

Classic Yacht Association

O F A U S T R A L I A

Proudly sponsored by



"COSTS, CONDITION AND CONSEQUENCES"

Issue 10, April 2000

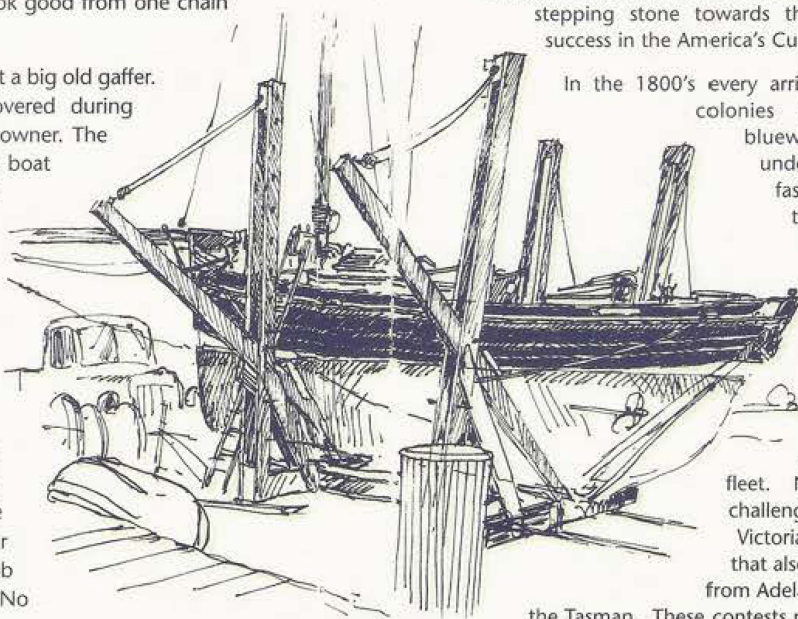
I am always a little surprised when sailors of modern boats and non sailors alike ask "How can you afford to keep an old timber boat?". People tend to think that to own a classic yacht means you must be able to moor stern to at St Tropez in September without a single raised eyebrow from the passing connoisseur. The point really should be that, while there is a minimum amount needed to keep a boat seaworthy, there is not really a top limit on the sum that you can justify spending. Where you chose to position your boat on this sliding scale is a personal matter but not a particularly important one. I personally like Alex Morrison's ("Frances" RYCV) "One Chain Rule". That is to say, she must look good from one chain away.

I read a story recently about a big old gaffer. Some damage was discovered during modifications by her new owner. The surveyor who assessed the boat had to strip parts to gain access to various hidden areas and then announced that it would cost over \$200,000 to put everything right. A local boat builder was simultaneously asked to quote on the job. He told the owner it would cost \$ 20,000 to get the boat sailing again for the summer and another \$20,000 would finish the job the following winter. No sailing season missed!

Perhaps the second option seems false economy, but perhaps owners also get the price they ask for. The surveyor might have been imagining a concourse standard renovation, the boat builder, a solid fishing boat style repair. In the end, option one won't provide a better boat, just a newer one.

THE SAYONARA CUP, AUSTRALIA'S PREMIER CHALLENGE RACE.

The 30th staging of the America's Cup in Auckland this year showcased the inspiring spectacle of big boat match racing around the buoys. While international interest in the America's Cup has continued to build since the first contest in 1851, interest in Australia's premier big boat challenge race around the buoys has all but died. With the imminent relaunch of the restored Sayonara, the yacht that lends its name to Australia's equivalent of the America's Cup, it is timely to recall how the Sayonara Cup contests, summarized in the accompanying table, were a stepping stone towards the eventual Australian success in the America's Cup.



In the 1800's every arrival to the antipodean colonies had done enough bluewater cruising to understand the appeal of a fast boat. During these times, the technological accomplishment of a far flung colony could be greatly enhanced if a locally designed and built vessel was victorious over boats from the colonial, or better still, the international fleet. Numerous intercolonial challenge races were held in Victoria and New South Wales that also drew the crack yachts from Adelaide, Hobart and across the Tasman. These contests reached a zenith during the prosperous 1880's when cash prizes equal to six figure sums in today's terms and valuable trophies were awarded. Public interest was extremely keen.

(continued page 2)

| | |
|--|-----|
| Editor's Column | 1 |
| Main Article | 1-3 |
| Sayonara Cup Table..... | 4 |
| Boat Advertisement..... | 4 |
| Classic Yacht Happenings | 5 |
| The Sydney Hobart Classic Cruise | 6 |

| | |
|----------------------------|---|
| Logan Shop Locations | 7 |
| CYAA Calender | 7 |
| State Representatives..... | 7 |
| New Members..... | 7 |
| Book Review | 8 |
| Application Form | 8 |

THE SAYONARA CUP CONTINUED

After the federation of the Australian states, a new interstate challenge was conceived to satiate the already traditional Melbourne - Sydney rivalry. So, in 1903 a challenge was issued by Alfred Gollin of the Royal Yacht Club of Victoria (RYCV), owner of the potent new racing yacht the Sayonara, to the Royal Sydney Yacht Squadron (RSYS) and the Royal Prince Alfred Yacht Club (RPAYC). Alfred Gollin had every right to feel confident with his challenge because his newly purchased gaff-cutter, Sayonara, had proved herself to be easily the fastest yacht seen in Victoria during the six years since her launch in 1897. She was designed by the brilliant Scottish naval architect, William Fife, and built to the highest standards in Adelaide by master boat builder Alex McFarlane. She was reputed to be the first yacht in Australia with lightweight hollow spars imported from the USA and carried English-made sails. In every way she was at the international pinnacle of yachting for her time. Gollin matched his confidence in the Sayonara by donating a stout-looking silver trophy worth 100 guineas as the prize.

To meet Sayonara, the Sydney clubs nominated a colonial flier, the New Zealand designed and built gaff-cutter Bona. She was unbeatable in Sydney waters and a time allowance of 8.9 seconds per nautical mile under the prevailing rules gave her every chance of beating Sayonara. The three-race contest was sailed in open water off Sydney heads and was close with Bona winning one race across the line, but Sayonara clearly the better in the other two races. After returning to Melbourne Gollin offered the trophy in perpetuity for interstate yachting challenge matches. The deed of gift stipulated that the contest should be a match race on three consecutive days (excluding Sundays) between yachts registered to RYCV and either or both RSYS and RPAYC. The first and third races were stipulated as a 10nm windward return and the second race an equilateral triangular course of 21nm. Yachts were to be 50ft or less on the load waterline (lwl) and were to sail to the contest on their own bottoms.

Sydneysiders realised that beating Sayonara was a formidable task and turned to New Zealand's Logan brothers for the weapon that would return the Cup. The gaff cutter Rawhiti emerged in 1905 as Logans' response. After a change of owners in 1907 she was sent to Melbourne for the match. Despite Rawhiti's success against the cream of the Melbourne fleet in a lead up event on Port Phillip, she was no match for Sayonara in the Cup races and was defeated in the first two races, even with her time allowance. Rawhiti went on to succeed in numerous other races and continues to win under her Bermudan rig in Auckland today. To wrest the Sayonara Cup Sydney challengers realised that the newly introduced international linear rating rule would give their smaller but astonishingly fast Awanui a dramatic handicap advantage over Sayonara. However, the RYCV declined to accept the challenge under these rules and the challenge by Awanui was withdrawn. After this disappointment, the RYCV accepted in 1909 a challenge on even terms from Thelma.

For the designer of Thelma, Sydney's highly respected Walter Reeks, this match was to be a crucial test of his work. Several years earlier Reeks had returned from a fact-finding visit to the New York Yacht Club and the Royal Yacht Squadron in Cowes where he closely inspected the top racing yachts with a view to designing an

Australian challenger for the America's Cup. Upon his return to Sydney he drew the lines for Thelma, a smaller version of his 90ft (lwl) America's Cup fantasy which embodied much of his thinking. Thelma had a significantly longer waterline length of 42ft lwl compared to Sayonara's 38ft (lwl). Prior to the challenge, Reeks completely refitted and tuned the 18 year old Thelma. He hoped to repeat the previous success of his yachts during earlier intercolonial races. In the first race the powerful waterline advantage saw Thelma overtake Sayonara on the run and finish 45 seconds ahead. The second race was held in Sayonara's preferred light weather conditions and she marched out to a handsome 9min 57sec victory. The final race drew enormous interest and in the fresh conditions the boats were evenly matched on the windward leg until Sayonara found a lift to the mark and managed to hold off Thelma during the run with an abating breeze. This result dashed Reeks dreams of the America Cup. Four years later Thelma was wrecked off Dobroyd Point in Sydney during a private rematch against Sayonara. During this race the mainsheet hand went over the side and was drowning in his heavy oilskins. Thelma was pushed into an all-standing jibe to make a rescue, but lost her rig and soon drifted helplessly onto a nearby reef. The crew was safely rescued, except for the mainsheet hand who was never found.

With the handicap issue continuing to rage, the challenge from Culwalla III, the renamed Awanui, was finally accepted in 1910.

However, it was agreed that in the case of a disputed result the respective yacht measurements and race times would be sent to England's Yacht Racing Association (YRA) for final arbitration. During these races Sayonara, nominally rated as a 12-metre, and the 10-metre rated Culwalla III each had one clear victory.

However, the first race was close with Sayonara winning across the line, but not by much, so the outcome hinged on the decision of the YRA who eventually awarded the trophy to Culwalla III after a six-month delay. Soon after this result Sayonara was sold to Sydney leaving Melbourne without a yacht capable of matching the jewels of the harbor city. The Sayonara Cup stayed firmly planted at the RSYS for another eighteen years before the next contest.



The next challenge came in 1928 when the energetic Joe White from RYCV commissioned Charles Peel of Williamstown to design and build a yacht that would win back the Sayonara Cup. He created a pole-masted gaff cutter, Acrospire III, which sat long, low and lean in the water. The RSYS had two aces up their sleeve to meet this serious contender, first they had two of Australia's first Bermudan-rigged yachts to chose from, Norn and Brand V, and, second, they could extract a significant handicap advantage with either of these eight metres. Eventually Norn, designed and built by J. Anker of Norway who is now best know for the International Dragon, was chosen to defend. Acrospire III finished the first race 4min 9sec ahead of Norn, but was beaten by 3min 3sec on handicap. The second race was sailed in changing winds and resulted in a comfortable win to the more simply rigged Norn. So the Sayonara Cup stayed in Sydney, but the flag officers of both clubs realised the uncertainty of a racing in fluke conditions and changed the next series to the best of five races. Before leaving Sydney, Joe White vowed to return with a new Bermudan-rigged contender.

Before White could return with his next challenger, Eun-namara, the renamed Culwalla III, now relocated to Melbourne was submitted by the RYCV for the 1929 contest. Like the ill-fated Acrospire III, two formidable opponents stood before the challenger, the newly launched Fife eight metre, Vanessa, and a whopping handicap. Previous Cup contests proved that Fife designed fast boats, but Eun-na-mara was not optimised for performance under the constraints of the International Yacht Measurement Rule like Vanessa. The ensuing contest demonstrated the importance of speed for rating when Eun-namara crossed the line for the first race 12min 23 sec ahead only to loose by 1min 20sec on corrected time in this "match race". Vanessa won the next two races in a more convincing fashion, proving that she was also a speedster. However, the yachts were clearly mismatched and closer racing was among the three eight metres dueling for selection as the RSYS defender.

When Joe White returned in 1930 with his Burmudan-rigged challenger, Acrospire IV, she was again a big boat rating 9.31 metres. She was no match for the well sailed Vanessa, which required her considerable handicap to claim victory in just one of her three straight victories. Undeterred, Joe White increased sail area and made other alterations to Acrospire IV in an attempt to gain more speed for his next challenge in 1931. However, only the handicap increased and the result against Vanessa was the same as their previous encounter. Finally, the Victorians realised that the best way to win back the Cup was to buy the invincible Vanessa, because the Club, not the boat, held the trophy. Therefore, in 1932 the economic depression gave Lance Randerson of the RYCV the chance to buy Vanessa and challenge with the previous defender. The defender was Norn and for the first time the Victorians claimed the small, but important, handicap advantage. The races were the closest for many years with the series going down to the fifth race for the first time. Vanessa won three races, two after application of the handicap, and brought the Sayonara Cup back to Melbourne. With the Sydneysiders now losing their most potent yacht the trophy remained uncontested for nineteen years. Vanessa raced and won at RYCV until recently and is planned to again race in the forthcoming CYAA summer season.

Eventually in 1951 a challenge for the Sayonara Cup came from the Royal Yacht Club of Tasmania (RYCT) and the deed of gift was changed to accommodate the new participant. Preempting the adoption of metre boats for the America's Cup races later in 1958, both contestants fielded yachts of the 8 metre class, or roughly so. The RYCT fielded Erica J which was designed by B.J. Aas and built by Max Creese in Hobart in 1949. To defend the RYCV chose Frances, a new 8 metre launched in 1947. Frances was designed and built by one of RYCV's long active members, Ernest O. Digby, who earlier built Independence and Defiance, but was otherwise the Overseer of Shipwrights at the Melbourne Harbor Trust. His design surely benefited from a close study of Vanessa and the experience gained from the Acrospire campaigns. However, Digby instinctively knew what made a fast boat because he was a vastly experienced yachtsman. He was one of the few owners to skipper his boat for the Sayonara Cup races. Frances was far superior on windward legs and dismissed the first challenge by Erica J in 1951 three – nil, the first successful defense of the Sayonara Cup by an Australian designed yacht. The following year Erica J returned to Port Phillip after fighting a severe Bass Strait storm for several days of her journey that resulted in a broken boom and spreader. After hasty repairs she won the first race when Frances broke a winch and spinnaker gear, but Frances prevailed to win the next three again proving her superiority. A further challenge in 1953 saw a modified Erica J challenge Frances on Port Phillip.

The changes to Erica J improved her windward performance and she carried the trophy off to Tasmania. The following year Frances raced Erica J on Storm Bay. Frances won 3-1 and returned the Cup to Victoria and distinguished herself as the first successful Australian-designed challenger.

Two 8 metre challengers entered for the 1956 contest on Port Phillip and the rules were changed to allow a three way contest. In addition to the now perennial Erica J from Tasmania, personable RSYS identity Bill Northam bought from England what was reputed to be the world's fastest 8 metre, Saskia. Although built in 1934 by Fife of Fairlie, Saskia's racing trim was constantly improved to a standard not previously seen in Australia. She had duralium mast, stainless steel rod rigging and carried the finest suit of imported sails. She was well sailed to convincingly beat both Frances and Erica J in the first two races. The brilliance of Ernest Digby's seamanship helped Frances across the line first in the third race before Saskia claimed her inevitable third and decisive victory. For the first time in 24 years the Sayonara Cup returned to Sydney.

In the RSYS defense of 1956, Saskia successfully defended against Frances and Erica J. Again Frances managed to claim one race in her favored light conditions, showing the caliber of Digby's sailing and design skills. Nevertheless, it was clear that Saskia had the measure of the challengers from the southern states and no further challenge was made for eight years.

In the intervening period, the first challenge for the America's Cup since 1930 was accepted by the NYAC in the 12 metre class. Suddenly the step from Sayonara Cup to the America's Cup didn't seem so daunting. Members at the RSYS, under the leadership of Sir Frank Packer, notified their intention to challenge. Bill Northam, owner and skipper of Saskia, was sent to New York and with his easy manner convinced the NYAC that, despite no pre-existing Australian 12 metre experience, an RSYS challenge couldn't be worse than the ill fated British challenge of 1958! The challenge was eventually accepted and Northam and the Saskia crew became heavily involved in Greta's Americas Cup campaign. In 1962, the same year as Australia's first challenge for the America's Cup, Saskia defended the Sayonara Cup in a clean sweep against Brigitte, the renamed Frances. This was that last time the Sayonara Cup, the great interstate challenge, was contested in big yachts. Australia had taken the next step, seeking to take on the world for the Americas Cup in the 12 meter class.

The Sayonara Cup continues to be contested in the one design International Dragon. These contests have not captured the hearts and imagination like the big boat contests of earlier times. However, for lovers of Australian classic yachts, the boats that raced in earlier Sayonara Cup contests form the nucleus of our classic fleet. These boats are still loved and revered. Most are actively racing and still winning club events. Perhaps in the future the Sayonara Cup may re-emerge as the interstate challenge trophy for big boats.

Damian Purcell. Compiled with thanks to the many owners who provided information for this article.



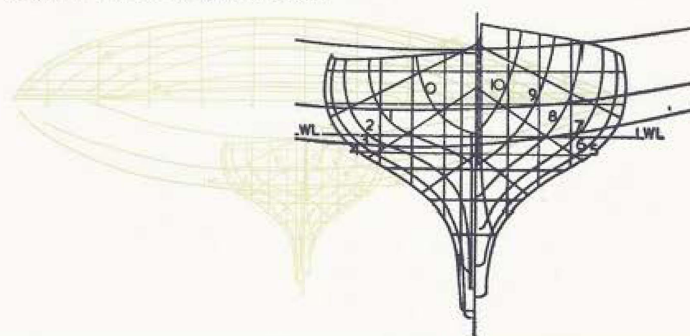
CONTESTS FOR THE SAYONARA CUP, THE 100 GUINEAS SILVER CHALLENGE TROPHY.

| Year and Place | Winning Yacht (l.o.d and designer) | Owner and affiliation | Losing Yacht (l.o.d and designer) | Owner and affiliation | Result & time allowance |
|------------------------|--|------------------------------|---|-----------------------------------|-------------------------|
| 1904 Sydney Heads | <u>Sayonara</u> (58ft, William Fife, Scotland) | Alfred Gollin RYCV | <u>Bona</u> * (50ft, Charles Bailey Jr., NZ) | Herbert Binney RSYS / RPAYC | 2 - 1 *8.9 s/nm |
| 1907 Port Phillip | <u>Sayonara</u> (58ft, William Fife, Scotland) | W.J. Robb RYCV | <u>Rawhiti</u> * (54ft, Logan Bros, NZ.) | Charles Brockhoff RSYS | 2 - 0 *5.1(?) s/nm |
| 1909 Port Phillip | <u>Sayonara</u> (58ft, William Fife, Scotland) | W.J. Robb RYCV | <u>Thelma</u> (53ft, Walter Reeks, Australia) | C. Lloyd Jones RSYS | 2 - 1 |
| 1910 Port Phillip | <u>Culwalla III</u> * (aka Awanui & Eun-na-mara) (50ft, William Fife, Scotland) | Walter Marks RSYS | <u>Sayonara</u> (58ft, William Fife, Scotland.) | J. Dixon RYCV / RBYC | 2 - 1 *35 s/nm |
| 1928 Sydney Heads | <u>Norn</u> * (49' 4", Johan Anker, Norway) | Alexis Albert RSYS | <u>Acrospire III</u> (53ft, C. Peel, Australia) | Joe White RYCV | 2 - 1 *21.6 s/nm |
| 1929 Sydney Heads | <u>Vanessa</u> * (48ft, William Fife, Scotland) | Percy S. Arnott RSYS | <u>Eun-na-mara</u> (formerly Culwalla III) (50ft, William Fife, Scotland) | Lance Randerson RYCV / RBYC | 3 - 0 *41.65 s/nm |
| 1930 Sydney Heads | <u>Vanessa</u> * (48ft, William Fife, Scotland) | Percy S. Arnott RSYS | <u>Acrospire IV</u> (54ft, Charles Peel, Australia) | Joe White RYCV | 3 - 0 *27.8 s/nm |
| 1931 Sydney Heads | <u>Vanessa</u> * (48ft, William Fife, Scotland) | Percy S. Arnott RSYS | <u>Acrospire IV</u> (54ft, Charles Peel, Australia) | Joe White RYCV | 3 - 0 *29.9 s/nm |
| 1932 Sydney Heads | <u>Vanessa</u> * (48ft, William Fife, Scotland) | James Linacre RBYC / RYCV | <u>Norn</u> (49' 4", Johan Anker, Norway) | Alexis Albert RSYS | 3 - 2 *5.1 s/nm |
| 1951 Port Phillip | <u>Frances</u> (49' 11" E.O. Digby, Australia) | Ernest O. Digby RYCV | <u>Erica J</u> * (48' 11" Bjarne Aas, Norway) | Ted Domeney RYCT | 3 - 0 *2.4 s/nm |
| 1952 Port Phillip | <u>Frances</u> (49' 11" E.O. Digby, Australia) | Ernest O. Digby RYCV | <u>Erica J</u> * (48' 11" Bjarne Aas, Norway) | Ted Domeney RYCT | 3 - 1 *2.4 s/nm |
| 1953 Port Phillip | <u>Erica J</u> * (48' 11" Bjarne Aas, Norway) | Ted Domeney RYCT | <u>Frances</u> (49' 11" E.O. Digby, Australia) | E.O. Digby RYCV | 3 - 0 *2.4 s/nm |
| 1954 Storm Bay | <u>Frances</u> (49' 11" E. Digby, Australia) | Ernest O. Digby RYCV | <u>Erica J</u> * (48' 11" Bjarne Aas, Norway) | Ted Domeney RYCT | 3 - 1 *2.4 s/nm |
| 1955 Port Phillip | <u>Saskia</u> * (48ft, William Fife, Scotland) | Bill Northam RSYS | <u>Frances</u> (49' 11" E.O. Digby, Australia) <u>Erica J</u> * (48' 11" Bjarne Aas, Norway) | E.O. Digby RYCV T.Domeney RYCT | 3 - 1 *2.4 s/nm |
| 1956 Sydney Heads | <u>Saskia</u> * (48ft, William Fife, Scotland) | Bill Northam RSYS | <u>Frances</u> (49' 11" E.O. Digby, Australia) <u>Erica J</u> * (48' 11" Bjarne Aas, Norway) | E.O. Digby RYCV T.Domeney RYCT | 3 - 1 *2.4 s/nm |
| 1962 Sydney Heads | <u>Saskia</u> * (48ft, William Fife, Scotland) | R.E. Jeffries RSYS | <u>Brigitte</u> (Frances) (49' 11" E.O. Digby, Australia) | B. McGregor & D.C. Petley RYCV | 3 - 0 *2.4 s/nm |
| 1984 Sydney Harbour | <u>Kirribilli</u> (29ft Dragon, Johan Anker) | Rob Porter RSYS | <u>Tahune</u> (29ft Dragon, Johan Anker) | Stephen Shield RYCT | 3 - 0 |
| 1985 Sydney Harbour | <u>Rawhiti</u> (29ft Dragon, Johan Anker) | Ted Albert RSYS | <u>Anastasia</u> (29ft Dragon, Johan Anker) | Guyan Wilson RGYC | 4 - 1 |

Table shows the defending yacht (underlined) and includes the length on deck (l.o.d) and designer in parentheses. The yacht awarded the time allowance is marked with an asterisk and the time allowance in seconds per nautical mile shown in the result column.

For Sale "Stormbird"

LOA: 33.5 ft Beam: 8'3" Displacement: 6 tons (2.75 tons external lead ballast) Fractional Sloop rig, original 46' Ricker spruce mast.



Construction: Carvel, Kaurie on Spotted Gum.

Design: Canoe stern, raised deck (sister to Rani, winner of the first Hobart).

A genuine, registered historic classic. An A.C. Barber design, built in 1932 for Alex Anderson-Stuart, a wealthy Sydney yachtsman. Finished 11th in the 1947 Sydney-Hobart. She was winning races right up to the '70's (including three Division Championships at Middle Harbour '61-'63). Several Lord Howe races. She's a very strong, attractive seaworthy boat, though these days used for coastal cruising. Completely 'sorted out', easy to care for. Her history has been carefully researched and documented, with many photos from the '40s, several magazine articles and a short TV feature.

Contact: Gene Merrill, Perth (08) 9381 6069.

CLASSIC YACHT HAPPENINGS

New South Wales

The Sydney Amateur Sailing Club has completed the four Logan series races that are run as part of their Traditional division. At the time of going to press the results of the fourth race were still under protest and so the overall results were still incomplete. With around twenty boats entered in the series this has proved a good introduction for Logan and the CYAA into the classic racing scene on the harbour. Various CYAA members and crews have performed well. "Classic" a 30 sq skippered by Gary Franklin was second in the series after three races and "Erica J" an 8 metre, won the second race. Visit the sydney Amateurs website at www.sasc.com.au for the complete series results.

Terrence Robertson, also a regular competitor in the NSW Logan Series with "Wings" writes...

"A lot of people think that classic yachts are no match for the modern speed machines. In the Australia Day Regatta on Sydney Harbour, 30 square metre Wings was recorded as fastest time in RSYS Division 1, beating the record breaking Nokia by 15 minutes in the provisional results. When queried on the superb performance the skipper several days after the results had been announced, he realised that he sailed the course for another division. It was good while it lasted."

Queensland

Charlie Jays writes from Queensland..."it doesn't seem a quarter of a century since that windy Mayday Weekend back in 1976, when a handful of local vintage yacht owners, got together to race each other over to Woody Point and back, but here we are putting together the 25th consecutive event. Since then "The Gaffers" as it has become known, has built up a considerable tradition, producing many impressive yachts, colourful crews, and legendary feats, and innumerable fond memories for all its many entrants.

This year, we anticipate around 50 of the cream of South East Queensland's yacht fleet, from Tin Can Bay to Southport, will be lining up to face the starters gun on April the 29th & 30th. It will be an exciting and diverse fleet, with recreational and working yachts from 4 meter lugsail dinghies to 20 meter luggers, all vying for cherished perpetual trophies and "best presented" awards. We may be lucky and get some visiting international yachts as has happened in the past.

What set this Regatta apart from others, is that the yachts actually get to race each other. This brings out the varying degrees of rivalry and skill and makes for exciting racing. Many entrants are regulars who also come for the great camaraderie for which this regatta is also well known.

The Regatta is hosted by the QCYC from its clubhouse and

marina facilities at Shorncliffe, and the two races are conducted over a triangular course just offshore in Moreton Bay. Public access to the marina is excellent as is race viewing from nearby shorncliffe headland."

The CYAA Representatives in Queensland John Devers and Tom Stephenson will be present. They are planning to have a Logan Presence there from the Pacific Fair Store and lend CYAA support this important event in whatever way possible. For more information concerning this event please contact our Queensland state reps (listed on page 7)

Victoria

As summer on Port Phillip Bay draws to a close so does the Logan Classic series. With one race to go, the turnout has no doubt been effected by our run of bad luck with the weather, which has definitely suited the heavier bermudan rigged boats. However, after the first five races we have nine different place getters so all boats have had a chance. We look forward to a grand finale on the 8th April, with hopefully a big fleet and a good turnout at RYCV for the presentation afterwards. Results from the last two races are as follows

Race 4

| | | |
|-----|--------------------|---------|
| 1st | PAULA | M Chew |
| 2nd | BUNGOONA | C Bandy |
| 3rd | SCARACEN OF HUON T | Grundy |

Race 5

| | | |
|-----|------------------|------------|
| 1st | SCIMITAR | B Purcell |
| 2nd | SCARACEN OF HUON | T Grundy |
| 3rd | ACROSPIRE III | C Anderson |

CYAA Elections

As agreed in during the establishment of the Classic Yacht Association all the positions on the executive are to come up for election after two years. That two year period expires this August and so we are asking members to consider whether they have the time and desire to stand for the committee.

The positions open for election will be.... Chairman, secretary, public relations officer, treasurer, membership officer, newsletter editor, yacht registrar, sponsorship, sailing program co-ordinator, legal officer, convenor, public officer and interstate reps. Members from all states are encouraged to stand.

THE SECOND HARRIS SYDNEY-HOBART CLASSIC CRUISE

January 27 - February 7 2000

By participant Jon Tucker - owner/skipper of New Zealand Maid

With a fleet this year of over double the 1999 numbers, the Sydney-Hobart Classic Cruise has been confirmed as an important annual blue water cruising event and a great alternative to the race.

Originally conceived as a cruise in company for Tall Ships and Classic boats after the 1998 Tall Ship's race, the character of this year's event was given a boost by the participation again of three of last year's boats, namely Wild Wave, New Zealand Maid and the brigantine Windeward Bound. This allowed the experience of 1999 to be used more effectively during the ongoing skipper's dialogue and passage planning to suit weather developments and local conditions.

Without a doubt the emphasis once again was on comfort and fun, and the only significant criticism of this year's cruise was that the 11 day time frame was too tight, given some initial weather delays. As a result of this feedback the 2001 cruise has been increased to 15 days.

The decision this year to include foreign registered cruising yachts among the classics was thoroughly worthwhile and the inclusion of the 48 foot NZ registered Ensalla brought a wider range of experience (and an enormous party deck!). As a result next year's cruise will be open to any cruising or classic boat interested in covering this infamously classic route.

This year the fleet included two classic steel yachts both with notable histories. Mahe, a 95 year old rivetted ketch showed her German aristocratic lineage in her sleek black low slung clipper-bowed sheerline. Also Trade Winds, a 55 year old WW2 racer with the 1949 Sydney-Hobart under her belt, was a valuable addition to the flotilla. Her crew of five vow to return next year after a steering cable failure south of Gabo Island forced them to abort the Bass Strait leg.

The newest yacht - the meticulously built 6 month old Laurent Giles ketch Pelican used the event as a shakedown for a pending world circumnavigation, and owners Peter and Elizabeth Hawker found the opportunity to share ideas and experience extremely worthwhile.

After two cruises now, a flexible basic itinerary which includes stopovers at Jervis bay, Eden, Wineglass Bay (or Freycinet Peninsula), Maria Island and Port Arthur has been found to work well. The goal of maintaining a continuous radio net via VHF and relaying (occasionally using SSB HF) was achieved successfully adding an extra degree of security to less experienced crews. A notable example this year of the spirit of mutual support was the support given to the temporarily crippled Trade Winds after her steering failure. The nearest yacht Ensalla hove to nearby for two hours while the remainder of the fleet reduced sail accordingly and set up a shore contact radio link to ensure a safe return to Eden for the jury steering Trade Winds. This enabled Ensalla to rejoin the yachts during the night without losing VHF range.

Sailing with a brigantine had less visual impact for the yachts

this year as the larger and slower square rigger was required to maintain an independent commercially orientated schedule without the flexibility of the rest of the fleet.

The fearsome weather reputation of the route was once again overcome by careful and well informed weather planning. A delayed departure by most boats allowed comfortable and fairly fast northerly breeze sailing conditions to Eden and again to Tasmania although a SW front swept through during the last part of the Bass Strait leg and gave the crews plenty of adrenaline as they closed Wineglass Bay under the lee of NE Tasmania.

When asked to identify the highlights of the trip most participants mentioned the partying and raft-ups at various stopovers. In addition the ongoing radio chat and humour added a further dimension of fun for everyone, even during the long night watches. For everyone the spectacular scenic beauty of Wineglass Bay and the Cape Pillar/Tasman Island area was worth the trip in itself! And inevitably the excitement of sailing up the Derwent together into a barrage of media helicopters and the Royal Hobart Regatta hype was another highlight for all crews.

Lessons learned from the 1999 and 2000 cruises have helped shape the 2001 Sydney-Hobart Classic which is likely to involve an even larger fleet. These boats will participate in an Australia Day sailpast on Sydney Harbour, grouping there for a January 27 departure and a more leisurely 15 day trip South. This will allow time for more island and onshore exploration, with an arrival on 10th of January in Hobart for the famous Australian Wooden Boat Festival and the Royal Hobart Regatta.

Both cruises have clearly shown that commonsense and flexibility coupled with a solid core of experience allow this route to be sailed in comfort and safety at a time of year when Southern weather patterns tend to be most stable. Every skipper has been able to make individual and well informed decisions regarding weather and local conditions for each leg. The regrouping stopovers have kept the fleet cohesive, and while minimum safety requirements are being set, the ultimate responsibility for each boat's safety and seaworthiness will continue to remain with each individual skipper.

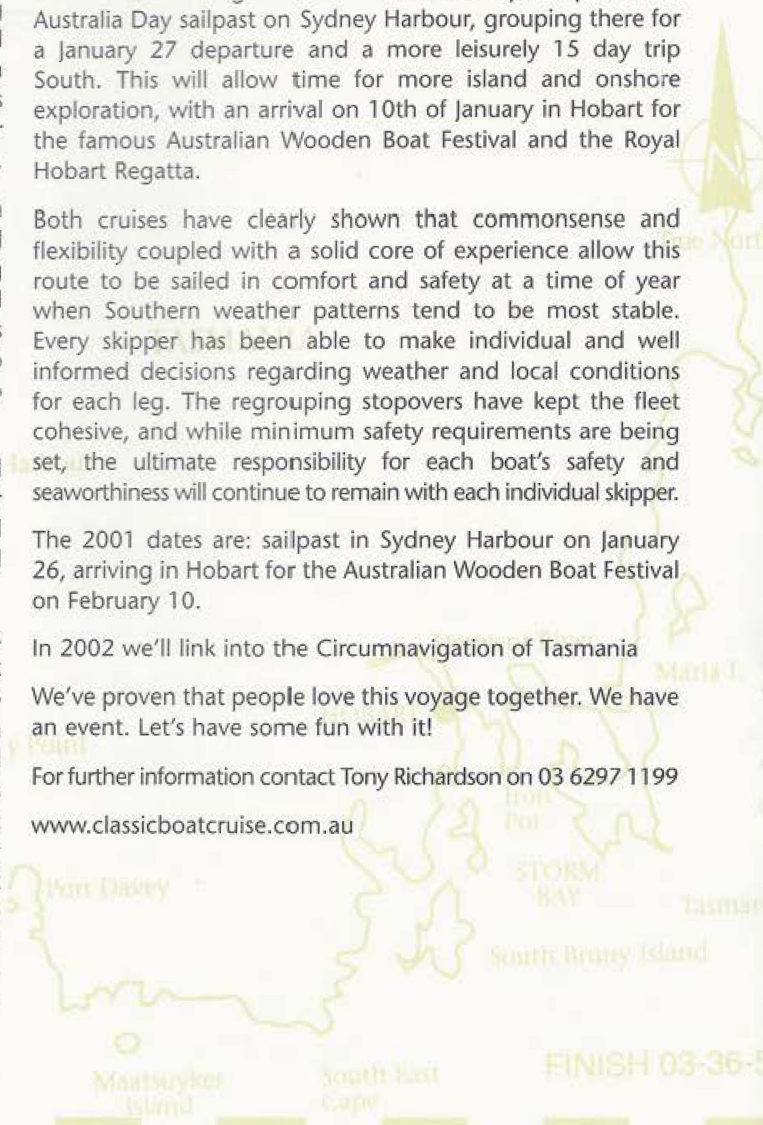
The 2001 dates are: sailpast in Sydney Harbour on January 26, arriving in Hobart for the Australian Wooden Boat Festival on February 10.

In 2002 we'll link into the Circumnavigation of Tasmania

We've proven that people love this voyage together. We have an event. Let's have some fun with it!

For further information contact Tony Richardson on 03 6297 1199

www.classicboatcruise.com.au



CYAA CALENDER

Victoria

LOGAN CLASSIC WINTER SERIES

| | | |
|--------|------------|------|
| Race 1 | 28th May | RYCV |
| Race 2 | 11th June | RYCV |
| Race 3 | 25th June | RYCV |
| Race 4 | 9th July | RMYS |
| Race 5 | 23rd July | RMYS |
| Race 6 | 6th August | RMYS |

Every race will be a morning start with an informal bbq after the finish.

Queensland

25th Vintage Yacht Regatta 29-30th April QCYC

NEW MEMBERS

Classic Yacht Association Membership now stands at 208. New members since the last issue are.

David Farley Queensland 56'7" 1955 Alan Payne Sloop. "Solo"

| | | |
|-----------------|-------------|-----------|
| Lewis King | NSW | Crew |
| David Court | NSW | Crew |
| Peter Thomas | Victoria | Crew |
| William Berghan | NSW 24'1930 | "Colleen" |

LOGAN OUTLETS

All members of the CYAA are encouraged to support our generous sponsor by buying your quality sailing clothing at one of the Logan outlets listed below. Persuade your crews and friends join the Classic Yacht Association of Australia thereby ensuring Logan's ongoing financial and practical support .

| | |
|-------------------------------|----------------------------------|
| Melbourne Central | Chatswood Chase |
| 300 Lonsdale Street | 345 Victoria Avenue |
| 03 96622100 | Chatswood 02 94123234 |
| Chadstone Shopping Centre | Warringah Mall |
| 1341 Dandenong Road | Old Pittwater Road Brookvale |
| Chadstone 03 95304333 | 02 99398156 |
| Westfield Shopping Town | DFS The Rocks |
| Cnr Doncaster & Williamson Rd | 155 George Street 0292529373 |
| Doncaster 03 98483733 | |
| NEW SOUTH WALES | QUEENSLAND |
| Sydney Central Plaza | The Arcade Pacific Fair Shopping |
| 450 George Street | Centre Hooker Boulevard |
| 02 92351560 | Broadbeach 07 55384722 |

State Representatives of the CYAA

Victoria

Doug Shields c/o 2 Chapel St, Richmond, VIC 3121
Tel: (03) 9427 8800, Fax: (03) 9427 0518,
Col Anderson c/o 14 Woodruff St, Port Melbourne, VIC 3207
P.O. Box 385, Tel: (03) 9646 5273, Fax: (03) 9646 4798

Queensland

John Devers, 7 Warra St, Wynnum Qld 4178
Tel/Fax: (07) 38933234, Mob: 0417036028
Tom Stephenson, 49 Seaville Av, Scarborough Qld 4020
Tel: (07) 38804023 Mob: 0418740200

New South Wales

John Stanley c/o P.O.Box 112 Hunters Hill, NSW 2110
Tel: (02) 99551083, Fax: (02) 99541952
Geoffrey Docker 67 McCarrs Creek Road, Church Point.
NSW2105 Tel:(02) 99711823
Terrence Robertson 47 Barton Crescent, Wahroonga NSW 2076
Tel: 0414 289531 Fax: (02)9776 4871

Western Australia

Andrew Mason c/o 21 Kenney St, Mosman Park, WA6012
Tel: (09) 3351 522, Mob: 0419 777 552

Tasmania

Ian Ross c/o 76, Regent St, Sandy Bay, TAS7006
Tel: (002) 235 660, Fax: (002) 237 664

We hope to be able to distribute the next newsletter by email as well as by post and a fully functioning website with news, results, services and chat is not too far away. Any members with expertise in this field and who are willing to help please contact Mark Chew at stuff@blueboat.com.au

COMPETITION

Classic Yachts are mostly about Sailing...
but they are also about History.
If you have an interesting story about
your boat, or just feel like telling us what
it is that makes her so special, please
write and tell us.

The best contribution will win a \$100
voucher generously provided by Logan.

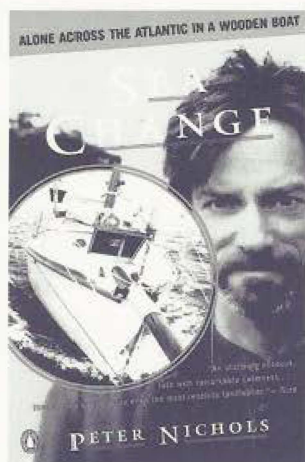
email: stuff@blueboat.com.au
fax: (03) 9531 1801


LOGAN

BOOK REVIEW

One of the books I would name as an essential part of a small boat library is "Coasting" by Johnathan Raban. This account of the author's voyage around England in 1982 in a small wooden yacht will remain a classic part of sailing literature as well as a perceptive social commentary on the "greed is good" philosophy of the 1980's.

So, when I decided to write a small piece about another book that I had recently discovered hidden on the bottom shelf of a book shop in Paddington, I was delighted to find that Raban had also read "Sea Change" and approved of it. The plot goes something like this.... Recently separated, middle aged, broke sailor attempts to sail his 27-foot engineless wooden boat alone across the Atlantic. Why? Because... "I hope to sell the boat in Maine where there is a reverence for wooden boats. It has sat here in England for nine months, for sale, listed with a yacht broker, without a single inquiry. The price is not too steep. There is simply no interest. They all want fibreglass boats now. But 'Toad' must be sold."



But I will leave it to Raban to explain what the book is really about.

"It's a voyage of discovery, in which the vivid and exciting sea passage turns out to be a means of achieving knowledge of life on land. Like all the classic lone voyagers, from Joshua Slocum on, Nichols finds his boat full of voices and presences, and his book is so

crowded with memories and reflections that the voyage moves with extraordinary and satisfying speed, making the reader wish only that it had been longer. He makes so little of his own physical bravery and seamanship that these qualities shine all the more brightly for being modestly hidden under a bushel. I think "Sea Change" is a magnificent addition to the literature of small-boat adventuring"

If you've got some spare room on the book shelf in the saloon, squeeze it in.

"Sea Change" is written by Peter Nichols and Published by Penguin (\$12.95) ISBN 0-14-026413-2

The Classic Yacht Association Newsletter is
designed by Blue Boat Design
tel: 03 9531 1801 fax: 03 9531 8040 email:
stuff@blueboat.com.au

TO ENSURE YOU NEVER MISS ANOTHER ISSUE OF THIS NEWSLETTER, WHY NOT BECOME A MEMBER OF THE CLASSIC YACHT ASSOCIATION

Application for Full Membership of the Classic Yacht Association of Australia Inc.

I.
(full name of applicant).

Of.
(address)

wish to become a member and apply to have my Yacht accepted on to the Yacht Register \$50 (Refundable if not accepted)

Signature of Applicant

Date.....
Please supply the following details

Phone Number:.....

Fax Number

Email Address.....

Boat Name

Designer

Date of Build

Construction

LOA Rig.....

Sail Number

Details of other Yacht Club Memberships

Application for crew/friend of the Classic Yacht Association of Australia Inc.

I.
(full name of applicant).

Of.
(address)

wish to join the CYAA as a crew member/friend \$25

Phone Number:

Fax Number

Email Address.....

Details of other Yacht Club Memberships

PLEASE RETURN WITH PAYMENT TO
L.CLOSE, SUITE 4,10 HODDLE STREET, ABBOTSFORD, VIC 3067