



June 2026



The Newsletter of the Sydney Amateur Sailing Club

“The Strength of Our Club”

Built over generations by members who step forward.

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Cover photo - A little *Vanity* an extraordinary and beautiful scale model Mark Pearse

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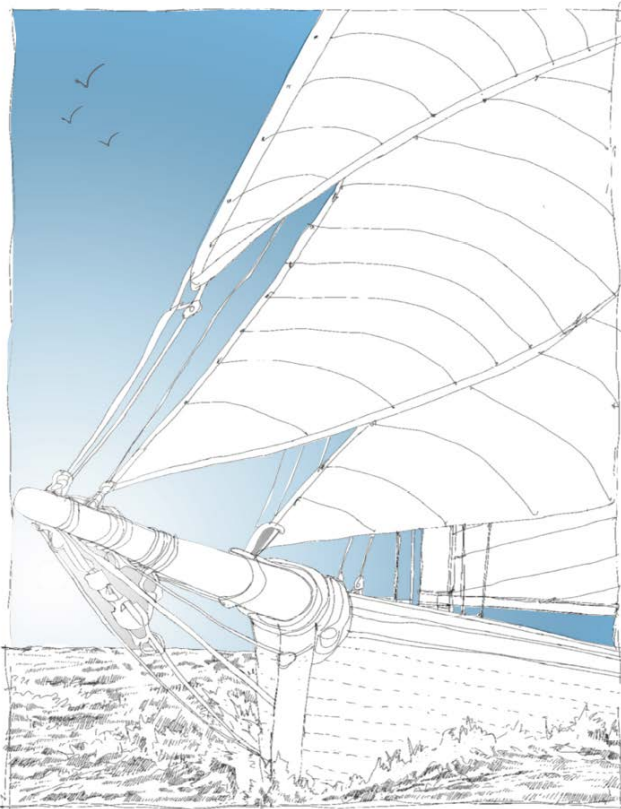
Jack Millard on
0418 678 819

(race days)

Coming Events

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
Saturday 18 July	Winter Series Race 6
Wednesday 15 July	Life Members Lunch
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

A RALLY for CLASSIC YACHTS
GAFFERS DAY 2026



Sunday 11 October - Sydney Harbour - Australia
SYDNEY AMATEUR SAILING CLUB founded 1872 Tel: 9953 1433 office@sasc.com.au sasc.com.au

Signals from the Commodore

“A light touch on the helm”

The racing was exciting, the weather glorious and the harbour and Mosman Bay sparkled like diamonds. What a fantastic gathering the Winter Series crews had back at the club after race 3. To round it off, celebrate and debrief, a plate of party pies and a jug of “dark and stormy” – a perfect day!

Over the last 21 years of sailing Cherub, I have come to recognise that in gentle winds she hardly needs a hand on the tiller. No wonder really, as over the last 78 years she has been fussed over, rebuilt, tuned up and steered by many of Sydney’s best shipwrights, designers, riggers, sailmakers and racing yachtsman. Cherub has evolved over time due to the combined efforts of enthusiastic experts with one purpose in mind – to make her the best she can be. Similarly, the Amateurs has developed with generations of passionate sailors working together towards one goal – to make our sailing club simply the best. Well done all and thank you!

Whilst I have steered with a light hand, your directors have worked hard, giving the club great service over the past three years. They are diligent, at times forthright, and committed to making the club safe and sound. They have introduced necessary changes, managed the finances, and maintained the fabric and spirit of the club. To all of you and in particular those moving on after August I offer the sincere thanks of the entire membership for your efforts. For myself I would add how proud I am of our time together, what you have taught me and how thankful I am for your support.

My highest praise and thanks go to the “engine room” of the club – two groups that deliver its driving force. Our staff; Sophie, Karen, Rod and the slipway men, Peter and Jim. The second group our volunteers; the starters, duty officers, tender drivers, and in particular the “Salvage Crew”. In all my interactions with the other sailing clubs of Sydney harbour the most frequent question asked about the Amateurs is – “How do you do it?” The answer seems obvious – we love doing everything we can to make the club and our sailing the best they can be.

A last round of thanks goes to my family who have grown up around the club. Sarah has provided a necessary foil to my questions, excesses and doubts. In her own contribution to the club of over seven years, she setup and led the Water Women’s group, infusing the club with fun, energy and goodwill. Families and friends working together is yet another intrinsic strand that makes the club a uniquely, happy place. In years gone by we were thought of as a Men’s shed – now I think we can argue that we are a Person’s Shed!

As I began my term as Commodore I looked to C.S. Forester’s stories of Horatio Hornblower for insight on how to respond to the call of duty and deal with responsibility. As a young officer it was through quick personal action that Horatio managed to save the day. Several years later, Hornblower has risen through the ranks to become a Commodore where he sees the world and those around him with different eyes. He cannot rush in as he would have done as a younger man, he realises that his new role is to support each and every one of his crew, for them to take responsibility for the success of the endeavour.

“irresponsibility was something which, in the very nature of things, could not co-exist with independence.” Commodore Hornblower

In passing the helm to the next Commodore and group of directors I feel secure in the knowledge that the people who have built our club over many years will continue to emerge, to respond to the call and take responsibility for the “Amateurs” and ensure its success.

Peter Scott

Commodore 2023-26



Royal Prince Edwards Yacht Club Inaugural Classic Regatta

The Sydney Harbour Classic yacht racing regatta agenda was expanded in April with a new end of season Classic Regatta, conducted on 11th April in grand style by the Royal Prince Edward Yacht Club at Point Piper. The regatta was hailed as a great success by participants and a welcome addition to the Sydney Harbour Classic Yacht calendar of annual events.

The Regatta attracted a large fleet of 61 yachts assembled on the Start Line between Shark Island and the RPEYC Clubhouse in Felix Bay. The weather Gods produced a pleasant Autumn Sydney day of clear skies, sunshine and a light and variable "flukey" SW breeze. Unfortunately, typical of an Autumn SW breeze, for some boats there was zero breeze at times at some of the marks set in close to land lees which made for challenging and interesting racing.

The regatta proceedings kicked off with a Friday Twilight Cocktail Party on the waterfront lawn at the RPEYC Clubhouse sponsored by French Champagne house Billecart-Salmon. The champagne flowed freely in the warm afternoon conditions as Skippers and crews mingled and enjoyed the ambiance of the setting. Later, some of us from the Amateurs attended a very smart Dinner held upstairs in the Clubhouse. On Saturday the fleet assembled near Shark Island for the 12:00pm Start in front of the Clubhouse in 6 Divisions, with Starters heading West to the first mark at Kirribilli then East back up the harbour and on around their designated courses.



A spectator vessel enjoying the RPEYC Classic Regatta

There were 7 Divisions for the biggest boats (including 78 ft *Drumfire*) down to the smallest including a Division for the four historic 18ft Skiffs from the Sydney Flying Squadron. There were 11 yacht/sailing clubs represented.

The Amateurs produced an impressive turnout with 18 of our Classic boats racing and was the most strongly represented club. We also had some winners. Martin van der Wal won Division 3 with *Hoana* by a slim margin of just 27 seconds on corrected time, ahead of *Solveig* from

RANSA. Hugo Darin won the Concourse d' Elegance prize for the under 40ft yacht with his Knud Reimers designed *Celeste*.

There was an impressive variety and range of Classic yachts, including some which could be described as "of a Class". There were International Metre Rule Designs - three 8 Metres, one 6 Metre, three 5.5 Metre, two 30 Square Meter, one 61 Square Metre, plus four custom Metre style designs, ten Etchells including some modified to cruising Etchells, three Couta Boats, three Ranger class and two Folkboats. The balance of

the fleet included a spectacular and wonderful display of Classic boats from well-known Australian and international designers and builders. Australian designers and shipwright/boat builders represented included Ernest Digby, Trygve Halvorsen, Alan Payne, Wally Ward, Ron Swanson, A. C Baber, Peter Cole, Warwick Hood, Cliff Gale, Alan Buchanan, Charlie Hayes and Charlie Peel. International designers represented included Holman & Pye (UK), Sparkman Stevens (USA), Knud Reimers (Sweden), Bill Luders (USA) and Lidgard (NZ).

The prizes awarded were also spectacular and generous, provided by multiple regatta supporters. They included traditional silverware perpetual trophies and a variety of practical gifts for the lucky winners. The cases of Billecart-Salmon champagne awarded to Division winners might be deemed the most practical and perhaps most enjoyed prizes, reviving the tradition of "Race for a Case".

Other practical gift prizes awarded for racing and for Concourse d' Elegance judging included Backgammon travel rolls from Oroton, sailing gear bags and sail ties from Ian Short Sails, sailing jackets from M J Bale and numerous other prizes. Some competitors raced on dual handicap systems, PHS and IRC under the new Standard IRC rating and there were prizes for both handicap system winners.



Ariel R18

The Classic Yacht Association of Australia donated a very handsome perpetual silver trophy on a timber base, the Restoration Cup, to be awarded annually for Classic Yacht Restoration. It's first recipient was *Ventura* from RPAYC, Newport. This boat was built of Huon Pine as a centreboard gaff cutter on the Tamar River in Tasmania and launched in 1893. She has been modified and restored several times over her life of 134 years and is now set up as a modern rigged sloop and is in magnificent sailing condition.

Ventura was the oldest yacht in the fleet on the day and has a remarkable history. She is now owned, sailed and maintained by a syndicate of 8 families.

Much of the inspiration, preparation and promotion work for this inaugural regatta was contributed by Nicole Shrimpton and REPEYC Commodore Sven Runow. Well done Nicole, Sven and the Regatta Committee on creating a wonderful Regatta. Classic boat sailors are looking forward to the 2027 event.

Nicole Shrimpton is now the owner of both Ernest Digby 8 Metre yachts *Defiance* and *Frances*, each of which competed and claimed the first place in Division 1 PHS and IRC events. Congratulations to Nicole and her two crews.

Photos have been generously supplied by Professional Photographer Andrea Francolini. Copies and prints are available from Andrea – contact him via his website.

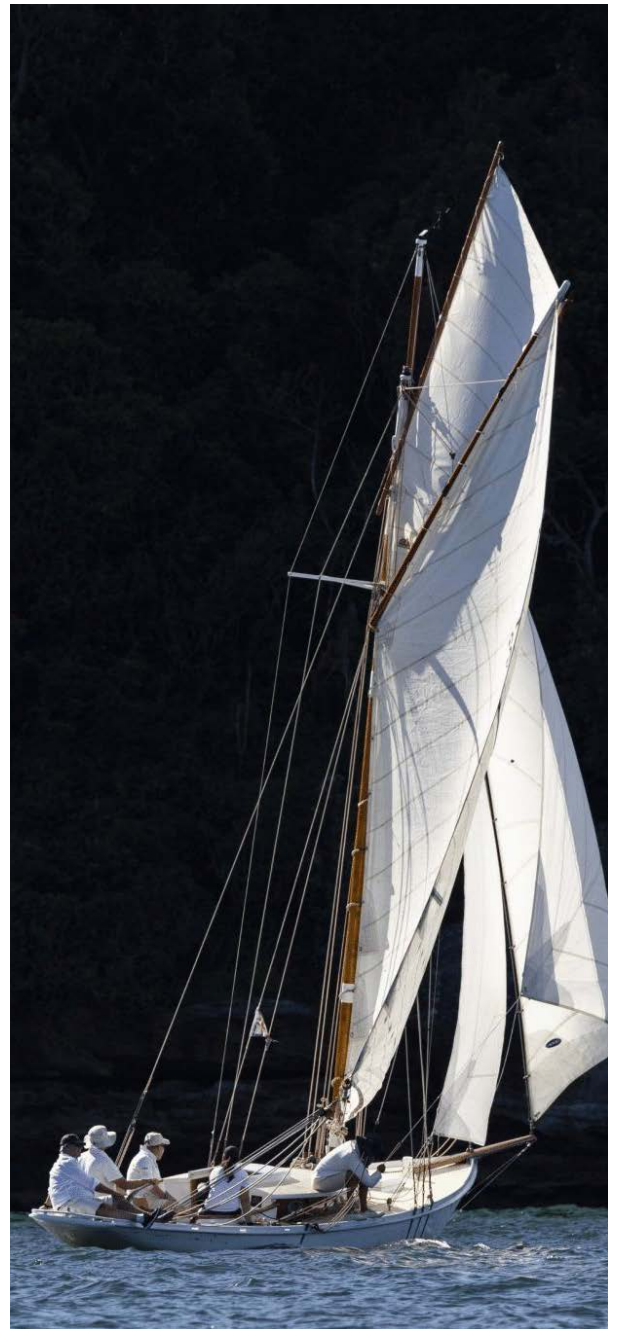
Philip Brown, Anitra V.



Hoana A100 1st place Classic Division 3



Celeste A26



Oenone 3712

A Little Vanity

Many SASC club members will not be aware that member Mark Pearse, apart from being a part owner of the Ranger *Cherub*, is also a model maker of the highest order.

Mark, after approximately two years has recently completed building an extraordinary and beautiful 1:12 scale model of *Vanity*.

The model was commissioned by John Crawford to celebrate the 25 years since *Vanity* was launched at Noakes Boatyard in 2001. She has raced in the Amateurs' Classic Division almost every week since then and sailed to Tasmania in 2008 to a trip to Tasmania in 2008 to participate in the Wooden Boat Festival. Winning the Kelly Cup in 2026 has added to her list of achievements that are worthy of celebration.

Mark's attention to detail is truly remarkable and he has created a 'Work of Art' that we all can appreciate.

We opted to display the model as 'on the hardstand' at Noakes, rather than the more traditional varnished timber support. We also decided to avoid sails. Sails are very difficult to replicate at scale and tend to dominate the model, potentially reducing appreciation of the details.

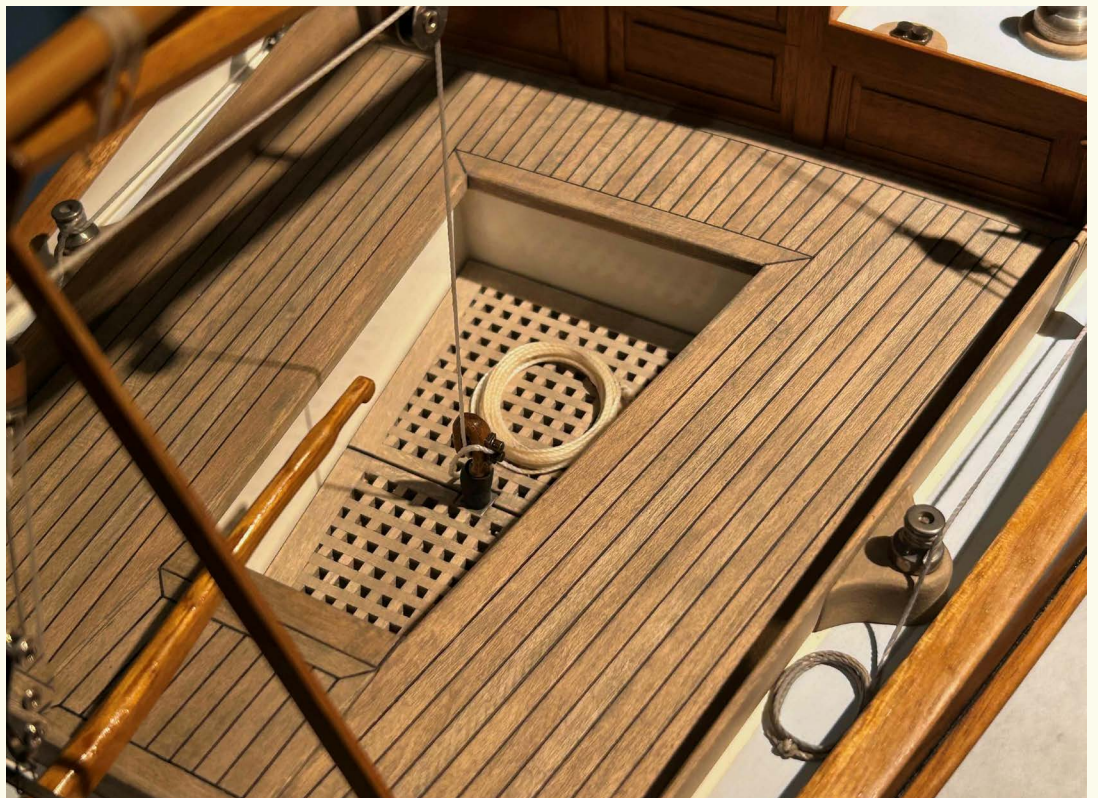
By John Crawford. Photos Mark Pearse



Bow of *Vanity*



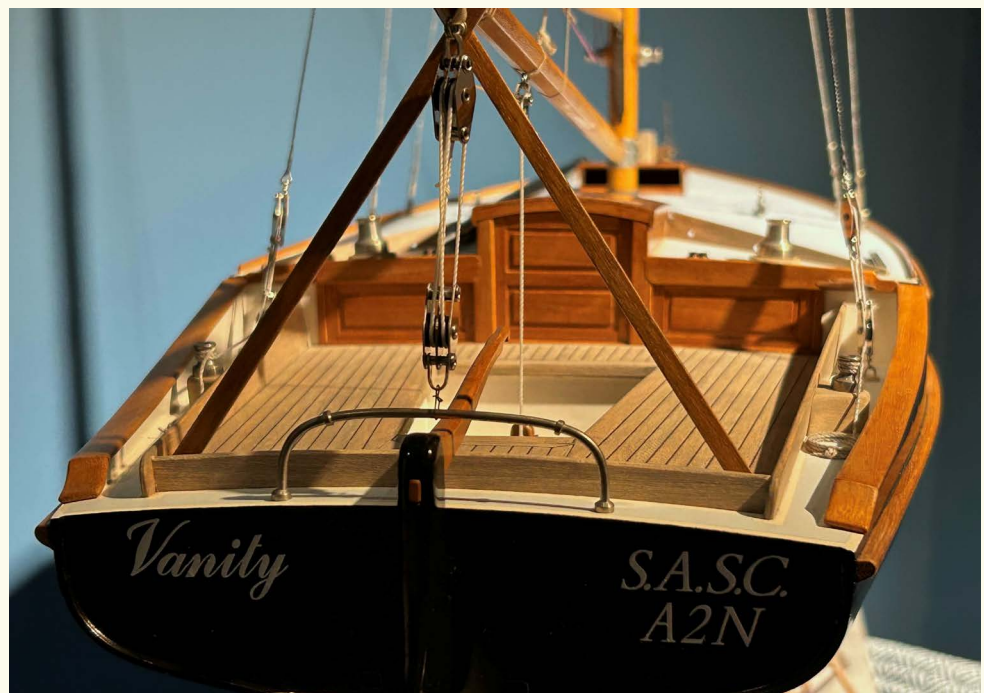
Detail runners



Detail cockpit



Stern



Stern

Celeste – a new custodian

I have been working at the club as a tender driver since 2021 and the charm and allure of classic yachts and the dedication of the members of the Amateurs fired my enthusiasm to one day own a classic of my own. Just over a year and a half ago, following many conversations with club members, friends and a lot of personal reflection I took on the custodianship of the beautiful *Celeste*.

On the 11th of April my crew of five and I raced *Celeste* in the Royal Prince Edward Yacht Club Classic's Regatta. Although we did not get the horn over the line, we came away with Best Classic under 40ft. This award is as much yours, as it is mine. The atmosphere of support, advice and constant affection that this club has given to me and my crew is incredible. Whether it has been a ready smile, an idea or thought, congratulations for being out on the water or a helping hand, your support has brought so much joy to us. Although the restoration work to get her racing again was not simple, it all is coming together step by step.

Being a young crew gives us a unique perspective on how you all sail your different boats. My crew is made up mostly of skiff sailors and close friends – Tony Harrison, Will Beck, Hugo Taranto and I all grew up sailing with and against each other, starting on the Lane Cove River with Tony and I sailing a Sabot together.

As we learn about how *Celeste* sails, I am so grateful to be out on the water with friends on what I believe to be the most beautiful harbour in the world. Boat ownership is difficult at times and many smart people told me to be wary of a wooden boat. My experiences with *Celeste* have thus far never wavered my fondness for history – I drive an old car, I love old watches and alongside sailing I have always admired the boats that portray a personality. Hearing about times aboard *Celeste* and her past give me great warmth and motivation to continue to restore her.

Although the initial racing tactic of 'when we hear the drawer swing open, we know we are heeling the boat right' has been put on pause; as I have now fixed that drawer, the pursuit of not only speed but also honing our yacht racing tactics will be foremost in the minds of the *Celeste* team. Over this summer season, we have also taught our friends Paddy, Harry and Hollie how to sail and they are now part of our regular crew. I would like to formally thank the club for its support of me and in turn young people taking part in such an amazing sport, in such an incredible environment provided by The Sydney Amateur Sailing Club.



Celeste racing in the Commodores Cup. Photo Geraldine Wilkes

By Hugo Darrin



Celeste on a work



Celeste

Navigating the SASC Archives

Good news – the SASC Archives has had a major upgrade. Whether you're hunting down an old race result, curious about a boat's history, or simply want to explore what this remarkable club has been up to since 1872, there's never been a better time to dive in.

At the heart of it all is the **Members Archive File (MAF)** – a searchable database of over 6,500 records covering members, boats, gold medals and links to books, newsletters and Annual Reports. Many entries also include the designer, builder and year a boat was constructed. It's a remarkable resource and it keeps growing.

Much of the early history has been pieced together from old newspaper reports, made accessible through the National Library's superb search engine, Trove. Research at the State Library is ongoing and there's still more to uncover.

A special acknowledgement to Ian Macintosh and his team for the 40 Reflections interviews – an outstanding oral history project that brings our archives to life in a way no spreadsheet can.

How to Search the Archives

Searching is straightforward. Here's how to do it:

- Use the largest screen available – these files reward a bit of real estate
- Open any Archive file (MAF, Books, Scrapbooks, SASC News, etc.)
- **Press Ctrl+F** (or tap the magnifying glass icon on a tablet)
- Type your search term – boat name, sail number, member name – and press Enter
- Matching entries will be highlighted; scroll through to find what you need

Quick Search Examples:

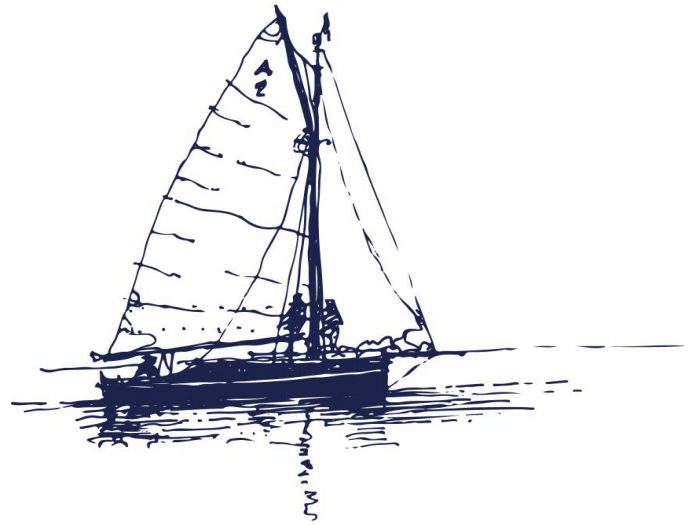
- What yachts has a member owned? – Open **MAF by Member Name** and search the name
- Find a boat by sail number? – Open MAF by Sail Number
- What numbers has a boat carried? – Open MAF by Boat Name
- Find a reference in SASC News? – Select the SASC News tab, then the Index
- Locate a boat or member in our books? – Use the Combined Index for book, section and page number

What's in the Archives

The Archives are organised into clearly labelled tabs on the website. Here's a summary of what you'll find:

Members Archive File (MAF)

- [By Member Name](#)
- [By Boat Name](#)
- [By Sail Number](#)
- [By Length of Membership](#)
- [Current Members \(Boats on Register\)](#)
- [Combined Honour Board](#)



Books, Reports and Newsletters

- **The Amateurs** (Book 1) – with section index
- **The Second Century Begins** (Book 2) – with section index
- **The Early Years** – with event index
- **Ranger Sprints** and **Beecroft's Caricatures**
- Annual Reports Archive and Newsletter Archive with index

New Sections

- **Gaffers Days** – posters, programs and participating yachts
- **Scrapbooks** – the SASC Scrapbook and Stephen Lloyd's Scrapbook (photos and moments from the 1930s, when Stephen was a young lad)
- **Timeline** – a concise listing of significant events in the club's history
- **Life and Times** – a comprehensive record from 1872 to the present, with subsets covering Annual Meetings, Members, Premises, Racing Rules, Sailing Events, Social Events and Club Staff

A Note on Hyperlinks

Most files are now linked directly within the MAF to Books, SASC News, Annual Reports and the Scrapbook. Some video links are also available (Gaffers Days) – whether they play will depend on your device setup.

If a hyperlink isn't working yet, don't worry – the reference shown will tell you exactly where to look. The conventions are:

- **SASC News** – MMYYYPP (PP = page number)
- **Books** – Book 1 or Book 2, section and page. E.g. Book 1 p2 25
- **Annual Reports** – ARYYYYPP

Help Us Fill the Gaps

The Archives have been built largely without a dedicated editor, so your contributions genuinely matter. If you spot an error, have a photo to share, or know something we've missed, please get in touch. fred.J.bevis@gmail.com

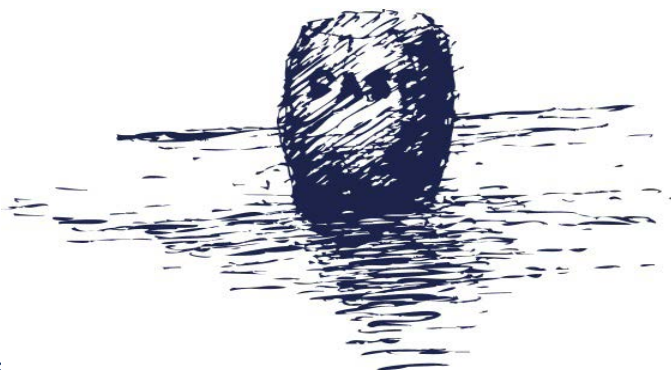
The **SASC Scrapbook** is the easiest way to contribute – send photos or articles electronically and once accepted, they can be hyperlinked directly to your MAF record. If you'd like different or additional links in your own member record, just email the address above, referencing the relevant document or attaching a copy.

The Archives belong to all of us. The more members contribute, the richer they become – for us now and for future members long after we've swallowed the anchor.

By Fred Bevis



Four decades ago it was still possible for members to skull drag their boats on the piles for careening before an important race. SASC Archives





An awkward moment in 1982 when *Saskia* slipped off the slipway cradle. SASC Archives



The *Nancy K* topsides were originally rusty red before their current white-and-blue colour scheme.

SASC Supports Thirroul Surf Club in the 10km South Head Roughwater Swim

Thirroul Surf Life Saving Club would like to sincerely thank SASC for its generous support in this year's South Head Roughwater Swim. The use of Kareela played an important part in helping our team take on one of Sydney's most demanding ocean endurance events.

Like Sydney Amateur Sailing Club, Thirroul Surf Club is a proud community-based club with a long history, having served its members since 1907. Beyond beach patrols, the club competes strongly in State, National and World Surf Life Saving carnivals across surf ski, paddling and swimming, and has earned a reputation for outstanding results.

Many members also take on other aquatic challenges, including long-distance ski and paddle races and demanding ocean swims such as the Rough water.

Over the years, a number of club swimmers have taken on the South Head Rough water Swim, starting at Bondi Beach and heading north along the coastline around South Head before entering Sydney Harbour to finish in Watsons Bay. At 10 km, it is a serious test of endurance, and every competitor or team must provide their own support boat.

Often described as the "Everest" of ocean swims, the event leaves little room for error. Once swimmers leave Bondi there are no easy exit points, and the course serves up spectacular cliffs, rocky bays and the full force of the open sea before the welcome calm of the harbour.

This year's team included Alex, Kylie, Scott, Mark, Nigel, Geoffrey and Lance, all playing their part in supporting Scott and Mark's bid to complete the full course. After Alex and Kylie completed the event on their first attempt last year, their success encouraged even more club members to take on the challenge.

In the lead-up to race day on 17 May 2026, the forecast pointed to easterly winds and swell—never ideal for an event like this. On the day, the team faced a 1.9 metre easterly swell, no breeze and a 9 am high tide. What looked manageable on paper became a punishing sea state off the cliffs, with heavy backwash and a short northerly chop that made even moving around the support boat difficult.

Four of our swimmers started from Bondi Beach and headed for the yellow rounding mark offshore, where they were soon joined by the remaining swimmers and a support paddler. From there the team worked steadily north towards South Head, stopping for drinks, energy supplements and regrouping while still finding time to appreciate the remarkable coastline.

As the team moved further north, the backwash eased and the swell settled, with conditions gradually becoming more favourable as the swim went on.

Support on the water was critical. A board paddler on a club rescue board ferried drinks and energy supplements to the swimmers each hour, while the support boat Kareela provided backup, a place to recover if needed, and an important safety platform for our team and others on the course.

Support boats are mandatory for good reason: once swimmers leave Bondi there are no beaches to return to, so boats must carry food, drinks, dry clothing and first aid in case conditions change or an emergency arises.

The swim was demanding in the rough conditions, and the group rallied around Scott and Mark from start to finish. While the original plan was for the other swimmers to rotate between swimming and paddling, they instead stayed with them throughout. In the end, Scott, Mark, Alex and Kylie completed the full 10 km, Nigel covered approximately 9 km, and Geoffrey and Lance carried most of the paddling duties.

Entering Sydney Harbour gave everyone a much-needed lift. With the final stretch ahead and the finish at the Vacluse Yacht Club in Watsons Bay in sight, the flatter water felt like a reward after hours of rough ocean conditions.

The race started at 9 am, and our team completed the course in an impressive 4 hours and 18 minutes. Back on shore, it was time for beers and sausage sandwiches while everyone swapped stories and replayed the biggest moments of the day.

On behalf of Thirroul Surf Life Saving Club and our swim team, we sincerely thank SASC for the generous use of Kareela and skipper David Pryke. This support was invaluable in helping our team safely complete the South Head Rough water Swim and take on the demands of such a challenging event. We are deeply appreciative of SASC's generosity and club spirit.



The Thirroul Surf Club swim team - Photo David Pryke

A bad case of piles

Every now and then a sailing club must do more than sail. In May 2026, the Sydney Amateur Sailing Club's self-styled Salvage Team rolled up their sleeves once again – and in some cases their trouser legs – to tackle one of the more unglamorous but entirely essential jobs in the club's maintenance calendar: the replacement and repair of four badly wasted structural piles beneath the club deck.

The work had been on the radar for a while. An inspection by Lachlan Irwin had uncovered significant wastage in the tidal zone of pile C7, and further investigation confirmed that piles D4 and D5 were in no better shape. Outside contractors were consulted. Quotes came back at somewhere between \$7,500 and \$10,000 – per pile. The committee took a deep breath and instead turned to the club's most reliable asset: its members.

Under the command of Chief Engineer Trevor Cosh, a volunteer crew assembled over several weeks in May. The plan, typically for these things, evolved as the job progressed – as Cosh put it, it was always going to be a “suck it and see” operation. Two bespoke steel sleeves had been fabricated to encase and reinforce piles C7 and D5, while pile D4 and one of the boatshed floor support piles were destined for outright replacement using salvaged sections of sunken mooring pile recovered from the bay.

The operation required a concrete mixer, tremie pipes, oxycutting gear, the mast crane, acrow props, tram jacks, underwater air tools, chainsaws, fenders and no small amount of both ingenuity and optimism.

Over the course of several working days, the team mixed and poured no fewer than 61 bags of concrete, lowered steel sleeve sections weighing 175kg into position around the piles, drilled and drove coach bolts underwater, and chiselled at the rock seabed to bed everything home.

Special mention must go to Bob Langley, Stuart Andersen and Robin Harris, who discovered rather more intimately than they might have wished, just how cold the harbour is in May.

The belowdeck work required them to spend many hours knee-deep in water, attending to the kind of detail that keeps a club standing but rarely makes it into the race results.

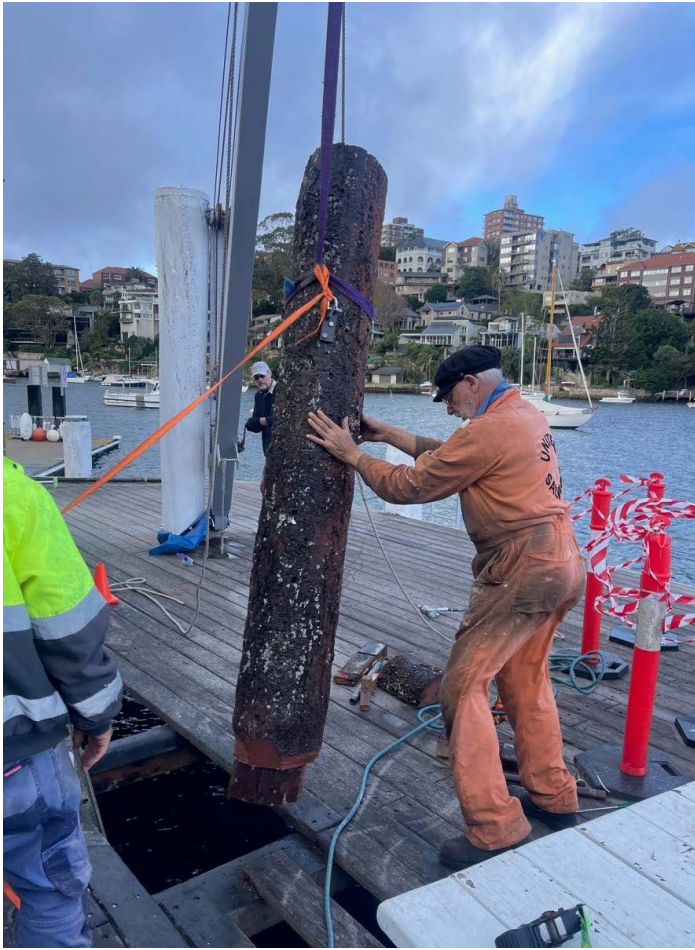
They emerged waterlogged, uncomplaining, and entirely deserving of the late lunches that punctuated several of the workdays.

The full team – Trevor Cosh (Chief Engineer), Bruce Dover, Chris Manion, Bob Langley, Stuart Andersen, Robin Harris, David Field, Bruce Brown, and Maz Kivi – gave generously of their time and expertise over a demanding fortnight. The club's culinary standards were also upheld throughout by David Salter, whose contribution to morale should not be underestimated.

The result: four structurally sound piles, a deck that will keep the members dry for years to come, and a saving to the club of somewhere in the order of \$30,000 to \$40,000. Not a bad return on a few weekday working bees and some damp trousers.

Our thanks to all involved.

By Bruce Dover



Work on the deck. Photo Robin Harris



Pouring the cement. Photo Chris Manion



View from the Deck. Photo David Salter



The team at work. Photo David Salter



22 Bruce and Trevor measuring a new pile. Photo David Salter

Marine Rescue Sydney

Marine Rescue Sydney is often described as “the base that never closes or sleeps” and for good reason. Operating 24 hours a day, 7 days a week, this volunteer organisation provides a vital safety service to those on the water, acting as true guardian angels of our waterways.

A Service That Never Stops

Marine Rescue Sydney delivers a 24/7 marine distress listening service, monitoring VHF Channel 16 as well as phones (02 9471 8350) and SMS, ready to respond to calls for help at any hour.

Their responsibilities go far beyond emergency response. In addition to assisting vessels in distress they:

- Track voyages to ensure safe journeys
- Provide weather information at 0640 hours and 1640 hours, radio checks and hazard alerts
- Conduct training for marine radio licence qualifications

Every call answered, every log-on recorded and every rescue coordinated contributes to a simple but powerful purpose: safeguarding those who venture out onto the water.

The People Behind the Mission

Behind this vital service is a skilled and committed volunteer workforce of around 100 men and women. From recruiting and training new members to maintaining infrastructure and raising community awareness, the organisation relies on teamwork and dedication. The next intake for radio operator training is 15th June 2026. More committed volunteers are always welcome and you can email newmembers.

sydney@marinerescuensw.com.au to find out more

All volunteers are not only operators, they are problem solvers, communicators and the reassuring voice on the radio or phone when it's needed most.

Keeping Sydney Moving Safely

Marine Rescue Sydney plays a central coordinating role across the region during daytime, covering multiple boat bases from Hawkesbury in the north to Port Jackson and Middle Harbour .

On busy peak days, operators can handle more than 30 incidents and manage over 80 vessel log-ons and log-offs, all while responding to general enquiries about the weather and local conditions.

Their reach extends even further overnight, when they provide statewide communications coverage from Newcastle to the Victorian border - ensuring no stretch of coastline is without support.

Technology That Saves Lives

Cutting-edge systems underpin their operations. The internet-based radio platform allows communication with vessels along the entire coast, while the Seahawk voyage management system tracks boats in real time and triggers alerts if one becomes overdue. The new Marine rescue app is easy to download and can track your movements in real time, once location services are enabled. This seamless coordination means faster responses, better situational awareness and ultimately, safer outcomes.

A Season of Impact

Over the peak summer period alone, thousands of assistance cases were recorded, 1,052 across Sydney and 2,611 across New South Wales. In addition to over 18,000 radio communications with routine requests, the emergency responses included 16 serious Pan-Pan and 20 Mayday incidents across Sydney.

Each number represents a real person helped—often at a critical moment.

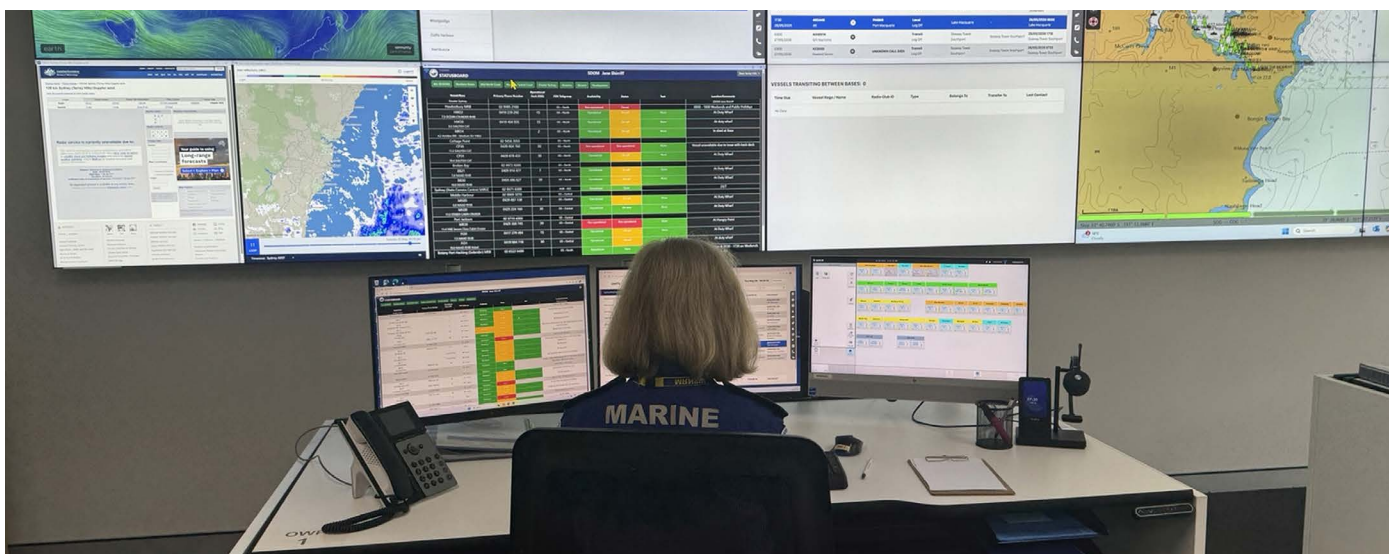
Staying Safe on the Water

Marine Rescue Sydney also shares practical advice and provides training to help boaters stay safe:

- Know how to use your marine radio and always provide your location
- Use the Marine Rescue app to log your journey
- Regularly check fuel, equipment and safety gear
- Ensure quick access to emergency devices like EPIRBs

Always There When It Matters

Whether it's a routine radio check or a life-threatening emergency, Marine Rescue Sydney is always ready. Coordinating and liaising across emergency services, using advanced technology, making them an essential part of life on Sydney's waterways. The unseen guardians keeping boaters safe, every hour of every day.



Marine Rescue Control Room - Photo by Lianne Manley



Marine Rescue NSW vessel Middle Harbour 30 returns a stranded boater to safety



Volunteers on board Port Stephens 31 return to base – Photo by Lianne Manley

A Seagull's View of En Plein Air

My name is Nancy Khey! I was named after the boat I was born into. I am a seagull and while I do not dislike a crowd, I have always had a weakness for a good vantage point. From the ridge of the clubhouse roof at the Amateurs, I look out over Sydney Harbour with the calm of one who has seen many things and expects to see many more.

That day, however, had something special about it: it was one of those days when the light arrives without asking permission and turns even the ordinary into a small ceremony.

Below, the clubhouse seemed more awake than usual. The windows, wide open, gave the impression of listening. The tables were arranged with that temporary kind of order that suggests people are arriving with sketchbooks, ideas and a certain attitude of enthusiasm. And so they did. The Water Women began to arrive little by little – Leone, Sarah, then a small flood of families, friends with sketchbooks, a couple of dogs – until more than thirty-two people had gathered, all ready to see the familiar place and its beautiful aspect in a new light.

On the deck, Bronwen, Matthew and Ines explained the day's program. Bronwen spoke with the calm assurance of someone who knows the craft and its complications; first the urge to create, then learning, then practice, then one's own voice and finally that essential daring we call innovation.

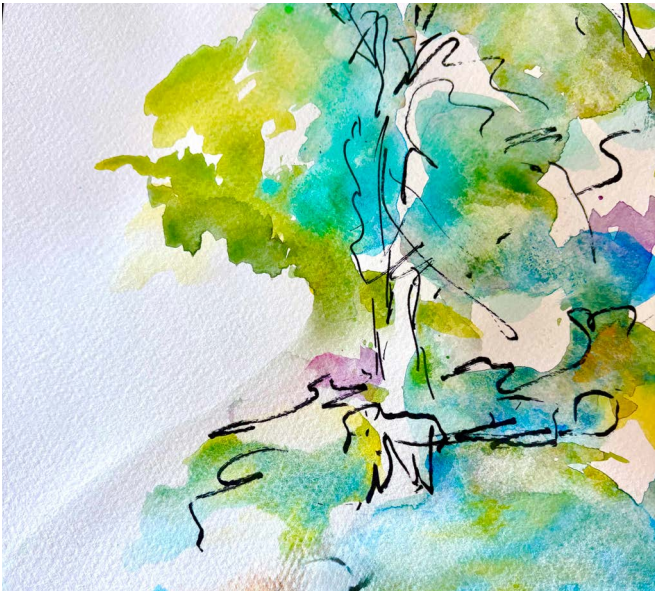
Then came the quick sketches. Two rounds of five minutes each – no more and no less – in which pencils moved as if wound up. The group was divided into three teams to try different techniques, guided by Matthew, Bronwen and Ines. Matthew led some through the territory of abstract forms, Bronwen dealt with colour, tints and stains, and Ines guided others through the sometimes-treacherous reef of vanishing points and geometry. From my height, I could see heads bent over paper, focused eyes and the occasional smile when the page began to return something better than expected.

Later, the atmosphere became freer, more exploratory. Some stayed inside, refining horizons and perspectives, others spread out across the grass and the timber deck, letting the harbour air keep them company. And through it all drifted the aroma of the buffet. It was inside, of course, where seagulls are not invited beyond the threshold. I made a few careful circles, considered the matter with dignity and accepted, not without some resentment, that human hospitality has very definite limits.

After lunch came the free-expression session, which is often the most honest moment of all; each person faces the paper and themselves, without instructions or restraint.

By the end, the drawings were brought together for a small, temporary exhibition, proud and fleeting, as such things tend to be when they come from a good day. The works had freshness, wit and in some cases an unexpected tenderness. It was a bright day, with good weather, good company and a fine spirit of making art.

A warm thank you to Bronwen, Matthew and Leone and to all the artists who came: Susie, Valerie, Rodney, Jane, Isabelle, Geraldine, Denise, YeeFong, Peter Scott, Allister, Sarah, Berenger, Marta, Emily, Sinead, Liana, Eva, Miles, Jamie and more. They came, they drew and they made the day worth telling.



On the water



Folkboats and *Samiel* at the start of Classic division Winter Series. Photo Maz Kivi



A sunny day for the BBQ and Presentation at the Basin after the Bob Brown Race. Photo David Pryke



Offshore start for the Bob Brown Race with light conditions. Photo David Pryke



Hoana at the start of the RPEYC Classic Regatta. Photo Alice Murphy



Ping starting the Bob Brown Race. Photo David Pryke



Winter Race 3 under spinnaker. Photo Marg Fraser Martin



Winter race 3 *Clewless*. Photo Marg Fraser Martin



Vanity A2 Race 1 Winter Series. Photo David Pryke

SASC Shop

New stock available – all sizes!

SASC merchandise is available for the winter Sailing Season!

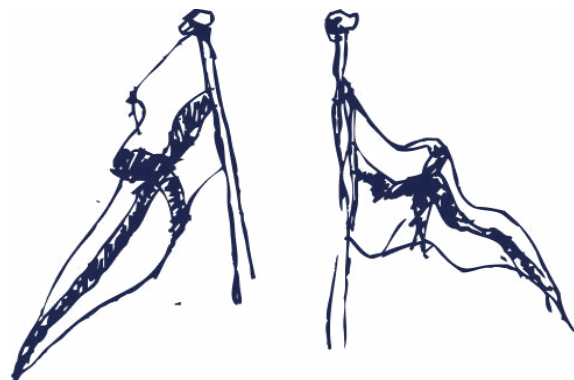
Skippers and crew can purchase rugby tops, polo shirts and racing A flags from the bar on race days - you can also pick up any items at the office on weekdays.

SASC Branded Merchandise Racing 'A' Flag	\$42.00
Burgee (Medium – 30 cm x 54 cm)	\$45.00
Club Tie	\$35.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve)	
– white and navy	\$79.00
Polo Shirt Quick Dry (long sleeve)	
– white and navy	\$65.00
Rugby Shirts	\$89.00
SASC Caps	\$43.00





Samiel's crew after winter Race 3 modelling SASC Rugby Jerseys



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 Monday 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

Calvin Curdie
Ian MacDiarmid
Robert Reznik

Crew Member

David Baines
Peter Edmundson
Beverley Gwatkin
Katariina Hatakka
Garielle Kay

Associate Member

Youth Member

NEWSLETTER DEADLINE

The next SASC News will be the August 2026 edition. Contributions from members, which are always welcome, should be sent to news@sasc.com.au by 24 August, 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 hours.

TENDER HOURS

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

Saturday/Sunday (EST) 0900–1700 hours

Saturday/Sunday (DST) 0900–1800 hours





Anitra V and Nike racing in the RPEYC Classic Yacht regatta Photo Maz Kivi