



Cruise News

Royal Sydney Yacht Squadron Annual Cruise

Day 7

Friday 25th April 2008

Refuge Bay Raft up



Refuge Bay

Tomorrow:

Race 7

Offshore Heat 3

Broken Bay to Port Jackson

High Water: 1.17m @ 1211

Low Water: 0.75m @ 1728

Yacht Profiles

BOAT NAME: MAGNIFICAT

SAIL NUMBER: 5574

CLASS/TYPE: Catalina 36

LENGTH OVERALL: 10.97m

Magnificat is a tall rig Catalina 36 Mk II built by Catalina Yachts of California in 1995 for its owners John and Robbie Hancox. She has been raced mostly in twilights but also some summer and winter series early in her life. Extensively used for harbour and coastal cruising she was sailed to the Whitsundays in 2000 over a period of 5 months. Now in her 13th year and with new rigging, Magnificat looks almost as good as new.

The Mk II has exactly the same under-body shape as its predecessor so that the two styles could continue to compete in fleet class racing across the USA without giving advantage to the new design. Approximately 2500 C36s have been built. The Mk II has been broadened above the waterline from about midships and carries this beam aft to provide an enormous cockpit and to increase the already large space in the saloon and aft cabin. The result is a very comfortable cruising yacht with two large cabins (fore and aft) ideal for four people over extended periods. The C36 is built to American Bureau of Shipping approved plans and Magnificat complies with New South Wales survey for charter yachts.

cont...

ANZAC DAY , 25th April 2008

The Ode

**They shall grow not old, as we
that are left grow old;
Age shall not weary them, nor
the years condemn.
At the going down of the sun
and in the morning
We will remember them.**

The Ode comes from For the Fallen, a poem by the English poet and writer Laurence Binyon and was published in London in The Winnowing Fan: Poems of the Great War in 1914. This verse, which became the Ode for the Returned and Services League, has been used in association with commemoration services in Australia since 1921.



The Rising Sun Badge

One of the mainsprings of an army is its esprit-de-corps - that spirit which gives a soldier purpose and the endurance to carry on when others might give up.

In the prolonged and bitter struggles of World War 1 and World War 2, the soldiers of the 1st and 2nd AIF (Australian Imperial Forces) had this esprit-de-corps, and its focal point was a humble badge. The so-called 'Rising Sun' badge, worn on the upturned brim of a slouch hat, typified the Spirit of ANZAC - the camaraderie of Australian soldiers to fight for the Crown and the British Empire.

In 1902 a badge was urgently sought for the Australian contingents raised after Federation for service in South Africa during the Boer War.

The most widely accepted version of the origins of this badge is the one that attributes the selection of its design to a British officer, Major General Sir Edward Hutton, the then newly appointed Commander-in-Chief of the Australian Forces.

Hutton had earlier received as a gift from Brigadier General Joseph Gordon, a military acquaintance of long-standing, a 'Trophy-of-Arms' comprising mounted cut and thrust swords and triangular

Martini Henri bayonets which were arranged in a semi-circle around the Crown. To General Hutton the shield was symbolic of the co-operation of the naval and military forces of the Commonwealth.

A refurbished replica of the shield is on display in the main foyer of the Army Office in Canberra.

The original design, which was created and produced in haste, was modified in 1904. This badge carried a scroll inscribed AUSTRALIAN COMMONWEALTH MILITARY FORCES and it was worn throughout both World Wars.

In 1949, when corps and regimental badges were re-introduced into the Army, the inscription on the scroll was changed to read AUSTRALIAN MILITARY FORCES.

In 1991 a new design was produced which is now on issue. The inscription on the scroll now reads - THE AUSTRALIAN ARMY.

The 'Rising Sun' badge was originally entitled the General Service Badge but, it is now officially called the Australian Army Badge. It will, however, always be referred to as the 'Rising Sun'.

Courtesy of the Australian War Memorial



Courtesy of the Australian War Memorial: Some troops of 1st Australian Division near Broodseinde, Belgium in World War 1. (AWM E833)

Magnificat cont....

This is our 9th Cruise. Unfortunately our regular mainsheet hand, Graham "Sprinkles" Fountain, engineer extraordinaire and his partner Grace Long are not able to be with us but we are pleased to welcome Peter Zhender and his wife Alice aboard for racing. We are also pleased to have our 9 year old grand daughter Adelaide Carey on board at least for a couple of days.

BOAT NAME: NORSKE

SAIL NUMBER: 20

CLASS/TYPE: COLE NANTUCKET 43

LENGTH OVERALL: 13m

Norske was originally named Humdinger II and was built for Brian Northam in 1981.

In 1985 the Dickson family bought her from Brian and re-named her Norske.

Norske has sailed in the Sydney to Hobart race 3 times and in the Southport race once. The boat



NAV EST COMPETITION

A big thank you to Richard Chapman and Coursemaster for once again donating the prize for this year's

Nav Est Competition, an IC M32 Waterproof Hand Held VHF radio.

This year's lucky winner will be announced at the Cruise Prizegiving Dinner on Saturday 10th May.

Yacht Profiles

Norske cont.....

has sailed in many short off shore races over the years. However in recent times she mostly races on Sydney Harbour on Wednesdays, Fridays and Saturdays during the spring, summer and autumn months. Some members of the crew have sailed together for up to 40 years.

Norske is a Cole Nantucket 43 (2ton) yacht fractional rig fibre glass hull with a draught of 2 metres.

BOAT NAME: alouette
SAIL NUMBER: 505
CLASS/TYPE: Beneteau 36s7
LENGTH OVERALL: 10.9m

"alouette", named after the French children's song about the lark, is a Beneteau 36s7, 10.9 metres, of the First racer/cruiser range and has all the creature comforts so is a good cruising boat. She was imported from France by John and Judy Waring, is their 4th Beneteau and was launched in December 1997.

She races regularly in RSYS Division 2 in summer and Div 1 in winter, Saturdays and in Fri

alouette cont....

day twilights. She is a consistent placegetter with a happy, mainly female, crew.

All their Beneteaus since 1981 have had French names beginning with "a", the first two a 29 and a 305 named "a la quatre" to the fore (sail # 4444), which both won the half ton series, then a 345 "à l'eau" or *on the water* which had other yachts calling out "allo allo"

This is their 18th Squadron Cruise and all have been most enjoyable and well organised. John is a well-known member of the RSYS, serving on several committees, and was Cruise Captain in 1993, when he took the fleet to Lake Macquarie with great success. In 2001 "alouette" won the overall Cruise pointscore in the no extras division.

They live at Paradise Beach on Pittwater with a boatshed full of water sport toys and a fast runabout in front, but John prefers to race on Sydney Harbour. He started sailing 60 years ago at the Avalon Sailing Club in his plywood Vaucluse Junior with steel centreboard.



alouette - Cruise 2004

Boat Name: KATINKA
Sail Number: 5139
Class Type: Cole 35, 3/4 Tonner
Overall Length: 35 Feet or 10.47 meters

Katinka and her crew are looking forward to yet another exciting cruise. Paul, Sheamus, Carl, Steve and Darryl are regular participants and are again looking forward to the pleasures of Pittwater and the camaraderie afforded by all cruisers.

Over the years Katinka has successfully collected a number of prizes at the end of the cruise. Last year we won the nav-est competition and gratefully received a waterproof VHF which will be put to good use this week. Thank you Course Master.

This is the families second Katinka she is a 1980 Cole 35 Pawtucket designed by RSYS Member Peter Cole to the IOR Mk3 rule. She is revels in bashing to weather but is a handful down wind due to the pinched in stern which was common to all yachts of the day. Oh what designers will do to beat the rules and maximize the handicap. The IOR rule has gone the way of the dodo bird and we are left with a pinched in stern.

Many ask where, the green shirts, stags head emblem and the letters OC come from. The stags head is part of the O'Connell family crest which is displayed on an Irish green background. Our racing letters OC are derived from our surname. Numerous family members have been and are often referred to by this abbreviation so it seemed fitting to continue the family association onto our boats.

We wish all participants a pleasant cruise and tight racing.

FAREWELL

Well that's it for another year!

Thanks must be extended to our Cruise Captain, Simon Coventry and the members of the Cruise

Committee for putting together another memorable Pittwater experience.

Thanks also to the team on the Committee Vessel - Rob, Brian, Paul & Jason for a great week of racing.

And lastly, thanks to everyone who participated, for without you there would be no cruise.

See you all again next year!

BOAT NAME: Irish
SAIL NUMBER: Shamrock
CLASS/TYPE: Young 41
LENGTH OVERALL: 41 foot and a bit

A comfortable wooden cruising boat owned by Michael and Sharon Delaney.

Unfortunately, at the time of writing, Michael has just left hospital recovering from a bout of 'Irish' flu and will not be navigating the hazards of Lion Island. But the show goes on for the Tait family and the Smith family.

The boat was built in Queensland 20 odd years ago before voyaging south to Port Jackson in recent years. After some recent refitting by Yanmar as well as some electrical work, the boom and main have been cut down to accommodate the new bimini covers. (handicapper take note) The boat is running well in her new cruise format.

cont....



Yacht Profiles

Irish cont....

This is "Oyressh's" third cruise to Pittwater. The Smith family joins Irish this year to lift the culinary standards and enjoy a 'cruising' cruise. It will be afternoon tea (Irish of course) at 4.00 pm each afternoon.

As as in past years, the crew is made up of a contingent of Squadron youth sailors who have now progressed from trainees to senior divisions racing laser radial and 4.7's. This crack, muscle-bound, crew is keen to participate in the races aboard racing competitors as 'guns for hire' (floggings, short rations of salt horse and ships biscuit acceptable).

This crew looks forward to regaining the "Uno" card playing world championship reportedly lost at the RSYS Youth Sailing Summer camp in January. The challenge is made! In addition, some crew members will be continuing their study of the fairy penguins, keeping a weather eye for the colony on Lion Island, having extended this research during summer at colonies around Low Head and Bruny Island. please report sightings to the master/scientist.

Ben Tait - Master: Tom Williams -Tactician, Ed Smith -Navigator (renaissance gentlemen of arts and science)
Chris and Sarah Smith Supernumeraries
Stephen Tait- Steerage

Sydney Cruise

by Joop Weddephol

When Terry and Julie Clarke, old friends from the Hong Kong days where we had competed in the Dragon Class fleet at RHKYC, invited us for the 38th Annual Royal Sydney Yacht Squadron Cruise in their Bavaria 34, we couldn't refuse.

We also had shared a bare-boat charter in the Ionian with them many years ago, and we had some other old sailing friends in Australia from the Hong Kong and East Africa days, so this cruise invite was the deciding factor to go visit Aussie this year.

But, let me state right from the start, that we were misled! They told us that it was an annual end-of-season event in the Pittwater area only some 20 miles north of Sydney, with some 50 yachts—just some cruising and some racing, nothing serious. Nothing serious? My foot! It was deadly serious! At least Julie, the skip, took it seriously, and Joan my better half, found out that I am not the only one, when skipper, to occasionally raise my voice.

The event was extremely well organised, both for the cruising and for the racing part. We had the RSYS Committee boat with us all the time and several rubber duckies, with dedicated crews, to act as tenders. That committee boat was something to behold. It had just about everything any race officer could wish for!

We left early on the Saturday on what was scheduled to be a proper race out of Sydney Harbour to Pittwater, but the wind did not play ball and we had to motor a long way before the committee boat decided there was enough breeze to lay a line and get the show on the road. There were three divisions: Spinnaker (seven boats), non-spinnaker A (18 boats) and non-spinnaker B (13 boats). A further 11 yachts had come for the cruise only. Our Bavaria, in the B fleet, came fourth out of the eight boats that opted for that first race. They were using a performance based handicapping system, so it paid, we were told, not to

be too good at the beginning. Be that as it may, that fourth was to be our best result for the whole week! The whole fleet anchored and rafted up at Hallet's Beach for the inaugural 'Happy Hour'. Here we were ferried ashore and met a lot of the other competitors. What a nice crowd. The first of the daily newsletters was distributed with details of the next day's events and profiles of some of the partaking yachts and their owners.

There were John and Judy, who started sailing some 60 years ago and now had a Beneteau 367, and Trish Stanley in her North Shore 38 Willyama which, although usually ahead of us, was a benchmark to judge our own performance. A classic was Fidelis, a triple-planked 45-footer, built in New Zealand in 1964, the same year she achieved line honours in the Sydney-Hobart. Kihhi and Henry, a Norwegian/English couple, were on a Dutch-built Contest 44 doing the cruise as part of their round-the-world trip. Another fast yacht was the 37'33" Danish built X-yacht Solveig. And there was Phoebe, an Ed Dubois-designed 50-footer built in 1985 of cold moulded pine and maple. An Adams 10 Hang Ten with hardly any comfortable accommodation was raced by three girls with devastating effect, but the start of the cruise was 81-year-old ex-Olympic sailor Gordon Ingate on Soundtrack, a J35, who had a bevy of grandkids to crew for him.

The Sunday had us racing in-shore around marks in a rather light breeze, followed by a raft-up in America's Bay and a progressive dinner where the various courses were to be taken, in turn, on board the various yachts in your raft-up. Yes, you can dine with 12 people on a 34-footer!

On the Monday it finally blew and we had a scintillating race around marks. Mind you some of the marks are actually islands with some extremely tricky wind shadows in their lee which made for interesting times. Another raft-up in a narrow creek and more partying on board. The next morning it was misty which made for the most beautiful photographic opportunities, but the wind came up well for the crew race. Julie was forced to allow Terry to helm this time which he did pretty well in getting a fourth out of 12.

The Wednesday was a lay-day with a raft-up off a beach where some walked and some just loafed, followed by a spit-braai lunch. This brings me to the wine consumption on this cruise. In the first place, there ain't no bad wines in Australia; but even so, a lot of the yachties actually drank New Zealand wines—in large quantities!

Thursday had a off-shore race, followed by the official dinner at the Royal Prince Alfred yacht Club, where also we could have our first shower! The last inshore race was on the Friday, and then it was back to Sydney on the Saturday when once more the wind was too light and from the wrong direction to warrant racing. So it was motoring, and later cruising under sail, back to the yacht Squadron base.

The 'Pittwater cruise' is a misnomer, as most of the activities took place on the Hawkesbury River—but it's all part of the Kuringai National Park and the scenery is stunning. It reminded me somewhat of the south coast of Turley with all the bays and inlets and the forested hillsides. We had a whale of a time and made many new friends. And then, of course, the sailing in Sydney Harbour on a Saturday afternoon is an eye-opener. There were hundreds of yachts, racing or just cruising, including Australia's ex-America's Cup yachts, now used for the tourist trade, all sorts of keelers, and Etchells, Dragons, Ynglings, Finns, and Lasers. You name it, they sail them here. What a choice for sailors!

Courtesy of SAILING for South Africa magazine & Julie Clarke (Senta).

Results - Race 6

Inshore—Heat 3

Spinnaker Division

1. Sienna III
2. Campeador
3. Gannet

Non Spinnaker Division 1

1. Ishtar
2. Astrid
3. Kookaburra III

Non Spinnaker Division 2

1. Jillaroo
2. Nemo
3. Loose Goose

Crew

If you need crew or are looking to join a crew please let us know & we will advertise it in this section each day. Likewise, should you be picking up or dropping off crew let us know when, where & how and perhaps a group can be arranged.

Stop Press

An unfortunate incident at the start of the Non spinnaker A division saw the withdrawal of Ceilidh and Ticket of Leave. All crew are reported, thankfully, as uninjured.

The Inshore pointscores were decided today and congratulations are due to the divisional winners, Siena III, Ishtar and Jillaroo. All competitors are to be congratulated on the spirit in which the competition was conducted. A casual appraisal of corrected times will show how close some of the results really were.

A reminder about the crossword—all entries must be lodged with either the Committee boat or the Sailing Office by 16:00 hours on Saturday (tomorrow).

Don Swanson from Just Quietly is pining the loss of his carbon fibre spinnaker pole. The mutinous pole abandoned ship in Pittwater on Tuesday and is sadly missed by the rest of the crew. A \$1,000 reward is offered for its safe return.