



August 2025



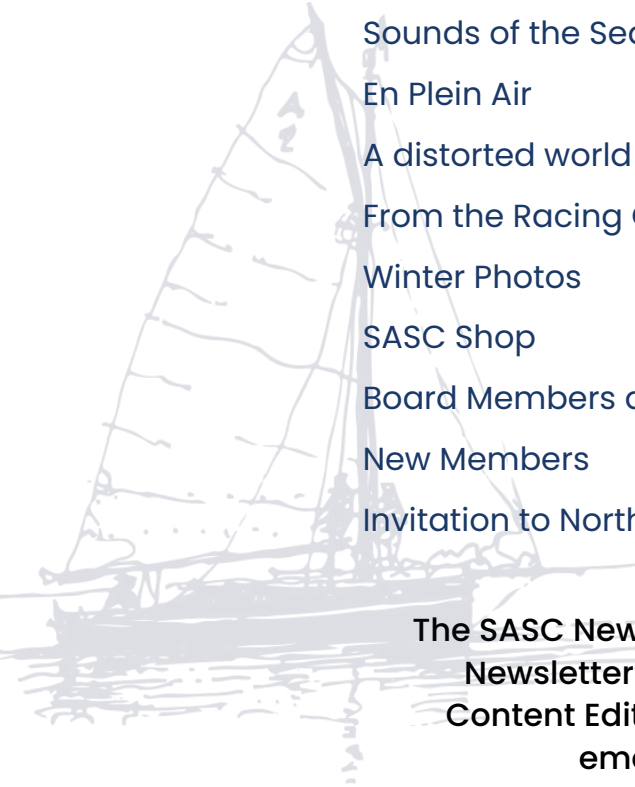
The Newsletter of the Sydney Amateur Sailing Club

"Setting the Course Ahead"

A season shaped by legacy and powered by community

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Cover photo – Alice Murphy: *Hoana* turns 100 in October – celebrate her birthday at the Centenarians' Rally.

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NEED THE TENDER?

Nancy K
0418 678 690
or
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(race days)

Coming Events

Saturday 9 & Saturday 16 August

Wednesday 13th August

Thursday 14 & Tuesday 19 August

Saturday 30 August

Sunday 31 August

Friday 5 September

Saturday 6 September

Sunday 7 September

Sunday 14 September

Friday 19 September

Sunday 28 September

Saturday 4 to Saturday 11 October

Sunday 12 October

Equipment Audits

Annual General Meeting

Skippers Briefings

Lion Island Race

Northbridge Sailing Club Open Day

Spring Season Opening Party

Season Open Day & Pointscore Race

Womens' Rally for Fun

Ranger, Couta & Folkboat Sprints

Trivia Night

Womens' Keelboat Series

Centenarian Yacht Display ANMM

Centenarian Rally and display at SASC

Being a member of SASC means more than just sailing — it's about connection, community and making the most of club life. Our upcoming events are a great way to socialise, get involved and meet fellow members.



Next up:

Opening Season Party Friday 5th September 2025

Join us to celebrate the start of the spring sailing season All are invited on Friday 5th September from 6.30 to 9.00 pm for a pre-season opening party.

[CLICK HERE TO RSVP](#)

Signals from the Commodore

The winter months are supposed to be a quieter time at the Amateurs. The winter series of races is just over and we can spend a little time at home before starting to prepare our boats for the Spring and Summer racing. This year has seemed to me to be a lot busier than normal. Since the winter solstice we have hosted a series of events starting with the Water Women's – Songs of the Sea Soirée, followed by the fabulous Prize-giving lunch then a celebration of Bill and Lee Gale's incredible lives and legacy with the club.

Surely then a time to rest – but no, next the "Salvage Crew" swung into action opening the latest "Can of Worms" being the rebuilding of the Southeast wall of the clubhouse. Thanks go to Bruce Dover, Trevor Cosh, Bob Langley, David Field, Bruce Brown, Martin Van Der Wal, Herschel Smith and David Salter.

Having lost our clubhouse to the necessary repairs the annual life members lunch was held at the Mosman Rowers (thank you Rowers!). Members of the Jeremy and Gale families were invited so that we could let them know just how much we treasured John and Bill's contributions of time, energy, passion, spirit and wisdom to this club. The directors are considering proposals over the next few months for how to best recognise their contributions and provide further inspiration to the spirit of the club.

And finally, a couple of wet weekends of working bees to tidy up inside, outside and on the water. After that I think you will have all earned a couple of weeks off. Thank you to the directors and volunteers, the staff and the "Salvage Crew," it has been a busy time and we all appreciate the effort.

Amid that busy "quiet time" the board considered a significant proposal – to invite our member Hugh Treharne to take on the role of co-patron of the Amateurs. The directors unanimously approved as – "Hugh's extraordinary contribution was not just to the sport of sailing at the highest levels, but to the "Amateurs in particular. He looked after our moorings, raced on our boats and inspired us, quietly adding to the spirit of the place."

Robbie Treharne told us that Hugh beamed with joy at the idea of being our club patron and he graciously accepted the invitation. Unfortunately, just a week later Hugh passed away; our condolences go to the Treharne family. In order to pay our respect and having obtained permission from his family we will still install Hugh Treharne as co-patron of the club for at least the next year. His quiet, determined spirit will lead us into our next year of sailing.



The last word for this Signals is to offer congratulations to Sean Langman and Shane Guanaria who led their crews in Back to Black and Zen, racing in the returning year of the Admirals Cup and the 100th year of the Fastnet Race. The two boats formed a formidable team placing 5th overall including some podium finishes in the closely fought series. In the lead up to the race Sean and Shane have often been seen honing their skills in our club's answer to the Admirals Cup – The Ranger Couta Sprints!

Of late at the Amateurs we have had a busy time, at times joyous and also sad. With the passing of several long-standing members, for some of us it feels like the end of an era. However, with the club's strong foundations in spirit, I feel confident our next seasons will be as bright as any previous – a toast then to the spirit of the Amateurs!

Peter Scott

Commodore



The Gale Family making sails

South-East Wall Restoration: A Can of Worms Worth Opening

The Discovery That Started It All

Talk about a can of worms — this one opened a few months ago when I happened to lean against the south-east wall of the club and it moved. Well, it didn't just move; it seemed to want to part ways with the building itself.

Not a little perturbed by this rather unexplained movement, our resident in-house engineer Coshy and I decided we should remove a couple of the external weatherboards and have a peek at what might be amiss in the structure that supports the wall.

"Amiss," as it turned out, probably understated the extent of our problem.

What We Uncovered

It appeared that around 90% of the vertical upright studs that support not just the wall, but the roof itself, had been the subject of a termite banquet at some time in the distant past of our 100-year-old club building. And some feast it had been, with the critters eating their way up the entire 3.1 m length of the studs, the horizontal noggins and part of the roof joists as well.

We figured it was only the weatherboards themselves keeping the wall upright and the window frames in place. How a decent East Coast Low blast had not opened up the club in a way none of us intended is anyone's guess.



Photo: Demolition of the SE wall required scaffolding for safety



Photo: Past Commodore Bruce Dover holding up the ceiling photo David Salter

The Heritage Challenge

Deciding how to fix it was one issue. The other challenge was that the clubhouse is heritage listed, which meant that these repairs had to be conducted under approval of North Sydney Council. Fortunately, club members Bob Moore and Paul Connett – a heritage architect and engineer respectively – were on hand to help finesse approvals through the bureaucracy and allow work to proceed at pace.

To meet council approval, we needed to source “like for like” timber weatherboards of the same profile as those on the original building. After much ringing about, we were finally able to locate a company willing to import the appropriate width timber from New Zealand and mill them to shape based on the original weatherboard profile.

All well and good, but meantime we had to replace all the damaged vertical studs and noggins – without wanting to disturb the existing internal V-board wood panel wall.

The Work Begins

With the dilapidated state of the timber framing requiring urgent attention, we knew the works would be underway for approximately 2-3 months. As you may have noticed, the work site was partitioned off inside the club both to protect the interior and for safety reasons.

Mid-July, a small but dedicated team of members assembled to begin work. And true to form, as all boat owners know, the more we did, the more we found. Indeed, it was not just studs and noggins, but virtually the entire wall structure – top and bottom plates, window frames, sills and trims – which required replacement, repair or refurbishment.

Had we outsourced the job, a couple of indicative quotes from licensed builders put the cost in the order of \$120k or thereabouts – with the proviso that given the access issues and heritage conditions – and demand elsewhere – the club would have been fortunate to even find a contractor willing to take the work on. As it stands, we hope to keep our materials costs – including the additional internal wall re-build to around \$20k and the labour costs – now let’s say two cartons of beer, four dozen sausages and a bag of onions – Not a bad return I’d argue!

The Scope of Work

The list below gives some indication of the work undertaken:

- Triple studs inserted on corner posts for additional strength
- New window frame fixings installed
- New noggins installed across the entire wall
- Upper roof beams sistered where necessary
- Main I-beam fixed and bolted to new hardwood top plate
- I-beam support replaced with 3 full-length studs
- Damaged bottom plate section removed and replaced with 200 x 100 mm hardwood
- Damaged top plate section removed and replaced with 200 x 100 mm hardwood, through-bolted
- Brickwork repointed and new air vents fitted
- Stainless steel ant-proofing fitted across the length of brick wall
- Entire wall "strapped" with galvanised strapping
- Fresh water tap moved and re-installed
- Extensive repair and refurbishment of windowsills and frames



Photo: Great skill was required by Martin to repair the windows



Photo: Termite damaged to be discarded

prevented a much more serious structural failure.

The comprehensive restoration has now given us a wall that's stronger than it's been in decades, properly protected against future pest damage and ready to handle whatever weather the harbour throws at it.

The Team Effort

The project showcased exactly what makes our sailing club special — the combination of volunteer skills and effort, most particularly the contributions of Coshy, Bob Langley, Bruce Brown, David Field, Martin van der Wal and chef David Salter (who did his best to keep us all well fed and watered). It demonstrated our willingness to tackle big challenges together and our commitment to preserving our heritage while ensuring the building remains safe and functional for future generations.

Sometimes opening a can of worms is exactly what needs to happen — especially when those worms reveal problems that have been decades in the making. Our century-old clubhouse is now well-equipped for its next chapter, stronger, more resilient than ever.... much, I hope, like the dedicated band of volunteers who have contributed so much on behalf of us all.

Bruce Dover

The Plot Thickens

And then! Despite our best and most delicate efforts to preserve the internal wall, we discovered to our dismay that much of it too had been feasted upon by our termite friends, leaving little but a thin veneer of paint that one could poke fingers through.

So, it too had to be removed, covered in ply, with new V-board panelling to be erected to replicate the old.

An Ongoing Project

It remains an ongoing project — with much still to be done — reinstating windows and trim, staining and painting of the internal wall and external weatherboards. The can of worms is open. The list goes on.

While discovering that your clubhouse wall is essentially being held up by weatherboards and goodwill isn't exactly what you want to hear, catching this problem when we did probably



Photo: The southern end of the clubhouse was sealed off during the demolition

SASC Prize Giving 2025



A large number of members and crew attended the 2025 annual prize giving on Saturday 28th June in perfect weather.

As usual, the trophy table looked magnificent – Photos: Liam Timms



Award to Race Officer Tony Barry on his retirement presented by Mike Warner



Chris Mifsud *Tingari* receiving silver & bronze medals



Tempest Memorial Trophy awarded to Bill Hogan, winner of the Mixed Fleet Division



Hotspur skipper Bill Hogan and crew



Clewless crew receiving their awards



Shambles receiving Codock Trophy & Brooker Trophy



Yvonne receiving the Geoff Driscoll Trophy Friday Twilights prize



The Sheepstation trophy awarded to SASC accepted by Clewless



Skippers awarded the Centenary plate



Winners of the Club Championship Kelly Cup Very Tasty



Before the firing of the Les Ardouin Cannon



A great celebration

The SASC Les Ardouin Cannon

As Members, crews and Amateurs friends will know the Les Ardouin Cannon is one of Sydney Amateurs traditional treasures and possessions.

To celebrate special Club events it is brought out onto the lawn area and fired across Mosman Bay. Recently these special events have included 2024 Gaffers Day, the Celebration of Life of Bill and Lee Gale and the 2025 Annual Prize Presentation Day.

The cast iron cannon and timber gun carriage on which it is mounted have pride of place in the Clubhouse next to the Trophy Cabinet.

The Cannon is named after its donor Les Ardouin who bequeathed this important gunnery piece to the Club in his Will. Les died in 1990 and it is recorded that the legacy cannon was collected from Les's house in Drummoyne and delivered to the Clubhouse by past Commodore Vic Dibben that year.

Les Ardouin was a great contributor to Amateurs life during his 12 years of membership, including being dubbed Commodore of the so called "Castle Lagoon Sailing Club" which consisted of various Amateurs members who rafted up their yachts during Summer visits to Castle Lagoon on the Cowan Creek. Les was also a prominent contributor to the annual "Northcott Day" when members took groups of disabled children from the then special schools for a day out sailing on the Harbour.

In the December 2008 edition of SASC News, Life Member Tony Saunders, who was a close friend of Les, wrote an article about the Les Ardouin Cannon and it's Donor. I quote from Tony's article:



Photo by Liam Timms: Les Ardouin cannon



Photo by Liam Timms: David Kinsella reflecting on the history of the Les Ardouin Cannon



Photo by Liam Timms: The Les Ardouin Cannon kit presented to the club by David Kinsella

“Les was into cannons. He had a house just beneath the Gladesville Bridge at Drummoyne and from memory he had there at least three, if not more. He used to bring a small field cannon on his ute to Cottage Point, load it onto his Columbia 27’ yacht “Lakatoi” and take it to Castle Lagoon to start dinghy races. The dirt from firing that cannon became ingrained in his deck forever”.

In recent discussion with past Commodore Fred Bevis I also learned that Les took great delight in target practice firing “yellow dot” squash balls across the Parramatta River. The significance of the yellow dot – one or two – will be understood by squash players but may be lost on non-playing sailors. Yellow dot balls are the softest squash balls and have the least bounce, so were most suitable for Les Ardouin’s target practice shots designed to do minimal damage if they ever connected with anyone or anything across the River. They also fitted perfectly into the bore of his cannon and would compress more easily when hit by the explosion of the gunpowder.

In 1990, a relatively new Member Philip Kinsella, who was also “into cannons”, became the unofficial Amateurs’ “Cannon Master”. Philip, who raced his Couta boat “Sylvia”, took charge of firing the Les Ardouin cannon to mark special Club occasions. Philip carried out this role in expert fashion until his death in 2024. For the last 6 years I had taken the role of “Cannon Apprentice” assisting the Master on firing occasions. Philip had a special canvas bag containing all his cannon firing equipment.

In the same 2008 edition of the SASC News, Philip Kinsella wrote an article about the 2008 Gaffers Day in which he noted the regatta featured over 70 yachts in six Divisions. In that article he particularly mentioned the contribution of his wife Mary who took charge of the floral decoration of the Clubhouse for the special day. As had been his long time custom for Gaffers Day, Philip fired the cannon at Noon on that fine October



Photo by Liam Timms: Preparing the cannon

Nor'easter day to signal crews to board their yachts in preparation for racing. He made it his duty to fire the cannon on each Gaffers Day until his last Gaffers Day in 2022.

For the 2024 Gaffers Day, Philip's son David Kinsella took charge of firing the cannon in memory of his father Philip. A piece of Philip's favourite sailing shirt was fired from the cannon that day.

On the occasion of the 2024/25 Prize Presentation day on 28th June and in the presence of his mother Mary Kinsella, David Kinsella fired the Les Ardouin cannon. The fuse was lit by Rear Commodore Alice Murphy,

As part of the ceremony on the day, David and Mary Kinsella presented to SASC a newly assembled Cannon Kit Box suitably marked with a brass plaque in memory of Cannon Master and Member Philip Kinsella. The Cannon Kit was accepted by Rear Commodore Alice in front of a large crowd on the lawn under a ceremonial string of signal flags. The Kit, containing ramrod, fuses, gun powder etc. will be kept by SASC for future cannon firing.

Following the inclusion of some of Bill Gale's ashes in the recent ceremonial cannon firing, it has been suggested that it might become a tradition for long time Amateurs Members who record their wish prior to "crossing the bar", to have their ashes fired from the Les Ardouin cannon as their final contribution to Club life at the Amateurs.

The Register is now open!

Philip Brown

Life Members Lunch

Commodore Peter Scott welcomed 36 Life Members and guests to the annual Life members Lunch held at the Mosman Rowers in July.

Peter recognised the contribution of members over many years with a toast to those past and present – the Spirit of the Amateurs.

It was a wonderful afternoon and a great opportunity for members to enjoy catching up with old friends.



Photo by Liam Timms: Commodore Peter Scott welcomes Life Members

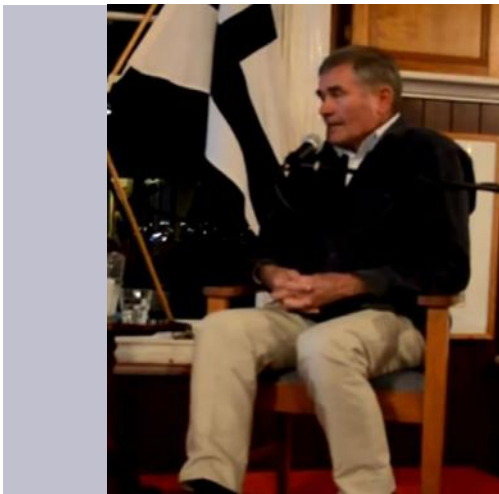


Photo by Liam Timms: Bruce Dover and Ian Macintosh



Photo by Liam Timms: Tiare Tomaszewski and Tony Clarkson

Vale Hugh Treharne OAM (1940–2025)



Hugh Keith Treharne OAM, sailor, tactician and true gentleman of Australian sailing, passed away peacefully on 24 June 2025, surrounded by his loving family.

A proud member of the Sydney Amateur Sailing Club and deserved Patron.

A Tribute to Australian Sailing's Quiet Champion

Australian sailing has lost one of its true gentlemen. Hugh Treharne OAM passed away peacefully on 24 June 2025, aged 84 and with him goes a lifetime of sailing wisdom, quiet leadership and that rare combination of brilliance and humility that made him so special to everyone who knew him.

Sure, most people will remember Hugh as the tactician who helped Australia II win the America's Cup in 1983—and fair enough, that was pretty special. But ask anyone who

Let's be honest—1983 was pretty special. Australia II was down 3-1 to Dennis Conner's Liberty and everyone was starting to think the New York Yacht Club's 132-year winning streak was safe for another campaign.

But Hugh and the team had other ideas.

actually sailed with Hugh and they'll tell you that moment was just the tip of the iceberg. The man was a sailing encyclopedia who somehow never made you feel stupid for asking questions.

Hugh's story started like something out of a sailing fairy tale. Born in Forbes in 1940, his family moved to Manly when he was two and his dad bought the Manly Boatshed in 1946. Picture this: young Hugh literally living above the water, watching boats come and go and at age six, he's building his own little boats using his mum's tea towels for sails. You couldn't script a better beginning for a sailing legend.

Those early years mucking about on Sydney Harbour weren't just childhood fun—they were Hugh's sailing university. He learned to read wind and water before most kids could read books and that intuitive feel for boats and conditions never left him.

Having honed his skills on small boats, Hugh was equally at home in the big boats. Thirty Sydney-Hobart races, two overall wins (1992 and 1993), the Fastnet Race victory in 1971, world titles in the Ton classes, six Admiral's Cups including the winning 1979 Australian team—the man's trophy cabinet must have needed serious reinforcement.

What made Hugh special wasn't just that he won these races, but how he won them. Calm under pressure, always thinking three moves ahead and with an understanding



Photo by Liam Timms: Vanity flew the Boxing Kangaroo on our last winter race acknowledging the passing of Hugh Treharne

of boat dynamics that seemed almost supernatural. Fellow sailors would joke that Hugh could make a bathtub go fast if you gave him the right sails.

Let's be honest—1983 was pretty special. Australia II was down 3-1 to Dennis Conner's Liberty and everyone was starting to think the New York Yacht Club's 132-year winning streak was safe for another campaign. But Hugh and the team had other ideas.

As tactician, Hugh was the guy calling the shots on the water, reading the shifts, making the calls that would either win or lose the race. And when it mattered most, with the pressure of an entire nation watching, Hugh delivered. That cleverly designed spinnaker he'd crafted? Pure Hugh—always innovating, always looking for that extra edge.

The rest, as they say, is history. But what's often forgotten is how Hugh handled the aftermath. While others might have spent the next 40 years dining out on that victory, Hugh quietly got back to what he loved

most—sailing, teaching and making the sport better for everyone else.

Hugh wasn't just a brilliant sailor—he was a master sailmaker whose technical knowledge was legendary. But here's the thing about Hugh: he never made you feel like an idiot for not knowing the difference between a genoa and a jib. He'd explain complex sail trim concepts using simple analogies, often with a grin and usually over a beer at the yacht club bar.

In 1986, he built Bright Morning Star, a beautiful 52-foot timber yacht that became his floating classroom. Hundreds of sailors—from keen amateurs to international campaigners—learned their craft aboard that boat. Hugh's philosophy was simple: the more people who understood sailing properly, the better the sport would be.

What really set Hugh apart was his character. In a sport that can sometimes attract oversized egos, Hugh was refreshingly humble. When he won the Boating Industry Association Hall of Fame award in 2013, complete with a \$5,000 prize, he donated the entire amount to Sailability Manly and Paralympian Dan Fitzgibbon. No fanfare, no press conference—just a quiet gesture that perfectly summed up the man.

Hugh collected honours like some people collect stamps—the OAM in 1984, inaugural

Australian Sailing Hall of Fame inductee in 2017, CYCA Hall of Fame in 2018—but he wore them all lightly. He was much more interested in helping the next generation of sailors than in polishing his own reputation.

Hugh's wife Jeanine, herself a talented sailor and media personality, was his perfect sailing partner both on and off the water. Together with their children Robbie, Annaliese and Sam and grandchildren Ava and Benjamin, they were sailing royalty—but the approachable kind who'd always have time for a chat and a sailing story.

As Jeanine beautifully put it: *"Hugh was a committed father of strength, kindness and unconditional love and an inspirational role model to generations of sailors around the nation."* That's the Hugh we'll all remember—not just the champion, but the mentor, the gentleman, the friend.

Here's the thing about Hugh Treharne—his influence went way beyond any single race or championship. He had this knack for making everyone around him better sailors and better people. Whether you were a world champion or a weekend warrior, Hugh treated you with the same respect and was always willing to share what he knew.

He understood that sailing is about more than just crossing the finish line first. It's about respect for the sea, looking after your crew and maintaining the traditions and values that make our sport special. Hugh embodied all of that and he passed it on to everyone he sailed with.

So here's to Hugh Treharne—tactician, sailmaker, mentor and gentleman. He made Australian sailing better simply by being part of it and his influence will ripple through the sport for generations to come.

You could find Hugh in any yacht club from Sydney to Auckland, quietly holding court at the bar, sharing stories and insights with anyone lucky enough to listen. He never had to raise his voice or boast about his achievements—his reputation spoke for itself.

The sailing world and the Sydney Amateurs in particular, is a little smaller without Hugh, but infinitely richer for having had him.

Fair winds, old mate. Thanks for showing us how it's done.

Bruce Dover



REFLECTIONS
150 YEARS

Centenarians Rally and historic display – October 2025

The Centenarians Rally will be a bi-annual October event which highlights our Maritime and Recreational history with a display of 100 year old vessels that have stood the test of time. Four organisations have joined forces – The Sydney Amateur Sailing Club (SASC), The Australian National Maritime Museum (ANMM), The Sydney Heritage Fleet (SHF) and The NSW Wooden Boat Association (NSWWBA).

The ANMM will display the craft for two weeks on their Heritage Wharf from the October long weekend and through to Saturday 11th October school holidays. A Marquee will be shoreside with history displays and practical demonstrations of maritime skills by members of the WBA and the ANMM.

Twenty vessels have registered for the event including *Ventura*, *Oenone*, *Sea Rover*, *Athene*, *Utiekah II*, *Hoana* and ANMM vessels *Thistle*, *Jenny Wren* and *Akarana*.

On the morning of Sunday 12th October, boats will leave the Museum and proceed to the main harbour for the Rally hosted by SASC. Yachts and Power craft will participate in a sailpast. Yachts will then go

on to sail a simple triangular route in their own time with opportunities for spectators to follow the course on one or more of the Sydney Heritage Fleet's larger Centenarians.

The fleet will then convene at the Sydney Amateur Sailing Club for an afternoon of celebrations; berthing will be provided, food and beverages will be available.



Utiekah II racing in Gaffers Day will be part of the Centenarian rally and historic display.

Volunteers and boat owners who wish to participate please contact any of the four organisations mentioned or directly to the SASC office on 02 99531433 or email office@sasc.com.au.

You can also register [BY CLICKING HERE](#)



Picture SASC: Florrie



Picture SASC: *Utiakah II*



Picture SASC: *Kelpie* early picture

Paddle Steamers are the Best!

Recently, I came across a video by Steve Carrett, showing an historic ship leaving Southampton Docks. She's the *PS Waverley*, the last sea-going passenger-carrying paddle-steamer in the world. The skipper had to get her out of a tight berth and certainly didn't want the expense of a tug. A paddle-steamer comes into her own in this situation, because her beam is much wider at midships than elsewhere, owing to the sponsons which house the paddle wheels. This means she can be set at a larger angle to the quay and can get out more easily.



Fig.1 shows her alongside, parallel to the quay. The crew are passing a long hawser aft to a bollard on the quayside. The slack will then taken up using the steam winch on the foredeck.



In Fig. 2, the hawser has been put into tension with a Dead Slow Ahead on the engine. As this occurs, the hull rotates, with the stern coming into contact with the quay and the stem moving away from the quay. She then starts to rotate around the contact point between her stern and the quay and the bow comes out further. The crew on the steam winch start to control the free length of hawser to make sure that the stern stays in the same position. The tension is kept up by using the engine."



In Fig. 3, the steam winch is paying out the hawser (you can see the steam drifting downwind) and the ship is steaming slowly away from the quay, keeping the hawser under tension. The hull continues to rotate to port until she is on course, then the hawser is dumped and hauled inboard by the steam winch (Fig. 4). "Half Ahead" is called and she's on her way (Fig. 5). A lovely bit of boat handling."



Fig.4



Fig.5

Sounds of the Sea

Sailing has always involved some form of singing, be it to work the ship or express the emotions released by drinking after a long passage. On the cold, winters eve of the year's longest night, the Amateurs again marked the passing of the winter solstice with a soiree! In it's second year running the evening attained even greater heights than before, this in spite of the fact that the evening was kicked off by an enthusiastic (if discordant) rendition of the Gilligan's Island theme song by the *Cherub* team! Neatly covering the noise of plates and BBQ being cleared away.

Thankfully the professionals then took up the slack, George Teasdell and his mandolin returned to delight us with his hauntingly pure vocals, this time accompanied by

Harry Young on his double bass. Songs included My Oh My – Punch Brothers, Baltimore – Gabriel Kahane, Pride of Man – Hamilton Camp and Another New World – Josh Ritter, these being a style of bluegrass music, both lyrical and jazzy. They finished with their own composition The Paper Waltz, the resonance in the clubhouse space was both beautiful and dramatic.

There followed performances by Joanna Copeland, accompanied by Alison Cameron on keyboard, performing Sail on, sail on by Benjamin Britten and Sea Pictures by Edward Elgar, resonating with classical grace and echoing the drama of being at sea in a small boat. Then the talented Dakotah Love on cello and Ruth Giddy on keyboard thrilled us with an instrumental duet and followed with an excerpt from The Rabbits, an opera by Kate Miller-Heidke.

After a short break to replenish our glasses several Sydney Amateur teams took up the gauntlet. The *finesse* Team, led by Ines Benevente Molina, provided a delightful Spanish seafaring song accompanied by both dancing and scarf action! Not to be outdone, the crew of *Ettre* then wowed us with their rendition of the Wellerman Song which (unlike *Cherub*) they had been rehearsing for weeks.

The pinnacle of the night arrived with a spirited sea shanty singalong, led by the charismatic Forty Degrees South Team. Our clubhouse provided perfect acoustics and an ambience of keeping warm in the galley of a tall ship. A brilliant gathering!! Next year we reckon we should have a shanty singing competition, with a bottle of Rum to the winner!



Photo: Sarah Scott – Forty Degrees South Shanty singers and *Ettre* crew



Photo Wayo Nongrum: George Teasdell and Harry Young



Photo: Sarah Scott - Ettrene Crew sing Wellerman song



En Plein Air

It was a bright, crisp day at Cremorne Point—perfect weather for some relaxing outdoor drawing at the Amateurs. The event, called En Plein Air, brought together nineteen people, both beginners and more experienced sketchers, all keen to enjoy some time making art in the fresh air.

We kicked things off with some casual introductions, giving everyone a chance to share what brought them along and what they enjoyed about drawing. It helped break the ice and set a friendly, open tone for the day.

The session had two parts. First up were some quick three-minute sketching exercises to get everyone warmed up. The aim was to let go of trying to make something perfect and just draw what you saw, quickly and freely. Afterwards, we gathered to share our sketches—seeing the variety of styles and viewpoints was a highlight.

A big thank you to Bronwen Wade, who guided us throughout the session. She shared a helpful framework that outlines the five stages of learning art:

1. Self expression,
2. Learning technique
3. Practicing it
4. Making it your own
5. Innovate

It gave everyone a good way to think about where they are with their art and what comes next.

We were lucky to have some standout participants, too. One was Abigail, granddaughter of Tricia Smith, owner of Volunteer – a ranger yacht. Abigail brought along a

wonderful dog portrait that had everyone impressed, it turns out great drawing runs in the family!



Photo by Leone Lorrimer: Sketches from the day

Another special mention goes to John Crawford, who shared his talent for architectural sketching. His detailed drawings of boats and buildings added a whole new layer of inspiration to the session.

Thanks also to Maggie, Leone and Matthew for helping organise the day—and for their bold and playful sketches, which even managed to make garbage bins look interesting! Thanks to everyone who joined in. It was a relaxed and inspiring morning, full of creativity and community spirit.

With the harbour sparkling beside us and birds calling in the background, En Plein Air at SASC was more than just drawing—it was a lovely way to connect, learn and enjoy the beauty of the club we're lucky to be part of.

Ines Benavente Molina

A distorted world

If the Earth is shaped like a sphere, how can a sailor plot a straight line on a chart and use a compass bearing to travel from one waypoint to another?

The world maps we commonly use—such as those in atlases—are inherently distorted representations of the Earth's surface. All flat maps are approximations that transpose the three-dimensional Earth onto a two-dimensional surface and this process introduces distortions.

One of the most influential mapping methods is the Mercator projection, developed in 1569 by the cartographer Gerardus Mercator. It revolutionized navigation by preserving accurate compass directions since on a Mercator map, any straight line represents a constant compass bearing, which is invaluable for maritime navigation.

World Mercator projection with true country size added



The Mercator projection works by conceptually wrapping a cylinder around the Earth, with each point on the surface projected onto the cylinder. This technique, known as a cylindrical projection, results in a grid where latitude and longitude lines intersect at right angles. From a technical standpoint, the Mercator projection relies on a mathematical adjustment: since the cylindrical projection is tangential to the globe at the equator, the scale must be stretched by a factor of $1/\cos \theta$ (where θ is the latitude). While it

preserves angles and shapes reasonably well near the equator, it significantly distorts size, especially near the poles.

For example, Greenland appears nearly the same size as Africa on a Mercator map, despite being roughly 14 times smaller. Likewise, countries in the Northern Hemisphere—such as Canada and Russia—appear to occupy about 25% of the Earth's surface, when in reality they cover only around 5%. This distortion has led to a skewed perception of the world, with Europe and North America appearing disproportionately large.

The dominance of the Mercator projection in education and digital platforms like Google Maps continues to shape our global perspective. To gain a more accurate and undistorted view of the Earth, nothing beats a globe—a true-to-scale, three-dimensional model that preserves both the shape and size of continents and oceans.

Despite its distortions, the Mercator map remains a cornerstone of navigation—and a reminder of how much our view of the world depends on how we choose to represent it.

From the Racing Office

The winter series has finished and now it is time to start preparing for the new 2025/26 sailing season.

During August, SASC racing will provide equipment audit days and skippers briefing sessions. These days and sessions are well attended so please make your bookings early. This year, the in-person skippers briefing (19/08/25) will be held at Mosman Rowers Club, due to the clubhouse renovations. This will be an expanded briefing with presentations from both NSW Maritime and Australian Sailing and is highly recommended. Bookings for the audits and mandatory briefings are available on the SASC website

The 2025-26 Sailing Season is fully packed with over 25 weeks of sailing. The first race for the season is the Lion Island Race on the 30th of August. Entries are open to yachts with Category 5 compliance.

There are some new additions to consider for the season:

- Commodores Cup will include a Folkboat subseries
- SASC joins the Combined Clubs Women's Keelboat Series.

More details about these additions and the 25-26 sailing season will be available during August.

Without race management volunteers, SASC racing would not be able to operate our extensive sailing season. We are always looking for members to become race management volunteers. No experience is necessary as training will be provided.

Race days include Friday evenings, Saturdays and Sundays and rosters are very flexible. So please join our volunteers and see the "other side" of yacht racing – contact racing@sasc.com.au.

Meanwhile here are some key dates for SASC Sailing:

- **Equipment Audits – 9th and 16th August**
- **Skippers Briefings – 14th and 19th August**
- **Lion Island Race – 30th August**
- **Opening Regatta and First Point Score – 6th September**
- **Ranger & Couta, Folkboat Sprints – 14th September**
- **Women's Keel Boat Series – 28th September.**

A detailed sailing schedule is available on the SASC website.

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

Winter Photos



Photo Liam Timms: *Windshadow* Spinnaker Division Winter Race 6



Photo Alice Murphy: *Vanity* Classic Spinnaker Division Winter Race 6



Photo Mike Warner *Lonely and Out of Africa* Winter Race 6



Photo Alice Murphy: *Mister Christian* Classic Spinnaker Division Winter Race 6



Photo Liam Timms: *Tingari* Non-Spinnaker Division Winter Race 6

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



Photo: Commodore Hyam's Trophy

Board Members and Staff



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

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

Commodore: Peter Scott, *Cherub*

Vice-Commodore: Chris Manion, *Samphire*

Rear Commodore: Alice Murphy, *Bordeaux*

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

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

Honorary Secretary: Leone Lorrimer, *finesse*

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

Staff Members

Karen Ewels – Office

Sophie Tong – Office

David Pryke – Sailing

Rod Phillips, Shipwright – Boatshed

New Members

We welcome the following new members:

Full Membership

Garry Mahoney

Henry Davison

Kim Davison

Crew Membership

Bryn Curtin-Anderson

Darren Deigan

Katherine Sainty

Melanie Gale

Berengere Poncheaux

Beth Fitzpatrick

Norman Mighell

Michal Kepkowski

Matthew White

NEWSLETTER DEADLINE

The next SASC News will be the October 2025 edition. Contributions from members, which are always welcome, should be sent to news@sasc.com.au by 25 September, 2025.

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



Invitation to Northbridge Sailing Club Open Day

Do you have children or grandchildren who are interested in learning to sail?

Come join us on Sunday 31st August from 10am to 3pm to learn more about the Northbridge Sailing Club and if you wish, bring a change of clothes for you and/or your child to go for a casual sail with an instructor. It's fun for the kids and there's a great BBQ on the day.

In the protected waters of upper Middle Harbour west of the Spit Bridge, Northbridge Sailing Club offers a unique environment for kids, families and adults to learn to sail on Sundays through the sailing season. NSC's focus is family sailing together or enabling a parent (or grandparent) sailor to introduce sailing to other family members. There are three pathways:

Learning the Ropes – On Sunday mornings, our basic learn to sail programs for beginners provided by our Sailing School instructors are targeted for kids aged 7-12 years, families and adults, using Pacers and Optimist training dinghies.

Social Sailing and Personal Coaching – in the quiet waterways of upper Middle Harbour, we offer inexpensive hourly rental of Pacers and ILCAs (Lasers) to enable adult members to build experience (with or without an instructor) or previous sailors to take their kids for a sail or even let their more experienced kids take them!

For more experienced sailors, why not rent an ILCA or even take a friend (big or small) in a club Tasar or NS14 sailing dinghy? In addition, we have a team of AS certified teenage instructors who can provide coaching if you wish.

Afternoon racing – we race ILCAs (Lasers), two-handers (Tasars and NS14s – suited for two adults or parent/child



crews or teenagers) as well as Moths with our open fleet of junior sailors in Optis and Flying 11s.

Our club is volunteer led and we strive to create a family friendly environment where fun on the water is foremost supported by a community that helps each other. Our annual Live-In sailing camp for kids is legendary.

More information and Registration for our Open Day is here

<https://www.nsc.asn.au/events/306926>

Tony Stephens,

Commodore at NSC and SASC member



Photo: Alice Murphy – Lonely and Carress enjoying Race 5 of the Winter Series