



March 2026



The Newsletter of the Sydney Amateur Sailing Club

"The Pointy End"

Recognising the effort, people and moments that define the season

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Cover photo - *Daydream* and *Huon Chief* starting in the Cruiser Race fleet. Photo Geraldine Wilkes

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NEED THE TENDER?

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or

Jack Millard on
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(race days)

Coming Events

Thursday 2 April	Bob Brown Race and cruise to the Basin
Saturday 11 April	RPEYC Classic Yacht Regatta
Sunday 19 April	En Plein Air – Sunday sketching
Friday 1 May	Winter Sailing Season Opening Party
Saturday 2 May	Winter Series Race 1
Wednesday 6 May	General Meeting with Guest Speaker
Sunday 10 May	Water Women’s strategy session
Saturday 16 May	Winter Series Race 2
Saturday 30 May	Winter Series Race 3
Wednesday 10 June	Social evening with speaker
Saturday 13 June	Winter Series Race 4
Sunday 21 June	Winter Solstice Soiree
Saturday 27 June	SASC Prize Giving
Saturday 4 July	Winter Series Race 5
Wednesday 15 July	Life Members Lunch
Saturday 18 July	Winter Series Race 6
Wednesday 22 July	Trivia
Wednesday 5 August	Annual General Meeting
Sunday 30 August	En Plein Air – Sunday sketching
Friday 4 September	Summer Sailing Season Opening Party
Sunday 11 October	Gaffers Day

Signals from the Commodore

“The Pointy End”

Watching the foiling cats of Sail GP suffer the vagaries of an Easterly wind recently confirmed that sailing is not always a spectator sport. The reward we sailors enjoy requires “skin in the game” and dealing with whatever conditions “Huey” might send. As we approach the pointy end of the racing season at the Sydney Amateur Sailing Club, it is worth acknowledging the effort every racing sailor puts in to do the best they can. The conclusion of this season with the Kelly Cup is not simply another tilt at glory; it is an opportunity to recognise the people, effort and shared experiences that make our club such a vibrant and enduring community.

Our sincere thanks go first to the sailors who took part across all divisions of the club’s racing program. From twilights and weekend racing to offshore events, every competitor contributed to the spirit and success of the season. The consistency with which boats arrived on the start line, ready to race in all conditions, speaks volumes about the commitment and enthusiasm of our members. The standard of sailing, sportsmanship and mutual respect shown throughout the season reflects the values that have long defined the Sydney Amateur Sailing Club.

Twilight racing deserves special mention as one of the most enjoyable and accessible aspects of our sailing calendar. These races continue to provide a relaxed yet competitive environment that brings together sailors of all experience levels. Twilight racing is often the gateway for new members and crews, and it is still a highlight for many who balance sailing with work and family commitments. The sight of boats racing into the evening light, followed by shared conversations ashore, captures the social heart of the club and reminds us that sailing is as much about community as it is about competition.

Behind every successful season stands a dedicated group of volunteers, and this year has been no exception. Our maintenance teams, tender boat crews, starters and OOD’s



have worked tirelessly to ensure racing and celebrations are conducted safely, fairly, and efficiently. Often volunteering week after week, they are the backbone of the club's operations. Their willingness to contribute time and expertise enables everyone else to enjoy racing with confidence and peace of mind.

The committees and club officials also deserve recognition for their ongoing commitment. Planning race programs, maintaining facilities and equipment, managing communications, and supporting members requires steady effort throughout the year. Their work, much of it unseen ensures the club continues to function smoothly while preserving its traditions and welcoming new participants.

The Amateurs enjoys strong friendships with clubs and groups that populate Sydney harbour. Close to home the Mosman Rowers hosted a special event on Sunday 8th March for International Women's Day and three of our most passionate racing sailors are talking about why sailing.

Just across the harbour, Sarah and I recently watched the aquatic battles of the RANSA Regatta from the comfort of the coal fired Lady Hopetoun. The day was a great success with participation of boats and crews from many clubs. The Amateurs Sunday racing divisions scheduled it as a point score race which made a great difference. Of particular note were the folkboats who came out en masse to show they are still very much a class that is alive and kicking.

The special place we enjoy on the shores of Mosman Bay should not be taken for granted. Recent announcements by State Planning have shown that the lobbying efforts of the Sydney Heritage Fleet were not in vain. A volunteer group much like us, they are well connected and determined and it looks like they will secure a new home in White Bay as part of the Bays precinct development. Recently another small sailing club – The Port Hacking Sailing Club – has had their land lease reappraised and the rental raised 600%; they are facing an existential crisis. As our history clearly shows, we are not immune from losing out to powerful interests, so it is important that we cultivate goodwill amongst our friends and neighbours and support each other as the challenges come in.

Beyond results and trophies, the true success of the season lies in the friendships formed and strengthened along the way. Conversations on the tender, the pontoon, post race gatherings, and the shared stories of close calls and good luck all contribute to the sense of belonging that makes SASC special. These moments remind us why we return season after season.

As we approach the end of this racing year, thank you to everyone who took part – sailors, volunteers, families and supporters alike. Your involvement is what keeps the Sydney Amateur Sailing Club thriving. We look forward to seeing you back as part of a working bee, or on the water next season, continuing the traditions and enjoyment that define our club.

Peter Scott

Commodore

Gaffers Day 2026

The Sydney Amateur Sailing Club will host **Gaffers Day** on **Sunday 11th October 2026**. We take great pride in the history and heritage of our club.

Gaffers Day is a rally for classic yachts and has become a “not to be missed” event for anyone who has an interest in classic yachts. We will have one of the largest gatherings of classic yachts in the country, both on show at our club house and racing on Sydney Harbour. There will be a spectator vessel for those who wish to watch the rally from the water. For classic boat owners and enthusiasts alike there will be many stories to be shared of Australian maritime history.

<https://sasc.com.au/gaffers-day>

[Watch the Gaffers Day 2022 Video here.](#)

We look forward to providing a warm welcome to all who can join us.



Caprice and Rana Gaffers Day. Photo John Jeremy



Nerida at dock. Photo John Jeremy



Clubhouse Gaffers Day. Photo John Jeremy



Clubhouse Gaffers Day. Photo John Jeremy

Livin' the Dream

A lot of people have the dream of owning a boat and going racing and others like to have a boat to go cruising on. Herschel has been in and around boats since he was a kid (he's now a life member at SASC of more than 50 years!) He had a stint at living on his 50ft steel boat at Gladesville for a number of years and loved the live aboard lifestyle with the possibility of more long distance sailing. The usual things of work and family ended up taking precedence and he moved ashore. The partnership in the 50ft boat wound up and dissipated but the dream was still there.

Life meandered and now Herschel has come to an opportunity to follow his dream and after lots of research and list making is the very happy owner of a Carbineer 46 Ketch. He found it in Hobart and is enjoying exploring there before he and his wife Catherine take the next step of living on the boat when they bring it back to Sydney. And once they pay off the mortgage and Catherine steps back from work (Herschel says; "Hurry up Catherine!") hopefully some longer distance trips.



Photo by Catherine Baker

Since taking ownership of the boat Herschel and Catherine have enjoyed getting to know the boat and exploring different parts of Tasmania. Firstly, was to Bruny Island and the Channel, then Norfolk Bay area and most recently the East Coast of Tassie. Coshy joined them for the 2 week trip in February 2026. Coshy is a great person to sail with. He sees and notices everything and anticipates what will happen next so is always in the right place at the right time ready for action! Apart from his immense experience of being at sea, he has a few stories to tell and plenty of knowledge he very kindly shares and he keeps his cabin very ship shape. Having Coshy around meant lots of things on the boat were discovered, tweaked, adjusted and worked on so now there is quite a good work list of things to improve the already well set up ketch which will keep Herschel and Coshy busy a bit longer and will involve a trip or two to adjust and enjoy the boat, friends in Hobart and Tassie in general with a couple of bottles of black beer included of course!

The exploration the 3 took in February 2026 started with a visit to Kettering and meeting friends at the Oyster Cove hotel for dinner (scallops – yum). The next day was around a 30 mile passage to Port Arthur, past amazing Cape Raoul. In Storm Bay we were greeted

by circling albatrosses – amazing birds! We anchored in Carnarvon Bay where the breeze was a 20kt SW with some rather strong gusts. Explored the historic Port Arthur – quite large and very well maintained site and had to duck inside between the showers of rain.

Next was a trip around Tasman Island in confused seas, past so many spectacular rocky capes and up towards Maria Island. We were blessed with a large pod of dolphins bow riding for ages. Shoal Bay at Maria Island was a very enjoyable spot to explore on long beach walks. The gazillion stars at night were breath taking. We learned a new word from Coshy here – catenary- the mathematical formula made Catherine chuckle: $y = a \cosh(x/a)$ Then up to Schouten Island. As always in Tassie, the weather was variable which meant 180 degree changes in wind direction some days which makes for interesting anchoring. We anchored in Morey's Bay so we could be protected from the SW overnight breeze but endured the N breeze for a couple more hours in solitude. Just before sunset, the change came through and all the boats anchored in Bryan's Corner (best in N breeze) came and joined us in the protection of Morey's Bay.



Photo by Catherine Baker

Next was a short hop up to Wineglass bay. Still as stunning as ever! Was nicely protected in the SE corner and a couple of the days in the sun were spent with a spot of swimming. Herschel and Coshy fitted the chaps – expertly made by Mel – to the dinghy in the sunny corner of the sandy bay and we enjoyed walking on the fine white sandy beach. One of our boat neighbours at Bellerive YC arrived in the bay too – small world. While the weather was sunny and there was a gentle breeze, it was decided to unfurl the main and investigate why the manual override on the furler wasn't working. The motor to furl worked fine, but the back-up manual option needed to be fixed. The manual clutch was seized on the shaft so some efforts to release it ensued. A couple of methods were trialled; one involving a mallet and screwdriver, and another involving a gas stove to try to heat and release the clutch. To no avail, so the furler was brought home to be worked on. At home, Coshy worked his magic with 5 tonnes on the press.

Next was a sail and motor around spectacular Schouten island. The E part of the island is dolerite and pink granite, and the west sandstone and shale. The difference in rocks being caused by a geological fault line. We found another lovely white sandy beach to anchor for the night before heading south the next day on the forecast N breeze of 10 – 15kt. Light sailing conditions changed when it started pouring with rain and blowing

from the W at 20+kt. That lasted about half an hour, then the breeze came in from the E and then died out. Weird weather! Stayed another night on Maria Island at Shoal Bay with the black swans and anchored in the middle so we were prepared for any direction of wind!

Heading south again we decided to take the short cut back to Hobart through Marion Narrows and Denison Canal. Had to contact the bridge operator the day prior to book a transit slot. Waited for the tide to start rising and carefully followed the leads and channel markers. It's a narrow channel and quite shallow in parts. Briefly kissed the sandy bottom at one point. Made it through the canal (bridge operator can no longer accept beer as payment – the rules have changed!) and into Norfolk Bay. Restocked some pantry items at Murdunna and headed S to a very peaceful anchorage at Eaglehawk neck. Again, were blessed with visits from dolphins, including when we took the dingy ashore and a dolphin swam with us there! Visited the tessellated pavements – another geological wonder and enjoyed the expanse of Pirates Bay with only one resident surfer partaking the morning conditions.



Photo by Catherine Baker

That afternoon going across Norfolk Bay, the forecast N-NE breeze of 15kt came in and increased to 25+ so we scooted across the bay under all sails. We eventually found shelter for the night off another lovely white sand beach near Slopen Island. Pulled the mizzen part way out to keep the boat more head to wind in the blustery conditions and fortunately the wind eased to make for a more peaceful night. Next day was an early start so we could get back into the marina in Bellerive before the strong NW breeze arrived. Again, the 10-15kt N built strength to close to 27kt, so took the main down and the boat was better balanced with the heady and mizzen. Motored up the Derwent with the N breeze on our nose.

We covered some miles, enjoyed Coshy's phenomenal expertise and stories and had a glass of wine in Wineglass Bay. We're blessed to have the opportunity to enjoy a lovely boat in a lovely part of the world. Looking forward to more adventures and "Livin' the dream" some more!

While were enjoying ourselves, Coshy had regular phone calls with Bruce as they were working on Kareela with the fuel issue. We want to acknowledge just how much work they do all the time, tirelessly and so generously giving us all the opportunity to sail and enjoy the SASC. Thank you Coshy and Bruce!

By Catherine Baker

Australia Day Regatta

A Day to Remember: The 190th Australia Day Regatta

January 26, 2026 will go down as one of those days that reminded us all why we love this sport – and this city.

The 190th Australia Day Regatta delivered everything you could ask for: a sparkling Sydney Harbour, competitive racing across the fleet, and a gathering of people who share a deep passion for sailing in all its forms. For those of us on the water and aboard the flagship *HMAS Canberra*, it was a day that lived up to its billing as the world's oldest continuously running regatta – a tradition stretching back to 1837.

The flagship experience was a highlight for many. Close to 190 guests – volunteers, officials, and supporters drawn from clubs large and small across the region – were welcomed aboard *HMAS Canberra*, and the feedback from all quarters has been uniformly terrific.

But the day truly belonged to *HMAS Canberra* herself. As the great ship took centre stage in Circular Quay, some 250 sailors, soldiers and air force personnel lined her deck in immaculate formation to deliver the Salute to Australia – a moment that brought more than a few lumps to throats.

For our guests, it was also a front-row seat to the full spectacle of Australia Day on the harbour: the colour and chaos of the Ferrython, the grace of the tall ships race, and – the moment that had everyone craning their necks skyward – a breathtaking aerial display by the RAAF's F-35 fighter jet. There is simply no better vantage point in Sydney on Australia Day.

Among the distinguished guests joining us on board were NSW Governor Margaret Beazley AC KC and RAN Fleet Commander Rear Admiral Chris Smith AM – a reminder of the esteem in which this historic event is held, and a tribute to all who make it happen year after year.

The Sydney Amateur Sailing Club deserves a particular mention. The SASC's support was, as ever, outstanding – and it showed in the quality of the day. These things don't happen without committed people working quietly behind the scenes, and the SASC's contribution is deeply appreciated by the broader sailing community.

On the water, the racing was sharp. In the Classics Division, it was a clean sweep for a trio of boats that know their way around the harbour: *Delinquent* (Warwick Ellis) crossed the line first, with *Volunteer* (Ian Smith) close behind in second, and *Cherub* (Mark Pearse) rounding out the podium in third. Three classic boats, three fine results – the kind of racing that the Classics fleet does so well.

In Division 2, *Samphire* (Chris Manion) put in a performance that left little doubt – a resounding win that will be remembered long after the trophies have been handed out. Congratulations to Chris and crew on a well-deserved result.

As the 190th regatta recedes into the record books, it joins a list of events that stretches back nearly two centuries. The 191st is already on the horizon – January 26, 2027 – and if this year is anything to go by, it promises to be another day worth being part of.

See you on the water.

Bruce Dover

Chair, Australia Day Regatta Committee



Ranger A1 and Cherub A4 Classic Div 2 start. Photo Steve Omm



Australia Day preparing for the ferry race. Photo Mathew Jeremy



ADR Division 2 start line. Photo Steve Omm

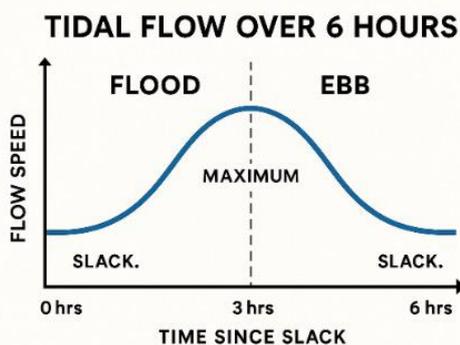


HMAS Canberra hosting volunteers on the flightdeck. Photo Mathew Jeremy

Tidal Matters

In sailboat racing, a small advantage may win the race and understanding the tide is one that maybe overlooked. This is especially true in a complex estuarine environment like Sydney Harbour, where tidal currents can significantly impact a boat's position, particularly in light winds.

Tides are caused primarily by the gravitational pull of the Moon and to a lesser degree, the Sun. As the Earth rotates, sea levels rise and fall in a regular cycle, generating wave-like tidal movements in the oceans. Rather than changing abruptly, tidal heights vary in a smooth sinusoidal pattern, a form of simple harmonic motion.



Throughout the tidal cycle the tidal current is either speeding up or slowing down. It is slowest around slack water, which occurs briefly at both high and low tide. The flow then accelerates, reaching its peak speed about halfway through the rising or falling tide. A useful analogy is the swing of a pendulum: like the tides, it moves fastest at its midpoint and slows as it nears the ends of its arc, momentarily stopping before reversing direction.

In Sydney Harbour, the time between two consecutive high tides occur approximately every 12 hours and 25 minutes and is called a semi-diurnal tidal pattern. The maximum tidal range reaches around 2.1 metres, though typical daily ranges are 1.5 metres. Peak tidal current speeds reaching approximately 0.8 m/s (about 1.6 knots) with the strongest flow near The Heads and in narrow channels where water is constricted.

The driving force behind the tidal current is the pressure gradient created by the changing water levels. As the tide rises and falls, this difference generates horizontal flow. The current speed follows a sine pattern over time that is modelled as:

$$V(t) = V_{\max} \times \sin(2\pi t / T)$$

Where, $V(t)$ is the tidal current speed at time t from slack water when current speed is zero, V_{\max} is the maximum current speed in metres per second, and T is the tidal period, typically 12.42 hours for a semi-diurnal tide.

For example, with a peak speed of $V_{\max} = 0.8$ m/s and $T = 12.42$ hours

One hour after slack: $V(1 \text{ hr}) = 0.8 \text{ m/s} \times \sin(2\pi \cdot 1 \text{ hr} / 12.42) = 0.4 \text{ m/s}$ (about 0.8 knots)

Three hours after slack (mid-tide): $V(3 \text{ hrs}) = 0.8 \text{ m/s} \times \sin(2\pi \cdot 3 \text{ hr} / 12.42) = 0.8 \text{ m/s}$ (about 1.6 knots)

RACING TACTICS: USING THE TIDE TO YOUR ADVANTAGE

Upwind Against the Tide: When sailing upwind into the current, the general rule is to stay close to shore. Here, currents tend to be weaker, and in some spots may even reverse. Avoid the mid-channel unless the wind there is significantly stronger.

Downwind with the Tide: When running downwind with the tide, the mid-channel becomes your ally. Not only is the current stronger here, but you're also more likely to find undisturbed wind. The combination can give you a noticeable speed advantage.

Geography and Depth Tips: Current speed is influenced by depth and shoreline

features. Deeper water typically has faster flow, and currents tend to accelerate around headlands, bends and constrictions— such as those near Bradleys Head. Use anchored boats to read tide flow direction in real time.

Wind against the Tide Interactions: When the wind blows against the tide, the sea state becomes choppier and steering becomes more difficult. In contrast, when wind and tide move in the same direction, the water flattens, handling improves, and the boat will gain speed.

A RACE DAY EXAMPLE

Let's say the tide on race day is as follows:

- Low: 9:30 AM (0.5 m)
- High: 3:30 PM (1.7 m)
- Flood tide: 9:30 AM to 3:30 PM (flowing westward)
- Race Start: 12:00 PM (Peak flood tide)

If you're sailing east toward the Heads, you'll be fighting the tide, so hug the shoreline where the current is weaker. If you're heading west towards the Bridge, mid-channel positioning can give you a helpful push. When sailing against the flow, aim well above the mark to compensate for sideways drift.

KEY TAKEAWAYS

1. Sydney Harbour experiences semi-diurnal tides: two highs and two lows each day.
2. Flood tide flows westward; ebb tide flows eastward.
3. Tidal current speed peak mid-tide and follows a sinusoidal pattern.
4. Tidal tactics can be your winning edge.

Summer Cruise to Jervis Bay on *Anitra V*

What should we do to see in the New Year? The answer from my crew was a cruise to Jervis Bay for New Years Eve.

Four members of Team *Anitra* – Vickki Lincoln, Teresa Ferreir, Max Grant and me – left Sydney Harbour into a gentle Sou'westerly breeze on Monday 29th December with a plan for a 5 day cruise.

These notes might offer some guidance for others interested in doing easy access coastal cruising from Sydney Harbour.

The sailing on Day 1 into the 15Kn Sou'west breeze in full sunshine was very pleasant close hauled but "full and by" with cracked sheets as we made our way down the coast past Botany Bay. Rather than pushing on to make the first passage too long and so probably into the night in a fading breeze, we sailed into Port Hacking in the early afternoon and anchored just off Jibbon Beach on the southern shore east of the township of Bundeena.

We anchored amongst a large crowd of day tripping boats – some sailing yachts but mostly cruiser/motor boats there to enjoy swimming, children playing in dinghies and on float mats, and relaxing at the beach. We joined in the fun and had the evening on anchor amongst only 6 other boats once the day trippers departed. The SW breeze dropped out in the evening making it very pleasant sitting out in the cockpit under the night sky.

The Day 2 passage was a bit longer and as we wanted to arrive at Jervis Bay in the afternoon we cleared the southern headland of Port Hacking before 0600 under motor into a calm sea and clear skies, down past the very scenic coastline of cliffs in the Royal National Park.

A Nor'easter was forecast so the breeze was going to be favourable for our next leg south. By 0930 the Nor'easter started to build and soon we were having a most enjoyable sail south on old *Anitra V* (now in her 70th year) with Main and poled out No.1 headsail, until we gybed at a position east of Point Perpendicular onto a fast Starboard hand reach into Jervis Bay in the 18-20 Kn Nor'easter.

Having sailed into the Bay we headed north and had a pleasant sail close hauled to windward in flat water up the inside eastern shore of Jervis Bay to Long Beach on the Beecroft Peninsula where we anchored amongst half a dozen yachts for the night. This is a sheltered spot in a Nor'easter and a favourable anchorage in 6m on sand



off the beach. We had arrived with several hours of daylight to spare so again we had time for a swim off the boat before preparing our dinner. A great evening was had with wine from the Anitra Cellar and music supplied by Max with his Bluetooth speaker and Spotify playlist followed by dancing on the aft deck into the evening. *Anitra* style cruising!

Wednesday was New Years Eve and we had decided to spend the day in Jervis Bay rather than going sailing outside. The weather was overcast and cool so we started on a tour of the bay under motor, first over to Callala Bay to check out the moorings there, then on to Huskisson where we picked up a public Courtesy mooring off the small town beach for lunch onboard.

We were moored adjacent to a commercial fishing boat which was being washed down and packed up by the crew. As they came past in their tender going ashore with their catch we waved them over to ask whether we could buy some fresh fish.

The answer was "sorry – we've only got lobsters".

"Well that's a wonderful surprise. Can we have some of those?"

We purchased 2 large lobsters for cash at a 50% discount to shore prices for our New Years Eve supper, which was later expertly prepared by Teresa and Max in *Anitra's* accommodating galley.

After this fortuitous encounter, with the live lobsters safely alive in a bucket of sea water, a shore party via the rubber dinghy was assembled to do some food shopping and take in the local atmosphere of NYE. The sight of Max rowing Teresa and Vicki ashore in the small rubber dinghy in the southerly wind and some swell was comical. To my surprise and relief they made it to the beach – and return – without capsize.

For the evening and NYE celebrations we moved East up the Bay to anchor off the town beach at Vincentia in a position very well protected from the Southerly which was blowing strongly by late afternoon.

There were Shoalhaven Council funded fireworks at Huskisson at 2100 Hrs, then at midnight there were multiple small private displays of fireworks all around the Bay, all visible from our anchorage. It was a wonderful display of local public enthusiasm – very different to the grandiose display on Sydney Harbour – to celebrate the beginning of the New Year. Of course we had a great evening of celebration onboard *Anitra*.

Thursday 1st January was a grey blustery morning as we motored around to Greenpatch to check out the anchorage there before heading north. There were about a dozen boats sheltering there in the shore protection from the Southerly breeze. This is also a very comfortable anchorage on sand when the breeze is from both Nor'east and Sou'east.

We left Greenpatch and hoisted sail to exit the Bay but rather than the good 25Kn southerly blowing in the morning we were left with a dying breeze and a sloppy seaway as we headed North east sailing out past Point Perpendicular. The breeze remained from the south but soft. Later in the afternoon we motor sailed into the relatively new Shell Harbour Marina for the night.

This was *Anitra's* third visit to this marina which is gradually filling with permanently berthed boats. The service and location with new bathroom and shower facilities, a large pub, restaurants and supermarket shopping on the dock is a very comfortable stopping place for cruising sailors. Booking was easy by phone on the day of arrival.

On our final day for the run back to Mosman Bay we were also joined by Chris Watt

who met us with his wife and small daughter ashore for a café breakfast. The southerly breeze remained but was only blowing at 10 -12 Kn so after a slow but pleasant morning under sail we pushed on motor sailing to finish the run up to South Head and into Mosman Bay.

All agreed that the cruise had been a great success and a wonderful way to bring in the New Year with a holiday afloat. My thanks to my crew for making the whole venture possible and so much fun.

Story by Philip Brown



Point Perpendicular. Photo Philip Brown

Vale David Walton

Longtime SASC member, David Walton, died on 27th November 2025 following a courageous battle against MND.

David sailed his Endeavour 28, Second Fling, for many years with partner Bev White, in the club and with the Endeavour Yachting Association.

David leaves a son, Joseph, daughter, Bianca and two grandchildren.

Much loved by all – RIP



Sydney Harbour Regatta

Sydney Amateur Sailing Club yachts and members were well represented at the 2026 Nautilus Marine Insurance Sydney Harbour Regatta, held on 7–8 March and hosted by Middle Harbour Yacht Club. The event attracted large fleets across multiple course areas on Sydney Harbour and remains one of the most significant keelboat regattas on the harbour racing calendar.

Sydney Amateur Sailing Club continued its long-standing support of the event by providing *Kareela* as a start boat, assisting race management in starting three divisions on Course area C.

In the Super 30 division, two SASC boats competed in a strong fleet. *Blue Peter*, owned and skippered by Peter Girdis, finished second overall after a consistent series across the weekend. Fellow SASC boat *Clewless*, skippered by Lachlan Irwin, finished third overall following closely contested windward-leeward racing.

SASC member Margaux Everett also competed in the regatta as crew aboard *51st Project*, part of Newcastle Cruising Yacht Club (NCYC) owned and skippered by Julian Bell. The boat finished second overall in Performance Spinnaker Division 1 after a competitive series.

Another SASC entry, *Tea for the Tillerman*, owned by Mike Finney and Nigel Biggs and skippered by Nigel, joined the regatta fleet for the Sunday racing program with a 2nd place in race 4.

With strong results on the water and continued support through volunteer race management, SASC maintained its presence at one of Sydney Harbour's premier sailing events.



51st Project. Photo: Haig Gilchrist (Sydney Ferries)



51st Project gybing behind Sydney Ferry Narrabeen. Photo: Haig Gilchrist (Sydney Ferries)

On the Water



Whiplash and Daydream Sunday non spinnaker series. Photo David Pryke



Hotspur and SailGP during the Mixed Fleet Race. Photo Geraldine Wilkes



Clewless and Cool Runnings heading to Kirribilli Mark. Photo Geraldine Wilkes



Cherub racing in the Commodores Cup. Photo Geraldine Wilkes



Commodores Cup start. Photo Geraldine Wilkes



Isis racing in the Sunday non spinnaker series. Photo David Pryke



Start of the Cav28 fleet. Photo Geraldine Wilkes

Philosophy of Sailing

In her handling, a ship will not put up with a mere pretender, as, for instance the public will do with Mr X the popular statesman, Mr. Y the popular scientist or Mr Z, the popular - what shall we say - anything from a teacher of high morality to a bagman "

Jospeh Conrad, The Mirror of the Sea (1906) "The Fine Art., p.29

Each sailor will have his or her reasons that draw them back to sailing week after week- the sheer thrill and challenge of it, the camaraderie on board (and in the club after a race) the pleasure of just being on the water... and many more.

However, could there be a single deeper reason, shared by all, that makes sailing especially attractive in these times? I believe there is - and it is deep enough to constitute a "philosophy of sailing".

The deep attraction of any type of sailing is in the direct confrontation with nature that demands constant application of skills by the sailor. It means experiencing the "stern judge" of wind and sea - whose judgments are purely objective and indifferent to us. This experience stands in direct contrast to 21st century modern life, which for many, means considerable time spent online.

The online/virtual world is anything but objective and indifferent. Literally "anything goes". It is mainly subjective and driven by the whims of impressions, appearances, shock value and "likes", with no external reality tests. The online/virtual world is also an apparently "perfect world" where any need can be gratified instantaneously and everybody in your "community" agrees with you and the messiness of the external world can be ignored. The boom in the online/virtual "world" and its artificial experiences, has, I believe, been a significant contributor to such cultural problems as breakdown of social cohesion, growth of "post-truth", cancel culture and abuse of language "norms" - let alone depression and anxiety for the young.

As there is no independent reality test in the virtual world, the fundamental concept of objective truth, something "out there", independent of you and I, falls away. Instead, it is replaced by a total indifference to truth. Not outright lying but something actually worse - (a liar at least recognises there is a truth and oppose it). Those who are indifferent to truth simply do not care about truth or falsity - how things really are - and just say what they feel, regardless. A famous philosopher has called this the "essence of bulls**t".

Examples of virtual behaviours transferring from the on-line to the "post-truth" in the real world are all around us: Trump and his supporters' claim that the 2020 election was rigged, against all evidence; or the anti-vaccination movement; the misuse of the word "genocide" in debates on climate change and the Middle East; Cancel Culture, which has led to the mob destruction of historical statues (including our very own Capt. James Cook!); Fantasy thinking on climate change and the "belief" in 100% renewables, against all physics and engineering evidence.

Sailing is an activity that stands in direct opposition to all these behaviours and their source - the complete separation from the demands of physical reality. Simply put, you cannot be indifferent to truth sailing downwind in 35 knots with the threat of an accidental gybe! Or comparing sailing to online "outrage" - can you imagine an experienced skipper or crew expressing "outrage" at the weather!! It would be profoundly ridiculous.

Beyond just being in opposition to these behaviours and what they represent - sailing can be an antidote to them. That is because success in any type of sailing demands

character traits or virtues to be inherent in the sailor for life. These virtues will be well known to sailors, in practice, though rarely explicitly mentioned. They include recognising the objectivity of facts derived from physical laws of nature, based on evidence; admitting and learning from mistakes; taking responsibility for mistakes, accepting the consequences for action on board and with other boats, the importance of correct use of technical language.

Finally, sailing demonstrates the importance of practical “know-how” type of knowledge over abstract, theoretical “know-what”. This last one is important as it demonstrates again the significance of activity measured by real world consequences. To be authentic knowledge that is useful, abstract knowledge on hydrodynamics and air foils is of no use, unless it translates into action. Sailing is then a test of authenticity which is something you would never get on-line or in the subjective world of post-truth politics.

The reader will notice that the virtues mentioned above apply not just to sailing, of course, but to any activity that engages with the material world: boat building, farming, engineering and science and brick laying, welding and more.

In summary, the objectivity and indifference of the sea to a yachtsman is a critical factor that makes sailing attractive and an antidote to the ill-effects of the online world of the 21st century.

David Shteinman

David is writing a book on *A Diagnosis and Antidote to Post-Truth and General Bull**t*, with Case Studies from Engineering, Technical work andsailing



Women's Keelboat Series

SASC HOST SHWKS RACE 4

The Sydney Harbour Women's Keelboat Series is a Sydney Harbour Combined Clubs sailing event, featuring seven races, aimed at promoting female participation in competitive sailing. The format includes spinnaker, non-spinnaker, female helm and all female crew offerings.

In previous years, the series was just 5 races hosted by CYCA, MHYC, RANSA, RSYS, MYC. Two additional races have been added this year with the inclusion of Balmain Sailing Club (with a tricky course around the 4 Islands (Cockatoo, Goat, Snapper and Spectacle) and SASC.

SASC hosted the 4th race on Sunday 18th January. Despite the breezy forecast, 11 boats raced across the two divisions. SASC had a total of 7 boats entered, however only 4 ventured out given the challenging conditions.

In Division 1 – we had *Clewless* and *Andiamo* (placing 3rd) and in Division 2 – *Yvonne* (placing 2nd) and *finesse*. *Clewless* unfortunately withdrew just prior to the start due to equipment failure and *finesse* eventually retired after a crew overboard event.

After racing, we were delighted to welcome back the crews of *Alcamy* (RANSA), *Lively* (RSYS) and *Sirius* (MYC) to enjoy the SASC's relaxed ambience, prizegiving, salads, kebabs and sausage sizzle (kindly cooked by the crew of *Clewless*).

The camaraderie was palpable, despite the keen on-water competition.

Many thanks to everyone who made SASC's inaugural hosting of the SHWKS such a resounding success.

Kylie Twible & Leone Lorrimer



Alcamy taking home a bottle of Amateurs Rose - 1st Place. Photo Leone Lorrimer

Accommodation Request

Dear Members,

I hope you won't mind a note from a soon-to-be grandmother.

My son, Jameson Clifton, and his partner Serena, are eagerly awaiting the arrival of their baby in early May. Jameson is a member of The Amateurs and races regularly on *Double Dutch* and *Clewless*. I live outside Brisbane and am hoping to spend some time in Mosman to support them during those precious early weeks of May. Initially it will be for a few days and then I'll return for a week in May. Hopefully, I can continue travelling on a regular basis with my husband David and as our work schedule allows.

I'm looking for a small, self-contained space within walking distance of Lower Boyle Street (very close to the Sailing Club) from approximately 4–7 May, possibly again 18–22 May and then periodically over the coming year. As babies tend to keep their own schedule, dates may change a wee bit. I'm an avid walker so as long as I can follow trails and pathways to get to Lower Boyle St it's ideal.

I will, of course, be paying for accommodation.

I'm aware of the local Airbnbs and Stayz listings – many of which are designed for larger groups – but I thought I would respectfully ask within the Club community in case anyone has a granny flat, studio, or quiet space that might suit a very tidy and considerate paying guest or 2.

If helpful, I'm also very happy to house-sit and care for a dog or cat while you're away. My husband and I live on a small horse property outside Brisbane, so animals are very much part of our lives.

By way of background, I'm a sessional university lecturer and training facilitator. Some neighbours near Lower Boyle Street may have seen me coming and going over the past year when visiting Jameson.

If you happen to know of something suitable, I would be most grateful to hear from you. You may reach me on 0491 237 684 or ginnydougherty@gmail.com

With thanks and warm regards,

Jameson's Mum,

Ginny Clifton Dougherty



Friday Twilights – The Sally Awards

The inspiration for these awards came from a conversation with my crew and me one Friday evening. We realised that at the end of the season, there were no prizes to acknowledge the effort, time, or consistent attendance of those competing in the Twilight sailing. We felt that the spirit of the competition deserved to be celebrated.

After discussing the matter with members of the SASC committee, it was decided that every class and category should be recognised. We reached a decision that the awards should be based on participation – specifically, the number of times a boat competed in the Friday Twilight races. For each division, the prizes consist of three bottles of wine for the winner (the boat with the most races completed), two for second place and one for third.

The name “The Sally Awards” is both simple and deeply personal.

My wife, Sally, loved to watch us sail. Every Friday, she would watch us head out and she was always there on our balcony to wave us back home when we returned, cheese and biscuits out and the kettle on. She was my constant supporter, waving me goodbye whenever I went racing and always sending me pictures of *Ariel* at her mooring whenever I was competing or sailing overseas.

She completed sailing courses and sailed, however never told me.

Arthritis in her hands robbed her of the opportunity to grip and she lost her balance as she was diagnosed with blood clots on the brain.

These awards are dedicated to her memory. Both she and I fought hard against the ravages of her dementia and this prize serves as a tribute to her enduring spirit and her love of life.

As Dylan Thomas wrote “ Do not go gentle into this dark night, but rage, rage against the dying of the light”

Tony Brown



Ariel participates regularly in Friday Twilight racing. Photo Alice Murphy

SASC Shop

New stock available – all sizes!

SASC merchandise is available for the winter Sailing Season!

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

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

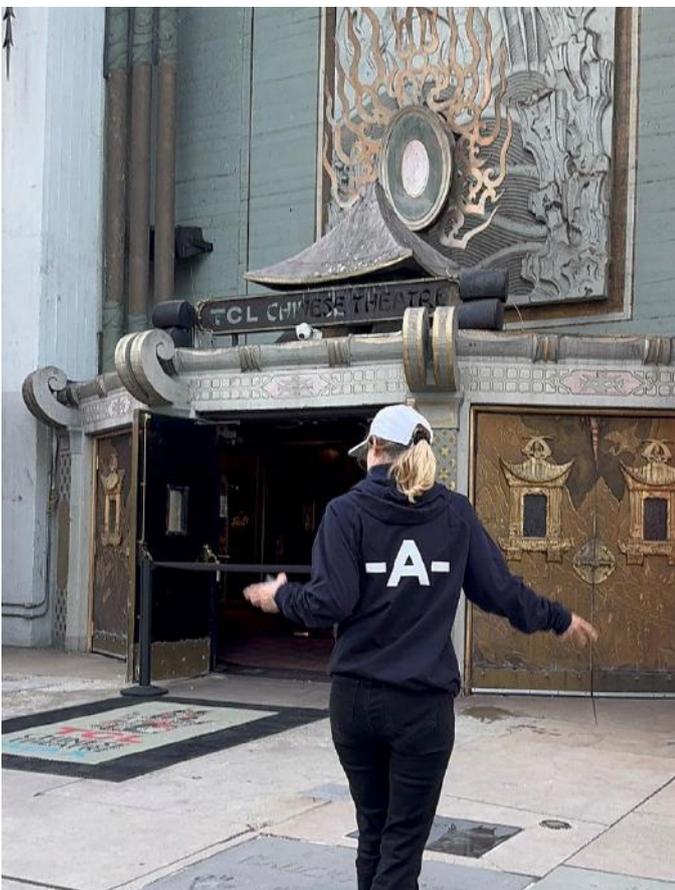
Taking Amateurs to the World!



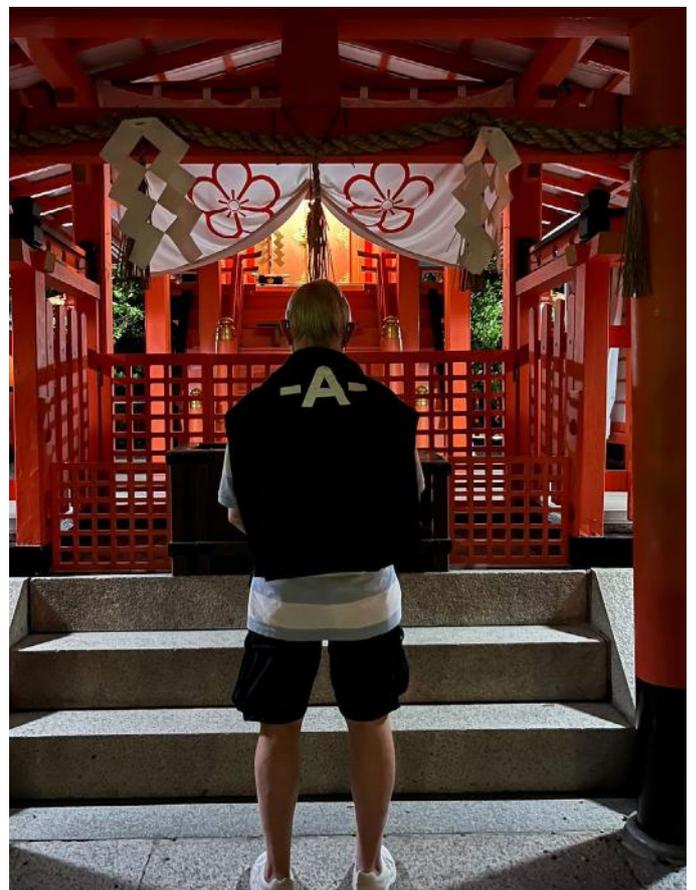
Alice in Paris



Coco in Hollywood



Graumans Chinese Restaurant



Mike in Japan

Board Members and Staff



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

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

Commodore: Peter Scott, *Cherub*

Vice-Commodore: Chris Manion, *Samphire*

Rear Commodore: Alice Murphy, *Bordeaux*

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

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

Honorary Secretary: Leone Lorrimer, *finesse*

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

Staff Members

Karen Ewels – Office

Sophie Tong – Office

David Pryke – Sailing

Rod Phillips, Shipwright – Boatshed

New Members

We welcome the following new members:

Full Member	Crew Member	Associate Member	Youth Member
Jameson Clifton	Serena Citarella	Caroline Talbot	Rebecca Lamont
Jonathan Talbot	Yin Yu		
Calvin Curdie	William Stewart		
Glen Brumm	Elizabeth Hurst		

NEWSLETTER DEADLINE

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

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

WEDNESDAY TENDER SERVICE

The tender service will operate from 1000 to 1600.

TENDER HOURS

Members are reminded that the normal hours of operation of the Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800





Sea Rover competing in the Saturday Classics. Photo Geraldine Wilkes