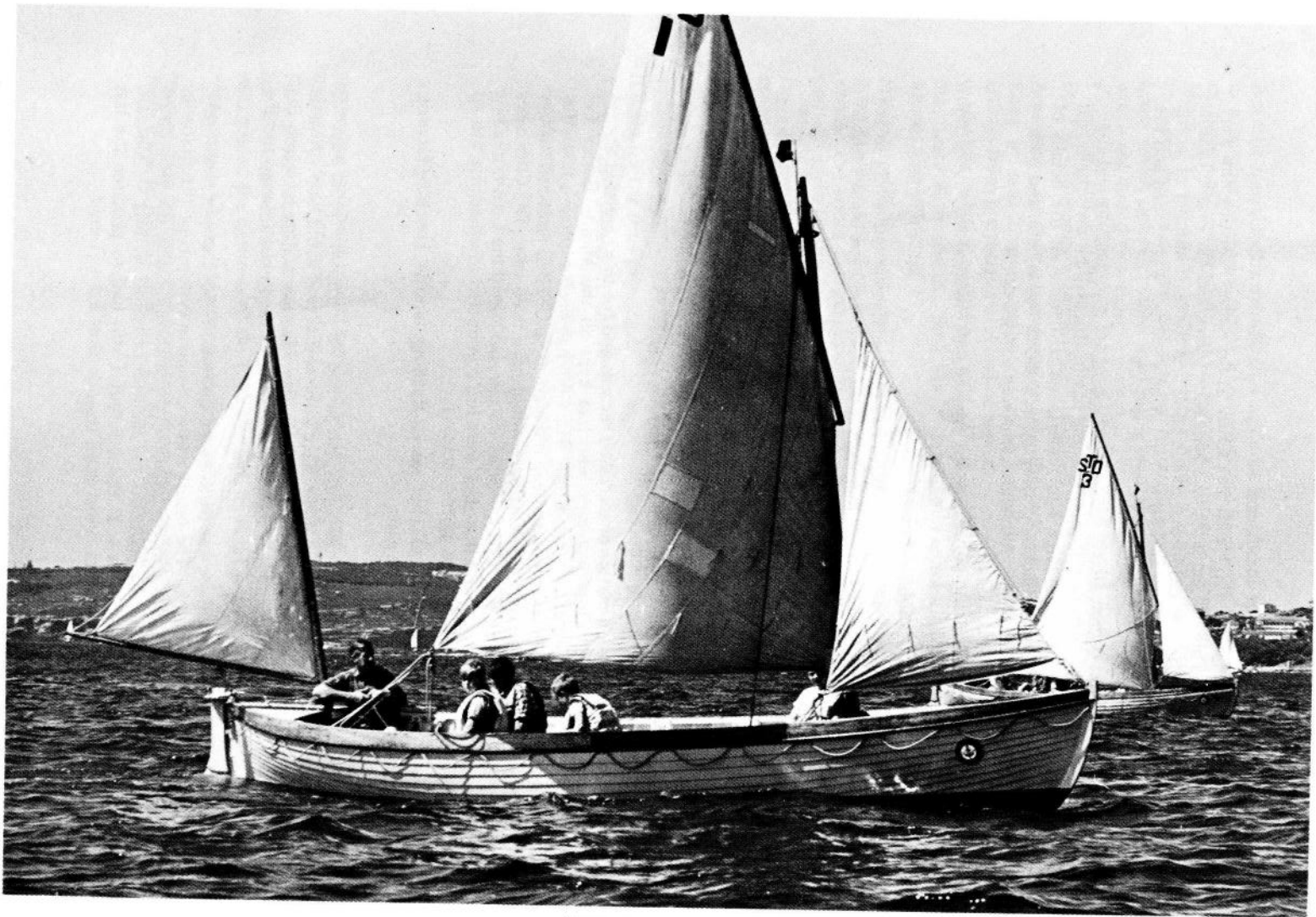
1	FLING	Nina Walton
2	JILL III	Jane Christie
3	TWAIN	Ann Gledhill

During this Centenary Celebration Year a great deal of additional work has fallen on a great number of people. To all those who have been involved may we, on behalf of the Club, say "Thank you for a job well done." In particular we would like to express our gratitude to the Club's Assistant Secretary, Mrs. Kartzoff, who has, without a word of complaint, done far more work than she would have had to do in any normal year.



"KILKIE"

Photo by Seacraft



"STD2" IN THE LEAD

Photo by Sea Spray

How "The Amateurs" was Produced

The project was launched in 1967 with Rex Green at the helm. Assisting him were Ken Retallick, who had been in the printing business for years, and Dr. Frank Talbot. They had decided on the size and format of the book and the least number of words it should contain when Rex was posted to Fiji. A new skipper was needed and the task fell to me.

My job at that time was comparatively easy. Simply a matter of organising and chairing the meetings of the Historical Committee and having discussions with the Board of Directors, because Ken Retallick had undertaken to handle all the details of finding Ghost Writers, proof readers, photographers, block makers etc. and offered to have the printing done at cost. And then came Ken's tragic death.

This was nearly the end of the book as well. As Ken had known it all — and was going to do it all — I had not asked him how.

And this was now the question — how?

To an Electrical Engineer it was a poser. But I had been entrusted with a job, so per medium of the News Sheet I asked the members if there was amongst them a printer who would help.

I had an immediate reply from John Raffan who offered to print the book and see what he could do to have blocks made as cheaply as possible. Gratefully I accepted his offer and had him appointed to the Historical Committee.

So I had a printer. And now I had to provide the material for him to print.

Again the question — how?

It had already been decided that the book should contain three segments — Statistical, Historical, Articles and Anecdotes.

The first two were mainly a matter of searching records and for this I enlisted the aid of Les Jones, a former Club Secretary who had kept all the Minute Books and Annual Reports he could get his hands on. The Club had been without a home for so long that there had been nowhere to keep old records, and it had not been for Les Jones much of the History of the Amateurs would have been lost. The Club owes him a great debt of gratitude. C.R.E. (Bob) Warren also joined the Committee but both he and Frank Talbot found that they were too committed to other interests to spare any time and both ceased to attend meetings.

So Les and I worked on alone, week after week. Reading minutes, checking records, making precis — and finding the gaps.

Yes, the gaps. How to fill them?

Les was retired and had time on his hands, but he had no transport. So he travelled by bus and train to see people who might have information that could help. And he found a University student doing Australian History who was willing to search the Mitchell Library while he, himself, searched the archives of the Public Library and the Newspaper offices.

Between us we proved that there was truth in the quotation "Seek and ye shall find", because we did fill the gaps. The result was a complete synopsis of the Statistics and Minutes of the Club since its Foundation, and a chronological documentation of its History. For these two segments my method of report writing — staccato sentences recording facts — was acceptable, but I still had to produce the last segment. Articles and Anecdotes. And again the question was — how?

Another appeal to the members — again per medium of the News Sheet — brought in a number of stories, a few of which could be printed without editing. But most of them were simply a lot of facts and stories which needed knocking into shape. Much of it was in the form of notes I made while visiting members who should be included but who were too retiring to write about themselves. And there were boats which deserved more than just a mention, and incidents in the Club's history which warranted an article.

I listed all the articles I thought should be included and started to write them up. But I was not happy with the result. I realised that I was an Engineer — not a writer.

And then I received a contribution from David Rayment, and it flowed—just glided along in easy-to-read English. I asked him if he would prepare a couple more articles from my rough notes and he agreed.

When they were finished I sought the opinion of two writer friends of mine, and they were enthusiastic. So I asked David to join the Committee and threw the whole thing in his lap.

My last real worry was over. Except for the few articles which were submitted in a form which could be printed without alteration, David has either written or re-written the entire last section of the book. He was your Ghost writer and I am sure you will agree that he has done a great job.

Each section was then assembled and submitted to the Directors for their approval or alteration. After modification, as required by the Board, the whole thing was given to the printers.

Next David, Les and I set about selecting the illustrations and these, too, were sent to the printer. Then we sat back and waited for the first draft.

There followed nights of proof reading, minor corrections and alterations and back it went for the final printing.

The goal had been achieved.

Thank you David, Les and John for your assistance in compiling this book of "Amateurs" for "Amateurs" by "Amateurs".

— JIM MIDDLETON (15-1-72)

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And so we enter our second hundred years and hand on to Posterity the safekeeping of the Sydney Amateur Sailing Club, its Traditions and, above all, its Spirit.

How those Traditions were founded and how that Spirit was developed is recorded for all time between the covers of "THE AMATEURS" in the stories of the men who guided the destinies of the Club through its first Century.

*"May those who sail in their wake be worthy of their Heritage."

*Quoted from his Preface by permission of our Patron, His Excellency the Governor of New South Wales, Sir Roden Cutler, V.C., K.C.M.G., K.C.V.O., O.B.E.

