



Australian Historical Sailing Skiff Association Inc

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December, 2014 & January, 2015 Newsletter

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As



Santa and one of his elves, help Ian G sail a 10ft Skiff off into the New Year, both Santa and the Association hope all sailors and members had a happy and safe Christmas. Best wishes for a happy and successful 2015.

**There was no Association Meeting in December.
The January meeting is to be held on Thursday, 22nd January, 2015 at the
Meeting Room at the Sydney Flying Squadron**



Historic 10ft Skiffs: Races 1 to 5, 2014

With only 3 races completed in 2014, two at DSC and one at SLMASC, Wrecker has a big lead on the Scratch Scorecard for the season. On the Handicap Scorecard Keriki leads Merle by 3 points while Wrecker is 0.7 points further back in a congested field.

The last race before the NSW State Titles is set down for 18th January at DSC.

Heats 1 and 2 of the State Titles will be held on the weekend of Saturday, 31st and Sunday, 1st February at **SLMASC (Sunshine)** on Lake Macquarie. Heats 3 and 4 will be held over Saturday 28th February and Sunday 1st March at **DSC**. This will also be a warm-up for the Australian Titles, which will be held from Friday 13th March to Sunday 15th March which will also be held at the DSC.

For the State Titles at each venue, the heat will start as close as possible to 1330, due to variations at each club. Skiffs will rig up from 1000 approximately.

Scratch Results					Handicap Results						
Boat	Skipper	Race 1 12/10/14	Race 3 16/11/14	Race 4 07/12/14	Race 5 14/12/14	Skiff	Skipper	Race 1 12/10/14	Race 3 16/11/14	Race 4 07/12/14	Race 5 14/12/14
Irene-M	Col Gillespie	DNS		DNS	2	Irene-M	Col Gillespie	DNS		DNS	1
Keriki	John Lewis	2		3	5	Keriki	John Lewis	1		2	5
Merle	Peter Walsh	DNS		2	4	Merle	Peter Walsh	DNS		1	2
Miss Marlene	Dale Jacobson	DNS		DNS	1	Miss Marlene	Dale Jacobson	DNS		DNS	3
Ramona	Grant Sheldon	DNS		DNS	DNS	Ramona	Grant Sheldon	DNS		DNS	DNS
Wrecker	M.Chapman	1		1	3	Wrecker	M.Chapman	2		3	4
Abandoned					Abandoned						

Scratch Points						Handicap Points							
Boat	Skipper	Race 1 12/10/14	Race 3 16/11/14	Race 4 07/12/14	Race 5 14/12/14	Points	Skiff	Skipper	Race 1 12/10/14	Race 3 16/11/14	Race 4 07/12/14	Race 5 14/12/14	Points
Irene-M	Col Gillespie	13		13	3	29	Irene-M	Col Gillespie	13		13	0	26
Keriki	John Lewis	3		8	10	21	Keriki	John Lewis	0		3	10	13
Merle	Peter Walsh	13		5.7	8	26.7	Merle	Peter Walsh	13		0	3	16
Miss Marlene	Dale Jacobson	13		13	0	26	Miss Marlene	Dale Jacobson	13		13	5.7	31.7
Ramona	Grant Sheldon	13		13	13	39	Ramona	Grant Sheldon	13		13	13	39
Wrecker	M. Chapman	0		0	5.7	5.7	Wrecker	M. Chapman	3		5.7	8	16.7
Abandoned						Abandoned							

Race 2 was the Balmain Regatta and hence non-pontscore, while Race 3 was abandoned due to strong winds at SLMASC.

Referee (Sydney, NSW : 1886 – 1939), Thursday 9 September 1937,

Can a “Ten” Carry 800 Square Foot Spinnaker

A Spinnaker more fitting to the sailbag of an 18footer will be carried by “Bunny” Johnson on the NSW 10foot champion, Eileen, this season.

The “extra” is 800 square feet in area, and it will be necessary to pole it out about 28ft from the boat when running square before the breeze.

If Johnson does set it we'd like to be there when he attempts to “stow” it. However, skippers of the “tens” have given remarkable exhibitions of sail-setting on their spoonlike craft, and Johnson's attempt may not be beyond the bounds of possibility.

Ted MacFarlane has shown that the Australian Champion, Jean, can carry the “big stuff”, and recently has been trying out a new suit of tremendous size on the little Balmain lady. He made them himself from specially imported cloth.

Tony Russell has had Australia refitted with large gear, and should again start among the backmarkers.

The craft, mentioned above will compete in the Balmain Club's opening event for season 1937-38 on Sunday next. The race will be sailed over the George's Head Light course, starting and finishing at the northern end of Clark Island.



10ft Skiff: Eileen



Historic 18ft Skiffs: Spring Series, 2014

The Spring Series has concluded with a variety of breezes greeting the crews each week. Six skiffs managed to sail in all of the 8 heats.

Congratulations go to the crew of Alruth who won the series from The Mistake by 4 points, with Aberdare in third position only one point further back.

Points Skiff	Race 1 11/10/14	Race 2 18/10/14	Race 3 25/10/14	Race 4 01/11/14	Race 5 08/11/14	Race 6 15/11/14	Race 7 22/11/14	Race 8 29/11/14	Total Points	Place
Aberdare	2	3	2	4	4	2	5	6	28	3
Alruth	4	2	6	5	5	6	2	3	33	1
Australia	0	0	0	0	0	2	0	0	2	10
Australia IV	0	0	0	0	0	0	0	0	0	11
Britannia	5	2	2	6	2	2	2	2	23	4
Myra Too	0	0	0	0	0	0	2	2	4	9
Scot	2	2	5	3	1	4	2	4	23	4
Tangalooma	3	2	2	2	3	3	6	2	23	4
The Mistake	2	6	3	2	6	2	3	5	29	2
Top Weight	2	4	4	1	2	5	4	1	23	4
Yendys	6	5	2	2	0	0	0	0	15	8

** Note: points scored by John Winning, when sailing Australia IV and Myra Too in early races, carried over to Aberdare.

In the First 3 heats of the Summer Series, wins have gone to Tangalooma (Heats 1 & 2) and Britannia (Heat 2). In the pointscore after 3 heats, Tangalooma leads Alruth by 5 point in a congested leaderboard.

Historic 18ft Skiffs Australian Titles

Sydney Flying Squadron

Thursday 22nd January to Saturday 24th January

The Australian titles will now begin on Thursday, 22nd January and conclude on Saturday 24th January, being held at the Sydney Flying Squadron at Kirribilli.

Host Club: The Sydney Flying Squadron Ltd,
76 McDougall Street, Kirribilli,
Sydney Flying Squadron (ph. 9955 8350)
<http://www.sydneyflyingsquadron.com.au>

Dinner and Regatta Briefing: Welcome Dinner on Wednesday the 21st of January, Bookings essential through the club (Anita McMahon 9955 8350)

Spectator Ferry: leaves from the club for the Saturday race. Reasonable prices and refreshments available. Bookings are required, check the website for details.

Race start times: Thurs/Fri 4.00 p.m., Saturday 2.30 p.m.

Guest skippers: *Harold Cudmore* from Ireland (Sailing Yendys), *Paktun Shah* from the U.S. (sailing Australia), *Terry and Kim O'Dell* from New Zealand (sailing Australia IV) and *Bill Barnett's grandson, Phil "Cub" Barnett*, (sailing the Myra Too in which Bill Barnett won the NSW, Australian and World Championship in 1951).

The entire replica fleet of 11 or 12 H18's will be out to battle once again, as has happened nearly each year for 100 years.

Boats rig in the park next door to the clubhouse from around midday on Thursday and Friday.

Please try to attend the AHSSA January meeting to be held at the SFS after the 1st Heat of the Australian Titles on Thursday, 22nd January, 2015. Commencement time is 8.00pm



The Galloping Ghost Trophy



100 Years Doing it Wright

POST-WAR SPLIT

After the War, the young Wrights followed in their father's dinghy-racing footsteps. Norman J. and Ron won Australian titles in 16-foot and 18-foot skiffs that emanated from the Norman R. Wright yard and their successes resulted in many commissions for racing boats. Norman J. won the Australian 18-ft championship



Jenny III

16-foot titles in *Joy* and Ron became Queensland's first Olympic sailor. Ron was also Queensland's first naval architect.

Although the young Wrights showed great capacity for running the business, Norman R. Wright continued to control operations and, in conjunction with Ron, the design work. A small recognition of the importance of the young Wrights was a company name change in 1953, to Norman R. Wright & Sons Pty Ltd.

The elder and younger Normans clashed repeatedly and, in 1960, young Norman departed the yard, returning only spasmodically to work on special projects. His income came from running a successful launch business & the additional spare time gave him the opportunity to crew on 2 America's Cup yachts, *Gretel* & *Dame Pattie*.

The Norman R. Wright & Sons yard had dominated Brisbane's boatbuilding business for many years, but during the 1960s, challenges mounted from several relatively new yards. Millkraft had been established soon after the War by three former Norman R. Wright & Sons employees and the later appearance of the Watt-Wright yard, also operated by ex-employees, saw a drop in business.

Nonetheless, quality boatbuilding continued and there are several fine examples from this period, including *Beryl May* (now named *South Pacific II*) and *Bali Hai II*, built in 1964, is for sale through Geoff Lovett International for \$1.5 million.

Tragedy struck in 1966 when Ron was seriously injured in a car accident and had to give up work for five years. Ron's part in yard management was ably filled by Bill Anderson, who together with long-serving foreman, Lenny Spring, kept the company humming along.

GRANDSONS ON THE TILLER

In 1970, the company's founder and patriarch, Norman R. Wright, died, but the third generation of Wright boatbuilders was already in training: Ron's sons Bill and Ian. With Ron's return Bill, Lenny and the boys made a

formidable team.

When Bill Anderson retired in 1982, Bill and Ian assumed responsibility for running the yard. They didn't get an easy introduction to management responsibilities, with their first major project being the construction of *Elizabeth E II* that was designed and tank tested by Ron. At 108 feet overall, of cold-moulded construction, this was the largest boat Norman R. Wright & Sons had built since WWII.

Other highlights of the 1980s were charter boats, such as *Wyllaway* and *New Horizon*, and large motor yachts, typified by *White Haven* and *Laura J*.

Bill Wright recalls that Ron's design for the 90-foot *Laura J* estimated a hull speed of 23kts and the finished boat trialled at 23.2kts, using only 1040hp each side.

ROCKET SHIPS

Norman R. Wright & Sons has specialised in the design and construction of hard-working boats, including several police launches and pilot boats for Australian and overseas clients.

In 1994, Brisbane City Council asked the company to undertake a study on fast water transport possibilities in the Brisbane River.

Investigations concluded that a 25m, low-wash cat ferry was the answer and Norman R. Wright & Sons has been building them ever since.



The hulls are contract-built fabricated aluminium, surmounted with FRP superstructure that's moulded, attached and fitted out at the Bulimba yard. Cummins engines power the cats, because downtime is critical and the Cummins response is the best in the business. The BCC ferries carry more than six million passengers each year.

A special commission in the late 1990s, from the Peabody family, tempted Ron out of supposed retirement. He and Bill designed separate test-tank models for the 100-foot hull of *Whistler* and the finished boat weighed in just 178kg heavier than the estimate. It also eclipsed the contract speed of 26kts by nearly 3kts.

Bill Wright won't say which test model had the best hydrodynamics!

Full retirement obviously didn't suit Ron Wright, who's continued to offer sound advice to Bill and Ian.

In the new millennium Norman R. Wright & Sons has continued its winning ways, producing a mix of working and pleasure vessels, with some of the standouts being very tough pilot boats and the motoryachts *Bandanna*, *Quandamooka*, *Lionheart* and *Odern*.