

UP THE RIVER

Concord and Ryde Sailing Club Newsletter – April 2008

No. 151



UP THE RIVER

Bi-monthly magazine of the
Concord and Ryde Sailing Club Inc.

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CORRECTION

In the last issue (No. 150) in the article "Historical Details Of Our Club's Bits and Pieces #3" it stated that the Spiral Class Championship Perpetual Trophy "was first presented to Murray Dismorr by our Commodore, Chris Lowe, on the opening Day of the new Extension to our Club House, 31st August, 1996."

This is incorrect, Murray was not present that day as his daughter was born the day before. The trophy was presented by Jim Hull to Murray at Presentation Day.

Cover – Herons heading North for the winter.

Unless otherwise credited or implied, all photos are taken by Nicole Williams.

Contributions welcome.

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PRESIDENT'S REPORT

With the 2007-08 season drawing to a close I hope you can look back on another good year mixing with your friendly competitors out on the river.

Len Elvery

It was with sadness that we learnt of the passing of long time member Len Elvery. Len was an active member and supporter of the Concord and Ryde Sailing Club both on and off the water. He sailed a Heron for a number of years before joining with Bruce Dunlop as crew in the NS14 class. Latterly he manned the start boat with Ted Kendrik.

Some time ago he taught himself book binding and has presented the Club with a bound record of the Clubs activities for each year including Management Committee Minutes and copies of Up The River.

Our sympathies go to his wife Genevieve and family.

Sail Training

Yet another group has been put through one of David McClean's "Learn to Sail" courses. I have lost count of just how many trainee members that has brought into the Club this year. I just hope that their enthusiasm will carry over into next season with many of them appearing on the water in their own boats.

Working Bees

It has become evident that the board walk requires some attention this off season. Some of the deck timbers have rotted, mostly where we have been washing boats and under the roof drip lines.

Bryce has not set a date yet, but your support will be appreciated at the right time. You are all I am sure, aware that Bryce has had a knee operation so his efforts will be as a "Hands Off" foreman and whip cracker.

A Working Bee for training craft maintenance has been set and is announced in this magazine.

Presentation Day

As usual Presentation Day will be held in our park on the last Sunday in May, which this year is the 25th so please put it in your diary.

We are organising a barbeque for lunch and suggest members and their families arrive about 11.30 am. Tickets are available from Class Captains and the Canteen. Please purchase early, not on the day, as it helps if our caterers know just how many people they are to cater for. Too much food can sometimes be as big an embarrassment, not often I must admit, as too little. No too little is a bigger embarrassment so we would prefer to avoid it.

We would particularly like to encourage new members, whether they raced or were part of the training classes to come along and enjoy what is always an enjoyable day.

Remember to BYO plates, cutlery, drinks and seats.

Brian Smith

Presentation Day



Sunday 25th May 2008

• Adults \$14 • Children \$7 • Family \$35

Please see your Class Captain or the Canteen for tickets.

COMMODORE'S REPORT

Our Club is very lucky to have a number of different classes on the water each Saturday. The mixture of classes provides an opportunity for our fleet to grow at a time when some Clubs face decline.

Our variety offers all members, skippers and crews, the opportunity to compete in craft that are attuned to their skills and also their personal commitments. As some of us mature and our children look for different experiences, either as crew or outside of our sport, we can move to another class within our Club.

Some classes in our fleet do not have the speed or manoeuvrability of others. At times this can create a situation where crafts of very different speeds need to use the same water to try and progress through the fleet each Saturday. Yes, we have the RRS (Blue Book) and our Sailing Instructions to provide clarity on who has right of way. And, when rights are not respected we have the protest process.

Rule 2 of the RRS provides for Fair Sailing: that we all compete in compliance with recognised principles of sportsmanship and fair play. To me, one aspect of sportsmanship is to respect the rights and needs of those with whom we share our Saturday afternoon competition on our marvellous river, including those with

whom we are not competing because of the richness of classes at our Club. Part of respecting the rights of a colleague is to recognise that performance characteristics differ across our fleet and when practical adjusting what we do to allow for the difference: giving the extra water if you can, not trying to outpoint another class that cannot point as high as you. There are many ways we can show courtesy to one another.

As our season draws to a close and maintenance season approaches the Race Committee needs to turn its mind to next season. To help the 2008/09 Race Committee formulate their program a short survey form will be available on Presentation Day. To complete the survey you will need to give some thought to what you liked about our program and changes you would like to see and then spend 5 minutes between mains and desert on May 25 ticking some boxes and noting some comments to give us your feedback.

One of the privileges I will have on May 25 is to present the Chris Lloyd Owen Memorial Trophy. If you think that there is a Junior member who is worthy of consideration for this Clubman award now is the time to let your Class Captain know.

Fair Winds
Chris Gildersleeve

SAIL FOR CANCER – 2008

This year our Club held our Sail for Cancer fundraising race on 16th February, 2008. 56 boats started the event, raising a total of \$511.00 on the day. That amount was a little below the amounts raised for same event for the last couple of seasons but the total over the years now stands at \$7,962. It is great that our Club can assist a wonderful cause like this each year and hopefully over the seasons ahead this total will grow quite a lot.

This total would not have been as high except for the enthusiasm of some of our Junior sailors who chased friends

and family for donations and it says a lot about our Club when the juniors give of their efforts in this way. I would like to thank them on behalf of CRSC and also note their efforts with Shannelle Wardle raising \$36.10, Rebecca Nash \$20.00, Kristina Burwood \$14.00 with John and Tiane Burwood each raising \$16.00.

On behalf of CRSC thanks to everyone who contributed and if there is anyone who wants to add to this just see me and I will make sure any additional donations are passed on to the Foundation.

Ron Burwood

TRAINING FLEET PRE-SEASON SERVICE DAY

Once again our season is over and our training team will need the training craft in as good condition as possible.
Any assistance is helpful, even in helping to carry boats.

WHEN: Saturday 3rd May 2008
TIME: 9.30am till 1pm
SKILLS: General repairs (no major problems)
WHY: To support the training team with working craft.
CONTACT: Graham Arnold at blakduck@netspace.net.au or 9684 1082

WANTED... PICNIC TABLE

Must be in good working order, for the Clubhouse deck. All queries please see Brian Smith.

HISTORICAL DETAILS OF OUR

This issue's story on our Club's 'bits and pieces' deals with those events we have had in earlier seasons but are no longer part of our racing calendar. I have recorded these mainly from a historical side and because some are the trophies are still around our Clubhouse.

The Bailing Bucket Trophy – MJ's Encouragement Award

You have probably wondered about the silver coloured ice bucket sitting on the shelves of our Club. During the 1980s when there was quite a large fleet of MJ's this trophy was created to be awarded to the Junior sailor who persisted with their efforts even though often spending a lot of their time in the river after turning over. It was first presented at Presentation Day 1982 to

Sally McManus, a fun loving youngster, who immediately, after being presented with it, placed it on her head as a hat making a good subject for the cover of the August 1982 issue of *Up The River* as can be seen below. Her crew, Elizabeth Hall is also in the photo and Elizabeth has since sailed in NS14s as crew and more recently skippered her own NS14 #1913 – "Whistling Kate". A couple of years later Sally moved into crewing on Maricats continuing to sail until the late eighties when as crew for Greg White won 3 Maricat National Titles. More recently you may have seen her on the TV news in her current role as NSW Secretary of the Australian Services Union – maybe a stepping stone to a Parliamentary Career!



CLUB'S BITS AND PIECES #4

Concord Council Trophy

This was awarded for a series of races each season being based on Handicap results and could range from 3 to 4 heats, with one heat being dropped. This series was usually for the first races of the season in September with one heat being sailed in the latter half of the season. The series was dropped from our programme at the end of the 1984/85 season as we were starting to have a closer relationship with Ryde City Council and our Club was not receiving a lot of support from the Concord Council.

Other Miscellaneous Trophies

Over the years there have been regular trophies given for events such as Single Handed Day, Novelty Race Day, Ladies Day and Forward Hands Day. However in latter years our calendar of races became too congested to stage these events and but we still have a novelty day of sorts when we have a day of short races.

Gunz Trophy and the Gunz Association with CRSC

Back in January, 1982 I persuaded R. Gunz (Photographic) Pty. Ltd., the company for whom I worked, to sponsor a series for the Heron Class with trophies awarded for 1st, 2nd and 3rd places. In return the Club allowed

Gunz one page advertisement in each issue of UTR. The series was based on Handicap results of the spring and autumn series with the best 10 races to count. From the 1985/86 season the results were based on the best 12 results of 15 randomly nominated races and to make sure it remained an encouragement series with a wider spread of trophies for the Heron skippers additional rules were created which stated 'Any boat whose Handicap gets to within 8 minutes of the recognised scratch boat will be automatically disqualified from the final results of the series' and 'To qualify a boat should have started in at least 9 races'. Later the series was change to be open to all Heronners as it was getting difficult to administer the results. The series was initially called "Gunz Konica Camera Series" after the camera agency Gunz was representing at the time. Under the arrangements made with Gunz there were also encouragement awards for new sailors available for other classes. During 1986 the Gunz Company changed camera agencies dropping the Konica brand and taking on the Olympus camera range. This resulted in the series to be naturally renamed the "Gunz Olympus Camera Series". The last time this was awarded was for the 2001/02 season due to Gunz and Olympus not being able to come

to suitable trading arrangements and the Gunz Company ceased trading on 31st March, 2002 after 66 years of business and 20 seasons of involvement with CRSC.

In addition I managed to get the Gunz Company's assistance in sponsoring \$1,000 to a new rescue boat in 1988, also later in 1988 sponsoring JH8 training boats to the tune of \$500. Other contributions were a \$500 donation in 1990 towards new rescue boat motor, \$2,500 towards a new Sabot training boat. You will also have seen 2 Sabot boats with the name of Schenker on them and these were sponsored by Schenker Australia who was the freight company used by Gunz, whom I was also able to persuade to help us out with a similar amount of \$2,500. As half cost of the Sabots was met by a Dept. of Sport and Recreation grant 2 boats were emblazoned with each of the sponsors names.

Over the years the Gunz Company also helped out with many raffle prizes, such as cameras and binoculars, for the raffles held on Club Presentation Days and Christmas Parties.

Trophies No Longer In Competition

Concord and Ryde Sailing Club Inc, under various names, has had many trophies and series over the years with trophies presented in memory of ex-Club members and for other reasons. Due to changes in our classes

and other reasons these are no longer under competition these are sitting in CRSC Trophy Case on the wall of our Clubhouse being part of our history and some details about them should be recorded. In the early days of our Club there were not enough finances available to buy trophies so the Club Secretary had the unenviable task of writing letters to local businesses asking for donation of money, product or trophies. This practice was so successful that most trophies were covered so the poor hardworking secretary then had to write thank you letters to all donors. Remember that this was in the days prior to computers and the letters would have been hand written. In addition some of the founding fathers also put their hands into their pockets and also supplied trophies. George Melrose apparently would buy handsaws as a Melrose trophy, not to be confused with our current Melrose Trophy see last November issue of Up The River for details of this. There was also a Jenson and Nicholson Trophy which included tins of varnish, fondly remembered by both Don Melrose and Ron Bolton. Apparently this was a prize sought after by the skippers as it saved them the cost of varnish for their boats for the following season, it must be remembered that all the early boats were timber and needed varnishing after each season's sailing. Some prizes were just for the one season and others contributed for following seasons. Also early in our history our Club Officials

were keen to replace trophies with some useful article like vases and pottery.

Also early minutes from 1951 show the trophy sponsorships listing the Halvorsen Trophy, Tulloch Trophy, Moxham Cup, Rider & Bell Trophy, Ogg Trophy, McKenzie Trophy, Oake Cup, Berger's Paint Trophy, BALM Trophy, H. Leet Trophy, Morrisby Trophy, C. F. Brown Trophy, F. N. Smith trophy and Rourke Trophy. Some of these were from local businesses and others from Club members.

Details on some of the pieces of silverware still on display in our Clubhouse follow with as much information I was able to locate:-

Roy Stone Father & Son Trophy

This was donated by Roy Stone and was a perpetual trophy with a replica for

the winner for the old "A" Division. Roy Stone was a long time 12ft skiff sailor and was also our Club President in 1955-56. This was donated just after his Presidency and apparently had no father and son crewing requirement. The trophy was first awarded from the 1956-57 season until the 1977-78 season with some noted sailors winning it. I noticed a couple of our current members had their names engraved on it – Bruce Dunlop and also Barry Roy.

F. S. Pacey Memorial Cup

This was first awarded in the 1948/49 season for the seasonal point score. Frank Pacey was a printer in Ryde who used to do the printing for our Club.

Uhr's Point Trophy

As many will know our Clubhouse was originally perched on Uhr's Point and



(L to R) – Roy Stone Father & Son Trophy, F. S. Pacey Memorial Cup, 2 Anniversary Day Cups, Uhr's Point Trophy.

on 8th February, 1953 our Club held its first interclub regatta for VJs which was known as the Uhr's Point Championship. A cup was purchased and presented to the winner on scratch and this was a perpetual trophy know as the Uhr's Point Trophy. The last championship regatta for this trophy was held during the 1973/73 season and the trophy now resides in our trophy cabinet with the names of all the winners engraved on it. Many of the young sailors from different Clubs whose names are engraved on it went on to become bigger champions on other classes.

The Ellis Trophy

This trophy was used around 1948/49 and was awarded to the forward hand who skippered the boat for a Forward Hands Race. This was donated by Lionel Ellis (Bryce Ellis' cousin) after his father Clive Ellis died.

The VJ Captain Bell Memorial Trophy

This trophy was presented each season for the VJ class in Captain Arthur Bell's memory and was presented until the mid 1970s when the VJs disappeared from our Club. You are asking who was Captain Bell. Firstly he was a strong supporter of our Club in its early days and he was also the Captain of the coastal vessel "S.S. BOMBO". At night on 22nd February, 1949 this ill fated ship left Port Kembla Harbour with a load of blue metal for Sydney but it was only off Stanwell Park when its load shifted

in a gale. Capt. Bell decided to return to the safety of Port Kembla but with less than a quarter of hour sailing to go the "BOMBO" could not stand up to the strength of the gales and sank within 10 minutes. The 14 members of the crew got off the vessel and 12 of those, including Capt Bell, succumbed to the cold and the wild seas and drowned with only two managing to reach shore. One of the survivors wrote a note to the Court of Marine Enquiry stating "*I think Captain Bell was a good seaman. The captain could not have done more than he did under the circumstances. Thorvald Thomsen 3rd March, 1949*".

The full story can be read at "www.uniteddivers.com.au/dive_locations.htm". After I had researched and written this piece an article appeared in the "AFLOAT" Magazine of November, 2007 which gives the full history of the ill fated voyage of the "S.S. BOMBO".

After his untimely death this trophy was donated to the Club by his family in Captain Bell's memory and now resides in our Club's Trophy case.

Other Early Perpetual Trophies

There are more perpetual trophies in our cabinet but they do not photograph well due to their age and deterioration. The following is a little information on them:-

Eddie Elliott Memorial Trophy

In the 1962/63 season our Club purchased this trophy in memory of



(L to R) – Anniversary Day Cup, E Bax Trophy (won by G. Melrose 1950-51), The Ellis Trophy, Captain Bell Memorial Cup, H. Bax Trophy (won by D. Oak 1949-50).

this gentleman who was involved in the Skate Class. As a tribute to Eddie Elliott the Skate Association awarded the trophy to the winner of the Invitation Race at the Commonwealth State Championships for many years.

The Grogan Cup

Was an early trophy donated by Grogan's Ice Cream, a local street delivery around the Concord and Rhodes district during weekends. His ice cream blocks and cones were initially sold from and insulated rubber tyred van drawn by a horse and he announced his coming with the ringing of a bell.

The Knotts Trophy

This trophy was donated by the Knotts family for VJ sailors. The Knotts

owned a milk bar next to the Concord West Picture Theatre. On the other side was the Masonic Hall which I have already advised was the venue of our Club's early Presentation Balls.

F. Brown Trophy – presumably for VJs 1953-54

Mark Walster Trophy. This was competed for by the Catamaran sailors after being donated in 1981 by Greg Moran in remembrance of Mark Walster. Mark was a Cat sailor who was killed in a car accident. This perpetual trophy was awarded to the winner of the Catamaran Marathon which was sailed down to the harbour and rounding Fort Denison and back to our Club on the homeward leg.

*Good sailing!!!
Ron Burwood*

CRSC TRIVIA NIGHT

Friday 28th March 2008



Left page – Top: The fun lovin' crowd at the CRSC 2008 Trivia Night. Bottom: The Junior table, who were actually given a sheet of answers and simply had to match them to the questions... Maybe next year fellas?

Right page – Top left: This man is a Commodore, so we cannot show you his face. We can, however, show you his rear view... Chris Gildersleeve, apparently playing a game of 'Heads and Tails'.
Top middle: Frank Williams, the winner of 'Heads and Tails' who took home a bottle of wine.
Top right: Murray Dismorr, our host for the evening. Middle: The winning table 'Crackers', who won by only one point. Closely followed by 'Ella's Table'. Bottom: The final score board. Please note: Some interference may have occurred between time of winner announcement and time of photograph.

Thank you to Clare Woods, Murray Dismorr and Sue Carrick who organised the evening.



TEAM	1	2	3	4	5	6	7	8	9	10
ELLA'S TABLE	10	20	28 1/2	33 1/2	42 1/2	51 1/2	62 1/2	68 1/2	78 1/2	91 1/2
ROSS BOLDS	10	17	23 1/2	30 1/2	38 1/2	47 1/2	57 1/2	68 1/2	78 1/2	91 1/2
WINNING CRACKERS	10	16	22 1/2	29 1/2	36 1/2	43 1/2	50 1/2	62 1/2	71 1/2	77 3/4
CRACKERS	10	19	26 1/2	34 1/2	42 1/2	51 1/2	60 1/2	70 1/2	81 1/2	92 1/2
B.O.S.	10	17	24 1/2	32 1/2	40 1/2	47 1/2	57 1/2	66 1/2	75 1/2	81 1/2

'THE NEVER ENDING STORY'

The Saga of Relocation of the Club - Part 3

Ian McMaster had completed his three year term as President and now had the title of Commodore. He was in constant touch with the Department of Main Roads during the off season. He had been advised that they were awaiting final approval of the plans from the Maritime Services Board however, tenders had already been called. Then, one week prior to the start of the 1986 season, Ian was summoned by the Divisional Engineer. Tenders had come in and including all Mr. McIlwaine's trimmings, a figure 'in excess of \$400,000.00' was quoted. The Department of Main Roads threw their hands up in horror. They could not spend this amount of taxpayers' money on a sailing club! They had decided they would put us back on our original site at the completion of the bridge works. This was not a feasible option for many reasons for the Club. Our worst nightmare was coming true.

It was noted that the Department of Main Roads did attempt in August 1986 to move the old Clubhouse by crane but after 35 years of regularly being submerged in salt water, the supporting beams crumbled and the old building, so lovingly built by our forebears, collapsed like a pack of cards. It was considered at one time

that perhaps the old Clubhouse could be reused.

A letter was sent on 8th September 1986 to the Hon. L.J. Brereton, Minister for Public Works, Roads and Ports stating that the Club had acted in good faith when it vacated its premises and that the Department "has not dealt with us fairly in that it has broken its undertakings and promises and left us in an untenable situation". Mr Brereton's decision in his letter of 12th November, 1986 was to put the Club back on its original site. This was not acceptable and the Club drew a line in the sand.

The attitude and body language of the Department's representatives at the next meeting we attended with the Department of Main Roads had to be seen to be believed. It was like a Mexican standoff. But we were not leaving until a solution had been found. The Club owes a great debt to Ian McMaster whose negotiating skills and calmness (and lateral thinking), not only in this very tense situation but through all the negotiations over the previous 3 years, stood us in great stead as we managed work out a solution. To try and reduce costs and in order to get the Clubhouse built it was eventually agreed that a building exactly the



The old Clubhouse in the midst of demolition. Photo from the Ryde Historical Society. Photo supplied by Ted Kendrick.

same size as the original would be built on the approved site off Kissing Point Park. Nothing extra would be provided that did not already exist in the old building. As there was no slipway or showers or toilets or hot water in the old building, these would be paid for by the Club. Mr. McIlwaine was still insisting on his public area but this was pared down considerably. A letter dated 29th January 1987 to this effect together with the new plans was received from the Minister, Laurie Brereton.

But the Club was not out of the woods yet. Behind the scenes the Total Environment Centre was urging the intervention of the Minister for Environment & Planning, Bob

Carr to stop any building being erected on the foreshore. They were insisting on a full Environmental Impact Statement to be put out for public comment. The Commissioner for Main Roads, in a Minute to the Minister advised that failure to honour their commitment to the Club would not only be embarrassing to the Department but could provoke legal action by the Club.

We all breathed a sigh of relief when just before the beginning of the 1987 season we began to see signs of our Clubhouse being built. For just over a season the rescue boat and equipment were stored on the other side of the river, firstly in containers on the foreshore and then when

the bridge contractors required the containers to be removed, in Yaralla Sea Scouts shed.

The relocation cost the Club all the funds it had accumulated over decades. The slipway alone was \$19,000.00 (a sizeable sum in 1987). Showers and toilets together with connection to the sewer had to be paid for. Another rescue boat and motor needed to be purchased (to replace the one that had been stolen out of the old Clubhouse just prior to vacating). Loans were sought from members to bridge the gap and without hesitation members came forward with pledges, more than was required.

On 28th February 1988, the new Clubhouse was officially opened by the Assistant Minister for Transport and Minister for Local Government, Janet Crosio MP. A large crowd gathered on a very hot afternoon. Some locals expressed their views by booing the Mayor, Mick Lardelli, as he welcomed the guests. However, the most animosity was kept for Garry McIlwaine MP, Member for Ryde. We did experience some difficulties in those early days with vandalism on almost a weekly basis. A lot of misinformation had been spread around. Glue was poured into the locks, holes in the walls, graffiti. But Bryce Ellis was always there with his spare boards and pot of paint to

eradicate any evidence. Within 12 months things settled down.

20 years on the Club is now an integral part of the local community. The building today hardly resembles that built by the Department of Main Roads' contractors in 1987. The large extension which included the back shed, gents changeroom and Clubroom, the addition of the front deck and just this winter, the roof over the deck, has all been built by members under the guiding hand of Bryce Ellis. The Tasmanian Oak timber panelling on the walls was recycled from a demolition site by Bryce and members also put down the slate floor.

Nothing worth having comes easy. It may have cost the Club its entire savings and more and a lot of anxiety and frustration for Club officials over many decades, but being able to unite the Club in one location was certainly worth the compromises we had to make. With the continued support of Ryde City Council in allowing us to use the park to rig our boats and for access to our Clubhouse we will continue to do what those residents set out to do at that meeting in Alf Bax' back room, provide an environment for families to enjoy the healthy sport of sailing.

Sandra Donovan

CLASS REPORTS

Junior Heron



Since I have last written in the newsletter, we have had Easter and the Junior State Title have been held and won.

Our Club was well represented with a total of 5 boats competing with 4 boats in the Junior/Junior division and one in the Junior/Senior division.

The winner of the Junior/Junior division on Scratch, once again, was Matt Dismorr with crew, Nicola Bradley in Grumpier, winning 5 out of 5 heats.

John Burwood and Rebecca Nash in Sonal took out 1st place on Handicap. The Daniels – Daniel Smith and Daniel Browning – in Dry Reach came 2nd, with myself and Natasha Browning placing 3rd in Blondie.

Now the Junior/Senior results.

My sister, Kristina Burwood sailing Seahorse was the only Club boat in this division. She put in her best effort but unfortunately didn't get a place. However during the regatta she had 4 different crews and they were Sonia Burwood, Murray Dismorr, Nick Smith and Ron Swindells. The best race that she had was when Murray Dismorr crewed for her and she got 1st on Handicap.

Just a reminder that the briefing for the races are at 12.00 noon (sharp) and generally under the big tree, also I remind you to get your boats onto the water as soon as possible after the briefing.

If you are not on the start on time, the race will be started without you, as some of you may have experienced already.

I would like to wish all the people that have entered the CHS Sailing regatta, good luck and I hope you do well.

Keep up the good sailing.

Tiane Burwood

Next Page: The Junior Heron Titles heats at CRSC.

Top left: Kristina Burwood/Sonia Burwood in Seahorse (10100).

Top right: Mathew Dismorr/Nicola Bradley in Grumpier (10184).

Middle left: John Burwood/Rebecca Nash in Sonal (9256).

Middle right: Tiane Burwood/Sarah Berlecky in Blondie (9283).

Bottom: Daniel Smith/Daniel Browning in Dry Reach (6201).

Photos by Craig Burwood.



This page: Presentation of awards at Narrabeen Lakes SC at the end of Junior State Titles.

Top left: 3rd Handicap – Natasha Browning/Tiane Burwood (Sarah Berlecky also crewed for Tiane in first two heats at CRSC) – Blondie 9283.

Top right: 2nd Handicap – Daniel Browning/Daniel Smith – Dry Reach 6201.

Middle left: 1st Handicap – Rebecca Nash/John Burwood – Sonal 9256.

Middle right: 1st Scratch – Nicola Bradley/Mathew Dismorr – Grumpier 10184.

Bottom: Encouragement Award – Kristina Burwood – Seahorse 10100 (R) and another competitor.

Photos by Craig Burwood.

Catamaran



Week 22 – Club Championship 5

8 boats – First home was Bernie Leslie's 430 (Satydarvo). Second was John Taylor (Lemminkainen) and third was Garry Ormes (Gemini). The same three boats filled the Handicap placings but in reverse order.

Week 23 – Autumn 1

6 boats – Never before have I seen the entire fleet towed back to shore. With the breeze dying out to nothing on the third leg, and a strong outgoing tide, it was either accept the towline or drift backwards out of Sydney Heads.

Week 24 – Club Championship 6

10 boats – It was a Paper Tiger benefit with Lance Maizie (Re-Entry) leading home Anthony Williams (Characin II). Third place went to John Taylor. Handicap results were Lance from Anthony and Jim Simpson (Straycat). The Championship will go down to the wire.

Week 25 – Autumn 2

11 boats – This was the day when the fleet received a reminder to be at the start on time. Whilst

Bernie took out the race, Steve Levi (Leviticus) put in a strong performance to take second on Handicap ahead of John Taylor.

Week 26 – Autumn 3

7 boats – Best breeze of the season. But finished by 3.30! Well the results say the rest of the fleet finished whilst I stayed on the water making the most of perfect sailing weather. Unofficial result – first to Rick Prowse (Gramps), second to Dave McIntosh with his GPS secreted away in his hull and DNF for the rest of the fleet. Official results – first to Adrian Heap (Dakota), second Jim Simpson and third to Garry Ormes.

Week 27 – Ryde Games (Handicap start)

8 boats – John Figgis (Banana Split) put it all over the Handicapper romping away for an easy win – well sailed John. Second to Adrian and third to John Taylor.

Week 28 – Autumn 4

8 boats – Whilst the super sloops of Adrian, John and Rick lead the way home, first placed was taken by Steve Levi as he continues to improve his results. Also notable has been the recent improvement of Mark Wakeham (Instead Of) as he comes to grips sailing as a super sloop.

Maricat Association News

The next National titles are expected to be held somewhere on Lake Macquarie. They will be sailed over the Australia Day weekend instead of the usual New Year timeslot.

A Maricat super series is also planned over 5 weekend regattas. Possible venues include Mannering Park, Tanilba Bay, Canberra, Port Kembla, Koonawarra

It is also possible that the State Titles may be moved from Easter and held in conjunction with a similar weekend club regatta.

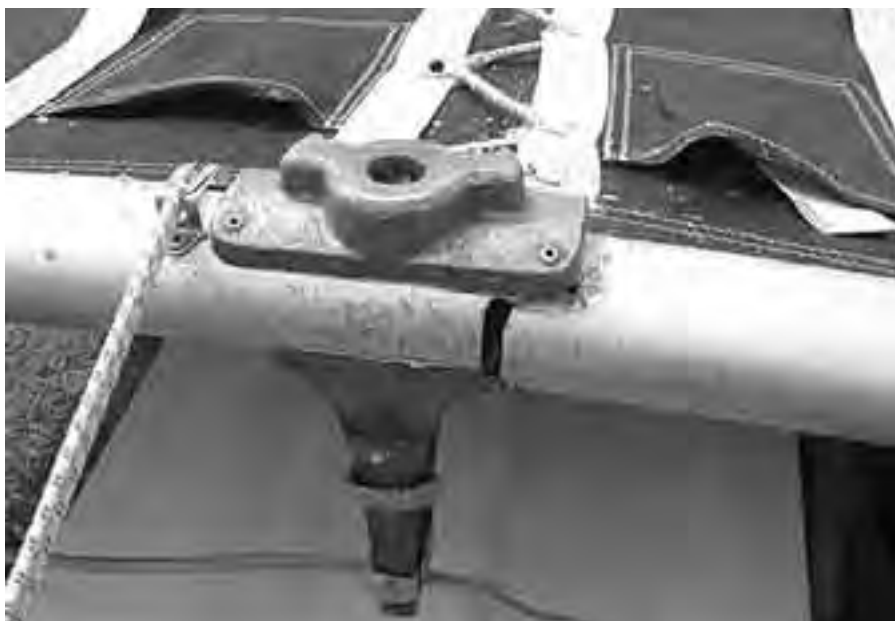
Maricat State Titles

Adrian and Rick were the only CRSC starters. Adrian and Rick were the only CRSC non-finishers. Adrian capsized in Heat 1 injuring his back. In Heat 4 Rick managed to break his dolphin striker resulting in both the front and rear beams snapping in half. Interesting to see former CRSC 17 time Club Champion Bob Simpson in the middle of the fleet.

Happy sailing...
Rick Prowse



Anthony Williams at the PT State Titles held on Lake Illawarra. The photo was taken by Brian Waterman and more pictures of the weekend can be seen at www.papertigercatamaran.org.au



Rick Prowse managed this impressive boat injury at the Maricat States.

Tasar

Here we are now in Autumn, looking forward the last few races of the season with cooler temperatures, but with the water still nice and warm.

The Club Championship is still undecided with 3 boats in the running:- Joe Takacs in “Roaring Forties” Tasar 762, Ross Hyde-Smith “Force Five” Tasar 2493, and Robert McMaster “Bucentaur” Tasar 1848.

On Sunday March 16, two of our fleet Brad Stevens and Clare Woods Tasar 2603 and John and Alec Bombell Tasar 1033, competed in the Kurnell Cup Marathon race out of Kogarah Bay Sailing Club. The course took us on a work out under



the Captain Cook Bridge followed by a long reach along the Botany Bay shore line passed Sans Souci all the way to Brighton Baths; then a single port tack work, some 7 kilometres, across the bay to Kurnell. With the wind gusting around 15 knots and lumpy wave formation, my legs were glad to see the Kurnell mark. From there it was an easy run home and we had some fun surfing the waves and navigating on this large stretch of water.

Brad and Clare sailed well to finish 6th on scratch, while Alec and I finished near the rear of the fleet but gained lots of experience from our first inter-club event.

Life's too short – sail a Tasar
John Bombell



TASAR fleet at Wangi. Photo courtesy of NSW TASAR Association.

Spiral

Since the last UTR was published the weather has mostly been



favourable however on the 9th Feb, we saw two extremes. Early in the day when a few intermediates ventured out in the rain, they were blown back off the river, yet by the start of the main race the wind had dropped to nothing. The lack of wind and big tide got the fleet slowly to Fishers where the race was eventually abandoned. Some boats reached the punt and all but a couple of Spirals were towed back to the Club.

The following week the weather was kind to us and turned on one of the best days of the season for round 6 of the Club Championship and Sail for Cancer. 17 Spirals enjoyed the difficult conditions. Jonathan Talbot Sweetness & Light 872 took out 1st place in front of Peter Eslick The One After 870 in 2nd and Geoff George Just Now 876 making a rare appearance to take 3rd. In the series results with one race to go Jonathan has an unbeatable lead 5 points ahead of Peter Eslick. Alan Swindells The Swindler 869 is just in front of Shane Navin Sirocco 835 in the contest for third with Matty Dismorr Waterloo 805 an outside chance. On Handicap results Geoff Nash Aeolian 257 has taken a slight lead over Shane Navin in a contest for first place. Reg Wilkins KayTee3 853 is just ahead of Peter Eslick, Jonathan

Talbot and Matty Dismorr in the battle for third place.

On 22nd Feb, the Autumn series finally got underway with more good sailing conditions. Bob Lindsay Will O' The Whisper 857 returned after a long layoff and showed he still remembered the way around the river to be 4th across the line. Chris Loring Rapid Pulse 860 took out 1st, ahead of Maria Nash The Ducks Nuts 871 and Peter Eslick. Maria was close enough to take the lead in the Handicap results. Ron Swindles pulled rank and jumped in Alan's boat The Swindler 869, however Ron along with Tiane Burwood Stormbreaker 302 and Jonathan Gough sailing Mudlark 726 (because dad hasn't fixed U-Turn 180 yet) found the gusty first laps a bit too much and retired to the comfort of the Clubhouse. Matty Dismorr showed he can sail in the stronger breeze taking out 4th place.

The Spiral Association hosted an EAP training day on Sunday 24th Feb, with 9 boats participating in the training and short course racing. Coach Rob Brewer ran a very good program mainly focussing on handling skills but extending to strategic and tactical concerns for those interested, with a good balance between on-the-water and off-the-water instruction. By the end of the day, all the sailors felt that they had done a fair bit of sailing (about ten



Peter Eslick in 870 The One After.

rages worth of tacks, jibes and mark roundings). Yet everyone learnt a lot on the day as evidenced by the recent results of Matty Dismorr and Geoff Nash. The EAP training is highly recommended, especially for our younger skippers. Keep an eye out for more next season.

Shane Navin may have started a fashion trend. Renee Rawson Enigma 804 donned a bright orange stack-hat while sailing the EAP to practice her gybe capsizing. When Renee returns to the regular racing we won't miss her on the river.

The third heat of Autumn series again gave us a nice sou'easter of 8 knots

gusting to 15ish. Geoff Nash used all the skills he practiced at the EAP to lead the fleet for the first lap and finish 1st on Handicap. Chris Loring and Jonathan Talbot gave us all a chance after Chris capsized on the start line but both worked their way back through the fleet to be 2nd and 1st across the line. A quarter of the 16 boats withdrew after a few swims.

The Ryde Games Handicap race saw a small fleet of only 11 boats with Geoff Nash blitzing the fleet to win by four minutes. One of our Junior Spiralers Josh Passafaro sailing an old Club boat came in 2nd ahead of Elyssa Deakin Ellysium 681.



(L to R): Bob Lindsay in Will O' The Whisper 857, and Dave Loring in Lorabiding 865.

With most of the fleet at Jervis Bay for the State Titles, round 4 of the Autumn series saw only 6 starters. Alan Swindells set the pace and led all the way, followed by Matty Dismorr and Ellyssa Deakin. Tony Rados made a rare appearance in Keremeos 811, finding the lack of time on the water recently and light variable conditions made for a difficult day.

The 5th round of the Autumn series was a Handicap start and notable for the season return of Les Donovan Foxbat 851 and Ben Lindsay Let There Be Light 856. Jonathan Gough U-Turn 180 (not perfect but back on the water) sailing off 20 minutes revelled in the light and variable conditions

to lead the fleet all the way crossing 4 minutes ahead of 1st place, only to be disqualified for failing to sign on. David Loring Lorabiding 865 sailed well to pass half the fleet and hold off Matt Dismorr to take 1st place. Reg Wilkins took third place just in front of Geoff Nash.

It is less than a month till the end of the series and there is a lot of racing left. We have one more round to decide most of the places in the Club Championship, and with 3 heats of the 7 race Autumn series left to run, Matt Dismorr has a slight lead at the head of a pack of 10 boats all in the running for a place.

Steve Gough
Pulserate 680

Heron

While some of us were away at the NSW Heron Junior State Titles, Mitch Kirkman and Bryson Carew won the Ryde Games in Jolly Frog.

At the moment the Club Championship, Club Championship Handicap and Autumn Point Score are yet to be decided.

The Marathon will hopefully be sailed on the 5th April, weather permitting.

On the 6th April, CRSC will host the NSW Heron Association JAX team racing. At the time of writing this report, there were 30 boats entered from various Clubs which will race in teams of three. Approximately 7 or 8 boats from our Club will be racing in this event. This should be a good experience for everyone involved.



While talking about this, I learnt that Ted Kendrick sailed in the very first ever JAX Trophy for CRSC at Middle Harbour, a "few" years ago.

While John Burwood, Natasha Browning and 8 other school mates are in New Zealand for their Gold Duke of Edinburgh Award, some of the other CRSC Juniors will be competing in the CHS Sailing Regatta at Belmont.

Tiane Burwood and Sarah Berlecky will be sailing Blondie in this regatta.

Good luck to all.

Finally, a reminder to all, that the Heron Class is duty Class for April. Please remember that many hands make light work and that it gets darker earlier and cooler in April also.

Look forward to seeing you on the water.

Sonia Burwood



Shannelle Wardle and Chris Lowe in Squirtle 9568.

NS14

Another season nearly over, but still lots of close, undecided series. The Club Championship has been whittled down to 2 contenders. Bandit sailed by Phil Scott and daughter Georgie with 4 points after 4 wins (2 DNS dropped) and Twisted Sister sailed by Sandra Donovan and sister Wendy McDonald on 6 points with one heat to go. While Phil is looking good to take Sandra's crown, he can't afford a bad race. On Handicap it is even closer, with Twisted Sister tied with Sling Shot sailed by Paul Gurr and Bec, including a dead heat! The



Autumn Point Score is being led by Twisted Sister, but with 5 boats covered by 5 points with a few heats left.

Sea Saw sailed by Joe Ellam and wife Julie have been sailing regularly and well. In recent weeks, Joe has pulled out his lightweight secret weapon in son Andrew, leaving everyone in his wake on Handicap starts. Julie has been having fun doing the training classes, a great thing for crews to do.

Thankyou everyone for your efforts during our month on duty, it's great not having to chase people out of the park and into the Club to help out.

Paul Gurr



Paul Gurr in Sling Shot.

From the Starters Boat

Well the season is starting to come to a close; I trust that everyone has had a great Easter.

To all those that participated in their respective class Title regattas over this period, I look forward to reading those reports.

I would like on behalf of the Starting Crew, to pass on our sincere condolences to Genny and her family on the loss of Len since our last issue. We can all remember Len in many ways and his assistance to the Club over many years that he was associated with us.

At this stage of the season, there is not too much to report on.

The wind is still fairly unpredictable, the Rivercats are still going through the fleet and everyone seems to be enjoying their sailing.

Can I please reiterate that you should know the course that you are sailing before you get on the water, otherwise there are additional course maps available in the Clubhouse, or at least know where the first mark you are going to is. This is something that is still being asked of us on the Starters Boat.

In relation to the Marathon, it has been rescheduled to be raced on the 5th April 08. Hopefully the wind will be there to enable it to be run this time.

See you on the water.

Craig Burwood



Ted Kendrick (L) and Craig Burwood (R) having a well-earned cup of tea and dreaming of the off-season.

STATE REPORTS

Spiral

Jervis Bay Sailing Club 15th-16th March



The titles were held at Callala Bay at the Jervis Bay Sailing Club with 5 heats over 2 days. CRSC was represented by 9 sailors; Chris Loring, Peter Eslick, Shane Navin, Frank Williams, Geoff Nash, Reg Wilkins, Bob Lindsay, Steve LeBreton and David Loring.

Saturday: Day One

We'd heard rumours that the wind gets up strong and gets up early at Jervis Bay. On the first day of a two day regatta it did just that.

There were two afternoon races held back to back and the 32 competitors went out for the first race, many with mixed feelings. Five failed to finish and another six sailors decided one race in those conditions was enough for the day. Each race was scheduled to last only 45 minutes but there must have been clock problems because after 1 hour 35 minutes several sailors had not finished race one.

The wind increased for the second race. Fortunately, and to make up for the torture experienced in race one, the course was shortened to one

triangle, a hotdog and a windward beat to the finish line, much to the relief of everyone including the hot shots up the sharp end. Many sailors lost their perpendicular boat position on several legs, and there were spectacular capsizes at the bottom mark with successful jibes greeted with applause from spectators on the shore and we suspect with sighs of relief from the competitors. One of the younger, lighter sailors from Canberra Yacht Club capsized 7 times but still managed to finish.

The end of a gruelling afternoon with very close racing saw Chris Loring in 860 Rapid Pulse with a first and a third, while Matt Craig 809 Back In Black (JBSC) had a first and a fourth, Ross Pagett 877 The Apparition (BYRA) with two seconds and Peter Eslick 870 The One After with a third and a fourth.

The trusty locals assured us that "It will be just as strong tomorrow". With that comment in mind we all went back to our tents/houses for the hot bath, massage, liniment application and a beer chaser.

Sunday: Day Two

I heard through the grape vine that one of the hardy local competitors

who normally revels in high winds had to be helped into his clothes on Sunday morning as he was too stiff and sore to bend his knees.

On Sunday morning the lighter sailors could not believe their luck – there were light wind conditions. It was so light the first of two back to back morning races was postponed for 15 minutes. All three races scheduled for the day were shortened to a triangle, hotdog and windward beat to the finish line. The second triangle was taken out and as a younger sailor said in a very relieved voice "That means only 3 works, not 4". The older sailors did not disagree.

The first race was sailed in idyllic conditions providing enough wind to get you there but not enough to get you there wet and the second was sailed with slightly stronger breezes but still very pleasant. Matt Craig and Chris Loring won a race each so it was still neck and neck.

The afternoon race was sailed in a reasonably strong breeze. Four older (age challenged?) sailors decided to have an extended lunch break, a shower and pack up their boats. But the younger ones went for it and in the end Chris Loring and Matt Craig cleared out and Chris won by a very narrow margin.

It was an exciting series with something for everyone. The Club

did well with Chris ending up as State Champion, Peter finishing 4th, Shane was 12th, Frank 20th and Geoff sailing in his first Spiral title series was 22nd. The other Club representatives did not sail all races and were placed lower down the ladder: David was 25th, Reg 26th, Steve 28th and Bob 31st. Bob Lindsay and David Loring in the Grand Masters division sailed their first title races since 2007 after recuperating from recent surgery.

And the winners were:

Senior Division and State Champion:
Chris Loring 860 Rapid Pulse (CRSC)

Handicap winner:
Spencer McMahon 834 Enterprise (CYC)

Juniors:
Chris Eddes 867 Rogue Racer (CYC)

Ladies:
Sally Beath 814 Ghostly (BYRA)

Masters:
Ross Pagett 877 The Apparition (BYRA)

Grand Master:
Merv Lotze 878 Dynamite (JBSC)

David Loring

Tasar

30th NSW State Tasar Titles



Wangi RSL Sailing Club 21st-24th March 2008

Despite Easter being early, the weather knew the NSW Tasar Titles were on. Thursday was a beautiful, warm, sunny day (particularly if you were driving up to Lake Macquarie in the afternoon with no air-conditioning). Friday morning a front had come through and the weather had changed – cooler, wet and windy.

CRSC was represented by Brad Stephens and Clare Woods in 2603 Tie Me Down and Ross and Madison Hyde-Smith in 2493 Force 5. There were a total of 50 boats entered for the regatta.

Heat 1 was held on the Friday afternoon and was a “long” course. Long was an accurate description as it consisted of a triangle, windward return, triangle, windward return and work to the finish, with marks as far apart as possible. Even some young fit crews were heard to hope that the next days courses would be shorter.

Friday night was a chance to socialise, with the annual Fish and Chips dinner at the adjacent RSL. During the evening lucky door prizes were awarded for attendance at TT events during the season.

Saturday afternoon was Heats 2 and 3, with a “short” course followed by and “long” (which was shorter than Heat 1). A very short work to the top mark in Heat 2 resulted in a lot of congestion.

As part of the social program for the regatta, a pizza and games night was held on the Saturday evening. It takes a truly twisted mind to work out which boat is represented by a piece of music or to play charades with boat names.

Following the visit of the Easter Bunny to some sailors, Sunday was Heats 4 and 5 – two short courses consisting of windward return, triangle, windward return and work to finish. The PRO in his wisdom decided that it was a good time to make use of all courses on offer and Heat 4 featured starboard roundings – life was very exciting at the top mark and one top boat had to reround after leaving it to port, not having seen the green flag.

After three days of rain, Monday morning finally saw some sunshine – but no wind. The postponement flag went up, and came down at 11 to be replaced by the racing abandoned flag, as time had run out for the wind. The morning wasn't wasted, as it gave everyone a chance to dry boats, check out everyone else's boat (particularly the new boats) and get some coaching. Care was just needed to avoid the mud and puddles.

Each afternoon there was champagne and cheese when results were due. Prizes were given at the same time for unfortunate incidents on the water, including not finding the top mark, not noticing the green flag, headbutting the centreboard and love on the water – concerning an overlap incident at the bottom mark.

Final placings for the regatta were

Tasar NSW State Titles

On the Easter long weekend the titles were sailed at Wangi on Lake Macquarie. Two CRSC boats attended Brad Stevens and Clare Woods Tasar 2603 “Tie Me Down” and Ross and Madison Hyde-Smith Tasar 2493 “Force Five”. The Friday race saw a southerly change arrive with the wind gusting over 20 knots with rain showers. A fleet of 50 Tasars started with lots of lead changes as boats capitalised on other boats handling mistakes in the tricky conditions.

On Saturday sailing started with a short race in 15 knots of breeze. The three leading boats were able to break away from the fleet and make the Handicap situation very interesting. Next was an extended race which saw the lead change with 4 different boats leading around the top mark. On Sunday the wind had abated to around 5 to 12 knots but the showers continued. Race 4 with starboard roundings created some fun at the top

– 1st Rob and Nicole Douglass in 2710 Chukkel, 2nd Paul and Bronwyn Ridgeway in 2744 Ridgidige and 3rd Jeff Mephram and Matthew Fitzgerald in 2580 Freya. For full results see www.tasar.com.au.

Regardless of where you finished, it was a fantastic weekend.

Clare Woods

mark; while Race 5 was a challenge to find wind pressure and cope with the 30 degree wind swings.

Paul and Bronwyn Ridgeway in “Ridgidige” Tasar 2742 (recently crowned Vic. State Champs) won the 1st race from Rob and Nicole Douglas in “Chukkel” Tasar 2710, but that was the last time in the event Rob and Nicole were beaten to the line as they racked up 4 straight 1st places, leaving “Ridgidige” to finish 2nd in the Championship while the local team of Jeff Mephram and Matt Fitzgerald in “Freya” Tasar 2580 sailed well to finish 3rd.

Our CRSC boats sailed consistently with Brad and Clare Tasar 2603 placing 16th and Ross and Madison Tasar 2493 placing 26th. In a fleet of this size and quality they are great results!

Life's too short – sail a TASAR
John Bombell

NS14

St George Sailing Club 21st-24th March 2008



Over the Easter Long Weekend four Concord Ryde boats ventured out onto Botany Bay for the State Championships. We had everything from 20 knots to delayed start with no wind. An excellent fleet of 61 boats entered the biggest for a while. It was a closely contested series with the top three boats covered by 3 points. Of 6 heats there were 4 different winners. Congratulations to Hugh Tait and Tara McCall sailing Tigger Too on winning both the States and pretty much every other Association series this season. Second was Dark Side of the Moon sailed by Rob Fish and C Cause with 3 heat wins. Third was former CRSC member Sean Edmiston and Mel Walker in Merlin.

The Concord Ryde contingent finished in the second half of the fleet, with Twisted Sister in 42nd, Sling Shot 46th, Wild Thing 48th and Eos II, the oldest boat in the fleet 50th. Sling Shot came 5th on Handicap. With Twisted Sister 17th, EOS II 31st and Wild Thing 37th. It was a very competitive series, with seconds separating places and mistakes punished. Looking through the results, it was easy to think, I was with them after 2 laps and they finished the series in the top 20.

The first Heat was sailed in 20knots, Peter and Jess Moore in Wild Thing led the CRSC contingent home in 37th, with Twisted Sister in 38th. Everyone agreed it was fun, with some great reaches, but it hurt! On Saturday, two heats were sailed in around 15 knots. In the morning race, results were again in formation. In the afternoon race Sling Shot suffered main traveller failure, going from mid fleet next to Twisted Sister to last, while Tiane carried out running repairs. They recovered to 50th, just behind Barry Roy and Tim Moore in EOS II. By this stage everyone, was aching, even the front runners.

Sunday morning brought lighter conditions, with the race finishing at the last (bottom) mark. Twisted Sister sailed by Sandra Donovan and Wendy McDonald had their best result, a 24th, with the rest in formation in the 40s. By race 5 Sling Shot sailed by Paul Gurr and Tiane Burwood was still to beat Twisted Sister, the pressure was on. While like most races we traded places each work and reach, it was looking grim at the last mark, with many boats separating us. On the work Twisted Sister faded, with Sling Shot going forward (now there's a change). Approaching the finish it was looking close, Twisted Sister won't make the finish mark, is this a chance? No, Twisted Sister made their tacks and still got there ahead.

Monday dawned with drizzle and no wind. The start due at 10.30 had to be before 12.30. As 10.30 approached a very light breeze sprang up. It was 4 km to the start area. As everyone was getting restless under the now clear sky, it was arranged to take some publicity photos of the whole fleet on the beach. This kept everyone occupied until it was decided to head out and make a decision on the water, as the breeze was building. The fleet got underway with 30 seconds to spare. Sling Shot got off to a good start and was relieved to see no other CRSC boats at the first mark. As the breeze built, Sling Shot lost ground on the works. With the breeze getting to 15knots on the last lap, Twisted Sister appeared, but not close enough, Sling Shot finally beat them.

It should be noted that no CRSC boat capsized during the series. Again Tiane Burwood crewed for me and did a great job. It was a bit of a concern that when Tiane sailed the boat back to the club after races, we just kept passing people. Maybe next year Tiane should skipper. Once again it was a delight to sail with you Tiane, thankyou. I must also thank Sonya Burwood for bringing Tiane to Botany Bay each day and staying to watch. After having a tyre blowout on the way home from getting my boat repaired two days before the states, I called in to Bayview Street and had an offer of a trailer from the Scott's and a spare wheel from the Donovan's I think all these are a great summary of the way our family orientated club operates. Thankyou.

Paul Gurr

Result Table

BOAT	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	OVERALL
TWISTED SISTER	39	37	46	24	36	40.5	42
SLING SHOT	43	40	50	42	37	33	46
WILD THING	38	44	57	44	48	44	48
EOS II	42	43	49	49	51	48	50





Previous page: The NS14 gang and groupies on the banks at St. George Sailing Club. Photo supplied by Barry Roy.

This page: Top: (L to R) Wendy McDonald, Sandra Donovan, Tiane Burwood, Tim Moore, Paul Gurr, Barry Roy, Peter and Jess Moore. Photo supplied by Barry Roy.

Right page: Photos of the regatta from <http://www.ns14.org>

VALE LEONARD ARTHUR ELVERY

5th December 1928 to 13th March 2008.

“very nearly got to 80!”

Len Elvery was born in Parramatta on 5th December, 1928 after his mother came down from Forbes to be with her family for his birth. He spent much of his childhood in country towns particularly Armidale where he was in boarding school and sat for his Intermediate and Leaving Certificates. He eventually returned to Sydney life and settled down in Summer Hill after getting an apprenticeship as a Fitter and Turner with the NSW Railways whilst studying Mechanical Engineering at University.

In his youth he played soccer and was involved in the Methodist Church, as was his family, and was in the Fellowship at the Summer Hill Church. During his time there he met his beloved wife Genevieve, who was only 15 at that time, and they married on 21st March, 1953. They purchased a block of land at 9 Tanderra Avenue, Carlingford which was then part of a wide open area of farm land. Over the next 3 years they built their home themselves after first constructing a garage in which they lived during the period of construction. At this time Genny was awaiting the birth of their daughter, Robyn, but helped with all the hard work. Talking to them recently there were times when this accommodation

had problems due to the weather. Len did all the work in the various trades during construction whilst Genny acted as his navy. They certainly did a good job with their home, loving it and the location so much they spent their entire married life here. It was here that they raised their children, daughter, Robyn, and son, Brian, in a loving and caring home.

After leaving the Railways he was employed by the AGL Company before retiring at the age of 60 years. During the course of his time with AGL he was involved with the changeover to natural gas working his way up from Wollongong. He found some of the equipment was not very suitable to the work and designed items which are still used. When he left AGL he sought employment with our Postal Service where he delivered mail on a small motor bike until he was forced under the rules to retire on his 65th birthday.

After retirement he and Genevieve (he rarely called his wife Gen or any shorten version as most of us do) travelled around Australia and overseas quite extensively and I have sat on their porch with them listening to stories being told of their travels which they thoroughly enjoyed.

In 1960 Len built his first boat, a Heron, calling it “NENE” which was the family’s pet name for Genny, coming about when her brother could not pronounce her full name. Later after he retired in 1988 he finished building another boat, a small sailing boat, which was a handful in making headway when sailing up on the Clarence River. But the sailing bug had bitten so he purchased a second or more hand Heron with the sail number 9615 which could be used in Club racing, deciding to sail it at our Club. This boat was, and is, a joy to behold due to its varnished inlaid wooden deck and had sailed during the early 1980s with our Club under the name of “ANGEL”. I am not sure if it was still called this when Len acquired her but he promptly gave her the name of “NENE II”. When Len eventually sold their boat it went elsewhere but returned to our Club being sailed by Grahame Smith under the name of “SEAL”, this boat is currently owned and sailed at CRSC by the Scott family in the Junior Heron races and is now called “HAPPY FEET”.

Len started with CRSC in 1988 and in the early years in his usual enquiring way learned a lot about sailing small dinghies. He had a number of crews over the years including his daughter, Robyn, with whom he won the Australia Day Trophy for 1996/97 season and of course our Canteen

Manager, Val Sloey, sharing the boat with him for a number of seasons. Val and Len won the Ryde Games Trophy for 1992/93 as well as the Melrose Trophy during both the 1994/95 and 1995/96 seasons. I can remember the great joy of Val celebrating their wins and normally each Saturday as soon as “NENE II” hit the shore Val was out of the boat and racing to the Canteen to take up her duties. He sailed his Heron until 1997 when he teamed up as crew with another senior member of our Club, Bruce Dunlop, in Bruce’s NS14 – “EOS 2”. They raced with some success and at Len’s funeral Bruce commented that they had spent some 600 hours in this boat during their period racing together. By the time these two veterans gave up sailing they probably ended up being the oldest crew ever to sail a NS14 with their ages eventually adding up to over 150 years, this would certainly be a Club record.

Not only Len was interested in sailing with our Club but he became involved in a number of things, he became our first Club Archivist and I wrote about this involvement in our ‘Up the River’ of December, 2006. His keen interest and his meticulousness in this work is evident when one looks at our records, his work in this area will be sorely missed. In addition he served on our Management Committee for many years as an Ordinary Member elected to the Committee, helped out

with a number of projects around the Club and was often seen manning the barbecue at various functions. In addition he spent a few seasons as one of our rescue boat crew until health forced him to give this away. He would help with the finishing and when Bruce Dunlop was away for a few months he looked after the handicapping and results each week. Also Genny became involved with CRSC and was one of our finishers for many seasons.

Over the past couple of years Len has not been able to come down to our Club very often due to his health to collect material for the archives' books, so since then I have been helping Len by collecting these items. This helped forge a friendship as I would deliver the items to him at home and would often spend some time sitting on the porch discussing various things and solving the world's problems. Often Genny would join in and we would compare the times when we grew up to now, talk about family, talk about our local area and how both of our homes were originally built in wide open spaces, and so on. Normally I would deliver the minutes and any other material a day or so after our Management Committee meeting and on a few occasions when I was late with this task I can recall receiving a phone call from Len chasing up the papers, often wanting to come around right at that

moment. He enjoyed this archives task and the Club is indebted to Len for his diligence in this.

With his failing health during Len's last week he and Genny were discussing the probability of him possibly going into care and one of Len's main concerns was whether there would be enough space in his room for him to have his computer so he could keep up with his archival work for our Club. I think this sums up the man's determination and dedication!

At the AGM of July, 2006 Len was voted into a special class of membership to become an "Honorary Member" for his Archival work and shortly after the Management Committee named one of our training Sabots "LEN ELVERY" as a tribute to the work Len had done for the Club.

Len had a quirky and whimsical sense of humour and I repeat a piece from my previously mentioned article about this-

"I was looking at the books in which he had collated the old minutes but I could only find Volumes II, III, IV and V. So I then turned out the cupboards but to no avail, so I looked into Volume II to find a notation from Len which read:-

'Volume I does not exist in real terms. Early records of the Club's activities were destroyed. Therefore nothing

is available prior to July, 13, 1951. I therefore consider these lost records to be the first volume covering the period from the formation of the Club until the above date'."

Whilst writing this article I decided to type Len's name into 'Google' and I came across a couple of gems portraying his quirky sense of humour. Len liked writing to the Sydney Morning Herald as well as to the "AFLOAT" magazines about items that took his fancy and following are some written to the SMH under Letters to SMH 'Asking the big questions' – I assume Len wrote the first letter about the SMH's comic strip.

1. *"Could someone tell me, what is a "sequitur"? Then I may be able to visualise a "non sequitur".*
April 17, 2002.

The editor's comment about this follows:-

"Sequiturs' are the shears used to prune the blooms of argument in the manicured rose garden of reason. It follows then. That a 'non sequitur' is the unaided wrenching of a ripe, delicious and juicy fruit from the wit tree growing over the back fence."

2. *"Joan Brown, I do the washing in our house and, yes, I separate and hang the undies all the same way. Having said that, could I ask the undie manufacturers to colour-code the three openings in the ladies' underwear,*

as most of my time is spent figuring out which opening goes to the top."
September, 12, 2003.

3. *"I'm not entirely sure of the point of free travel when there are no trains to travel on. In fact, the last time I remember an offer like this was when Noah repealed water restrictions."*
February 12, 2004.

A couple of weeks before Len passed away I was sitting with him on his porch and he was proudly telling me about his maternal grandfather, Herbert John Rumsey. We had been discussing years past and he said that Herbert had a seed company so I queried if it was Rumseys Seeds in Parramatta. It was and Len proceeded to tell me that his grandfather commenced the business in a brick building opposite Telopea Railway Station which is still standing. Some years after his grandfather's death his sons sold the business to Arthur Yates & Co. Pty. Ltd in 1966. I could remember this business, so out of interest after using 'Google' for Len I decided to try Herbert's full name. I was surprised to find that Herbert was one of the founding fathers of the Society of Australian Genealogist, as a long time member of the Society I knew of the Rumsey name but not of the connection. Herbert Rumsey was a driving force of this Society and a recent magazine of the Society lists that he was the first president and reigned as such from 1932 until



1943, he was also a Councillor for the same period and in 1934 was elected as a Fellow (i.e. Similar to our Life Member). One of the buildings the Society occupied was named Rumsey Hall after him. It was written that he had a thatch of thick hair and a grizzled beard – sounds a bit like Len! Why have I included this? Only to show that Len must have got his passion for archiving information from his grandfather – maybe it was in the genes!

Len has had heart trouble since 1956 when he had a heart attack, others in the ensuing years with 2 strokes during the late 90s. He has battled hard over the past few years always determined to try and live longer than his doctors

gave him He succeeded in this until the last time when just before he died he had 6 heart attacks. Len is survived by his loving wife Genevieve; daughter Robyn; son Brian and their spouses, Doug and Kim; 4 grandchildren (two of whom have spouses) and 4 great grandchildren.

Wherever he was it did not take long for a smile to pass over his rugged features. Len may be gone but he will not be forgotten by those who knew him.

To our friend Len I wish you 'Good Sailing' on the waters you are now sailing.

Ron Burwood

BYE FROM EOS II, TO LEN

**Len sailed for many years
with Bruce Dunlop on
NS14 EOS II 1468, at CRSC.**

Shadows of the past live with us still
part of life and living, time it does distil;
marks upon our life-line,
friendships that form a bi-line
of all that is complete;
all that makes life replete.

Marks still on my decking
worn patches that need painting,
warm memories left of when
I was crewed by Len,
Farewell and Adieu
From the River and EOS II.

© Barry Roy
March 2008



CLUB WITH NO GINGER BEER

This poem was actually commissioned
by a thirsty Clubmember.

There be grumbles out here, on the river we fear,
when after hard racing the sailors appear,
still grey from their dragging their craft up the sand,
now appear at the canteen with cash in their hand.

Their salt caked faces are left without cheer,
and speechless with horror a leer does appear
as they understand what they thought did hear;
a lament 'ere so mournful, "There's No Ginger Beer"

The sailor comes in with a salt slaked thirst
needs a strong flavour his taste buds to burst,
walks up to the counter, then is shattered to hear
the volunteer tell him – "There's No Ginger Beer".

The starter comes in and hoarsely whispers his ask,
to clear his dry throat a sharp drink is its task,
but his firm chin quickly falls to the floor
when he is told sadly "Ginger Beer Is No More"

Oh Bundy! Oh Bundy! We don't need your rum,
just give us your horehound to fill up our tum,
to give us our throat back to talk to our chum,
just give us the ginger, and keep your old rum!

The rumbles and grumbles the committee might hear
now that the canteen has No Ginger Beer
the problem's much greater, this we might fear,
than the famed ole' outpost –
The Pub With No Beer.

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March 2008

NEXT DEADLINE FOR UTR is Wednesday 7th May 2008 – Presentation Day issue.