



# 174TH AUSTRALIA DAY REGATTA 2010



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## NOTES FROM THE PRESIDENT



Last year I reflected on the positive qualities of sailing. Assuming that you agree with me that sailing is a very rewarding sport you may share with me my enthusiasm for the Australia Day Regatta. I guess it is the fundamental essence of the Day that makes the continuing conduct of the event so important to me.

After consideration of the issue of who was in possession of the land at the time the First Fleet sailed into Sydney Harbour, I salute the Gadigal and Cammeragail Aboriginal Nations and recognise them as fine custodians of a priceless natural resource. However, in my opinion, we are justified in celebrating the occasion of the official arrival of Europeans as, inevitably, the Harbour's subsequent history has been very much European oriented.

Matthew Flinders is said to have created the word 'Australia' from the French word *Austral* – meaning southern. This always seemed to me to emphasise the good sportsmanship of the British who beat the French in the first yacht race to discover the Great Southern Land!

Whilst it is somewhat controversial in that the continent 'discovered' by our forbears was previously populated by humans in excellent balance with the land, Sydney Harbour remains the birthplace of our 'modern' nation.

What better place to celebrate European arrival than the beautiful Harbour, ever mindful and grateful to those already there who kept it in such pristine order for us to enjoy.

As is evident now, the variety of participants in the Australia Day Regatta bears testimony to the opportunities offered by an event welcoming a vast variety of boats from all sections of the community. Fortunately, such a truly catholic gathering is most often accompanied by typically attractive weather.

The list of clubs and organisations involved supports the concept of the celebration of the day. The opportunities offered to take part in the action vary from location to location, but are invariably well attended. Large and small craft are welcome and may be seen participating not only on Sydney Harbour, but out in the Tasman Sea, up the coast to Brisbane Waters and Lake Macquarie, south to Port Hacking and Lake Illawarra and inland to the Chipping Norton Lakes.

Once again, it is my fondest hope that the spirit engendered on Australia Day 2010 may promote fellowship and goodwill in the actions of those competing in their dealings with the community.

No matter where you sail on Australia Day I wish you a joyous time, full of the best that a lucky life offers.

*Good sailing*

**Sir James Hardy Kt OBE**

President

174th Australia Day Regatta



# 174TH AUSTRALIA DAY REGATTA

## SCHEDULE OF EVENTS

TUESDAY 26TH JANUARY 2010



### SYDNEY HARBOUR

- 1100-1800 City of Sydney Sesquicentenary Trophy Ocean Race, Cruising Yacht Club of Australia, Sydney to Botany Bay and return short ocean race. Starts north of Shark Island, finishes near the Flagship moored off Rushcutters Bay.
- 1315-1600 174th Australia Day Regatta, Sydney Harbour, sponsored by the Commonwealth Private Bank. Conducted by Royal Sydney Yacht Squadron on behalf of the Australia Day Regatta Inc. Open to all classes of keelboats, old and new, fast and slow, small and large, spinnaker and non-spinnaker divisions, and including boats from the RSYS, SASC, CYCA, RPEYC, MHYC, GSC and RANSA fleets. Special events include divisions for modern and historical 18-foot Skiffs.
- 1400-1800 Historical Skiffs – replicas of 18-footers of the 1920s and earlier – Sydney Flying Squadron
- 1430-1800 Lord Mayor's Cup for modern 18-footers – Australian 18-footer Sailing League
- 1300-1700 Centreboard Regatta, Rose Bay – Woollahra Sailing Club

### BOTANY BAY

- 1200-1600 Centreboard Regatta – Georges River Sailing Club
- 1200-1600 Centreboard Regatta – St George Sailing Club
- 1200-1600 Keelboat Regatta – Botany Bay Yacht Club & SSROC Councillor's Challenge
- 1200-1600 Catamaran Regatta – Kurnell Catamaran Club
- 1200-1600 Families Afloat Flotilla – St George Motor Boat Club
- 1200-1600 Centreboard Regatta – Yarra Bay Sailing Club

### BRISBANE WATERS, GOSFORD

- 1350-1600 Keelboat and Centreboard Regatta, including Sailpast – Gosford Sailing Club

### WEST HARBOUR

- 1000-1600 NSW Radio Yacht Association Regatta – Drummoyne Sailing Club
- 1300-1600 Centreboard Regatta – Greenwich Sailing Club
- 1300-1630 Centreboard and Twilight Keelboat Regatta – Greenwich Flying Squadron
- 1300-1700 Keelboat Regatta – Parramatta River Sailing Club
- 1300-1700 Centreboard Regatta – Hunters Hill Sailing Club

### LAKE ILLAWARRA

- 1230-1630 Centreboard, Sailboard and Trailable Yacht Regatta – Illawarra Yacht Club

### LAKE MACQUARIE

- 1300-1600 Keelboat, Trailable Yacht, Multihull and Centreboard Regatta – Wangi Wangi RSL Sailing Club

### MANLY

- 1130-1400 Sailability Regatta – Manly Yacht Club

### PITTWATER

- 1300-1700 Keelboat and Dinghy Regatta – Avalon Sailing Club

### CHIPPING NORTON LAKES

- 1300-1600 Centreboard Regatta – Chipping Norton Lakes Sailing Club

### OTHER AUSTRALIA DAY HARBOUR EVENTS

- 1130 Ferrython – starts Fort Denison, around Shark Island and return under the Harbour Bridge
- 1300 Tall Ships Race, Bradley's Head to Sydney Harbour Bridge
- 1400 RAAF F/A 18 Hornet flyover, Sydney Harbour
- 1430 Red Beret parachute display, landing in Circular Quay
- 1500 RAAF Hawk 127 flyover, Sydney Harbour

## AT THE HELM

*Tingari*



I don't know how it started, but from a very early age I was potty about ships. I know I was busy keeping newspaper cuttings from about the age of seven – the passion grew over the years and led to a fascinating and rewarding career as a naval architect in shipbuilding and ship repair in Sydney.

I was also introduced to sailing early in life. My first sail was on a blustery day on Pittwater and I don't think I was very impressed. However, as often happens, a mentor came into my life. Mac Shannon took me sailing in the late 1950s in *Faerie* and, later, his Alan Payne-designed Ampopetta *Chione*. We had many adventures in those boats – in picnic sails and races with the Sydney Amateur Sailing Club on the harbour and offshore for occasional trips to Pittwater or races to Long Reef or Lion Island. Mac also introduced me to the Sydney Amateur Sailing Club, a Club which has been an important part of my life ever since and of which I am proud to be a past Commodore.

My first boat was a small motor launch in which I explored Sydney Harbour. I also occasionally ventured offshore, usually chasing a ship for photographs. I owned her for eleven years until Mac retired from boat ownership and I bought my first yacht – only 20 feet long, but she was mine. Another followed but I really wanted something bigger. In 1981 I found an East Coast 31, only four years old and a veteran of a couple of Sydney Hobarts. I promptly bought her and she became my *Tingari*. Like my previous boats she has an Aboriginal name – I like the connection with the original Australians and *Tingari* is named for a mythical tribe of mystics who roam the Kimberly.

*Tingari* still sails regularly with the SASC and the Royal Sydney Yacht Squadron. Over the years, my friends and I have had many more adventures and opportunities to recall the fun in conversations beginning with 'do you remember when?'

Sailing is a wonderful sport. It mixes and bonds all generations in a common purpose. In a yacht you are 'all of one company', dependent on each other for your safety and success and away from the routines and obligations of life ashore – it is a true escape.

Whilst there are many high-profile events in sailing in which some of us participate, there are not many occasions when everyone, regardless of skill or size of boat, can get together to celebrate a major event which binds us all. Australia Day is one of those; when yachts of all kinds can participate in the Australia Day Regatta on Sydney Harbour, offshore, or on the waters of Botany Bay, Lake Illawarra, Pittwater, Lake Macquarie or, for that matter, any piece of suitable water.

I feel a great sense of pride on Australia Day – pride in our great country and her people, pride in the members of the Australian Defence Force who help us to celebrate the day, and pride in the great environment we are all so fortunate to enjoy. On 26 January 2010 we will again celebrate the birth of modern Australia by sailing the 174th Australia Day Regatta – it has become one of our great traditions.

*Come sailing with us.*

### **John Jeremy**

Chairman,  
Australia Day Regatta Race Management Committee

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**AW EDWARDS**



## SPONSOR'S MESSAGE



We are again delighted to be the principal sponsor of the Australia Day Regatta, the world's oldest continuous annual sailing regatta. For seven years now the Commonwealth Bank, through Commonwealth Private Bank, has been involved in this Regatta. It is a great way to celebrate what it means to be Australian.

Australia Day is an important day to reflect on our nation's heritage and what we have achieved since the First Fleet entered the shimmering waters of the beautiful Sydney Harbour. We do this with respect for the prior history of this land before the First Fleet.

Australia Day gives all Australians, regardless of age or cultural background, the opportunity to embrace the true Aussie spirit of coming together and striving forward as one people.

On behalf of Commonwealth Private Bank, I wish you a very enjoyable Australia Day.

**Adrian Hondros**

Executive General Manager  
Commonwealth Private Bank

**Commonwealth**  
Private 





## ONE HUNDRED YEARS AGO

The Anniversary Regatta on 26 January 1910 was held against a background of industrial unrest in the port of Sydney, but apparently this did not diminish the 'successful celebration' and 'splendid racing' on the Harbour to celebrate the arrival of the First Fleet.

Contemporary newspaper reports commented that "all over the harbour from between Kirribilli Point and Bradley's Head the usual scene of animation existed", adding that "the flagship doing duty this year was the Aberdeen White Star liner *Marathon*, commander R Allen, and the vessel, being in holiday attire, looked her best... moored off Cremorne Point."

However, the newspaper went on to report that "it was a grim illustration of the present industrial difficulty that while a certain area of the harbour was, figuratively speaking, laughing with enjoyment, unemployed colliers and sailing vessels that are strike-bound, frowned upon the holiday-making."

The current "economic disturbance" apparently did not greatly affect participation in the 1910 Anniversary Regatta, with strong entries for yacht racing, sailing, rowing and even motor boat events. The weather helped, too. The day was "bright and clear, with a cool north-easter, which blew with sufficient force to ensure the success of the sailing races, while it raised no 'lumpiness' in the water to hamper the efforts of the rowing contestants."

In fact, reported the newspaper, "it was an ideal day for aquatic recreation" with guests aboard the flagship "having their comfort zealously looked after by the captain and officers of the vessel, appeared to appreciate their breezy and picturesque environment." The guests, who included the Lord Mayor and Judge Backhouse, Mr Q L Deloitte, the noted supporter of aquatic events, and other civic and military leaders, were entertained by a band and lunch.

Meanwhile, on the water a steady east-north-easterly breeze blew throughout the day, ideal for the yachts, skiffs and dinghies and not too breezy for the rowing on a course between Neutral Bay and Bradley's Head.

Feature event of the strong rowing program was the all-comers sculling handicap. Ten men were sent on their way with the famous Harry Pearce rowing "desperately hard" but not able to make up the long starts



S S *Marathon*



he was giving to the others. In a close finish, the judges declared a dead-heat between F Matterson and S Pearce, who agreed to divide the prizemoney of 20 pounds.

The good breeze enabled yachts and skiffs to “stack on all their available extras” and saw some spectacular racing from the Orient buoy down the Harbour around Shark Island and on to Watsons Bay, the Sow & Pigs and, for the bigger yachts, down to Manly and back.

The All Yachts handicap race was won by *Magic*, with Mr A C Sexton, later to become Commodore of the Royal Sydney Yacht Squadron, at the tiller. *Magic* won from *Awanui* (W M Marks) and *Aoma* (C E Fleming & A Wadsworth). *Magic* was then owned by Mr John Murray but the former owner, Mr Sexton took over the helm for the Regatta.

*Magic*, of course, was one of the most successful yachts to race with the RSYS. Australian designed and built for Alfred Fairfax, with a load waterline of 48 feet and carrying up to 3,284 square feet of sail, she won her first race, in the Anniversary Regatta of 1875. In her first decade of racing she entered 21 races, won 15 and placed second five times. Thirty-five years later she repeated that victory in the Anniversary Regatta of 1910.

According to the newspaper report, *Magic* revelled in the light breeze at the start and “under the skilful pilotage of her former owner soon left her fellow mark boats.” One yacht, lost her bowsprit while *Awanui* sailed away from *Rawhiti*. After completing the first part of the course to Watsons Bay and back to the flagship, the yachts were timed “as they hauled a wind... for the thrash to Manly”, with *Magic* leading from *Aoma*, *Petrel*, *Sunbeam*, *Awanui*, *Rawhiti* and *White Wings*. *Magic* was never headed to win comfortably.

Two races were included for Yachts (Cruisers) including one for limited crews, sailed under Sydney Amateur Sailing Club rules – mainsail, jib and topsail, no booming out. The winner was *Gilleena* (L Patrick) from *Salome* (O B Dibbs) and *Lina* (S A Lomer).

Adding interest to the Anniversary Regatta of 1910 was the presence of West Australian and Queensland 18-footers, but they could not match the locals. The morning race went to *Advance* (H E Thompson), the afternoon event to Charlie Hayes’ *Nimrod*, the latest of the Golding-designed boats. *Waratah* won both 10-footers races in style and was the only boat to secure a double on the day.

Seventeen 18-footers lined up for the two races for Interstate Boats, including such wellknown boats as *Livonia* (J T Robinson), *Australian* (Chris Webb), *Scot* (P Cowie) and the two boats from WA and Queensland.

Other sailing races during the Anniversary Regatta of 1910 included events for Yachts (cruisers), Sailing Skiffs, 14ft Dinghies, 10ft dinghies, Service Boats Under Canvas (open to Imperial and foreign men-o’-war and local navy and military forces) with the winner being the Naval Brigade No 1 cutter from the Naval Brigade fourth cutter and the HMS *Cambrian* pinnace.

As the newspaper headlines read: “Anniversary Regatta – A Successful Celebration – Splendid Racing.”

The report went on to forecast that, in spite of many other forms of recreation and amusement to contend against, the Regatta “fairly holds its own, and will, no doubt continue to do so indefinitely unless the present breed of exponents of friendly rivalry dies out.”

Obviously, judging by the interest shown in the 174th Australia Day Regatta one hundred years later, the breed of competitive sailing shows no sign of even diminishing, let alone dying out!



*Magic*

## PERPETUAL TROPHY AND 173RD AUSTRALIA DAY REGATTA MEDAL WINNERS



Perpetual Trophies and Medals won in the 173rd Australia Day Regatta were presented at the Sydney Town Hall, where winners were guests of the Lord Mayor of Sydney, Councillor Clover Moore, at the prizegiving.

### Australia Day Botany Bay Regatta

Australia Day Botany Bay Regatta Bass & Flinders Trophy (Centreboard Handicap): *Any Which Way* – David Luck

### Australian 18 Footer Sailing League

City of Sydney Lord Mayor's Cup (Scratch):

*Southern Cross Constructions* – Euan McNicol

Hcp: *Project Racing* – Andy Budgen

### Avalon Sailing Club

Australia Day Council Youth Sailors Trophy (Flying 11 Hcp):

*Relentless* – Claire Lunsmann & Kathryn Wotherspoon

Royal Prince Alfred Yacht Club Trophy (Yacht Hcp):

*Ruff* – Malcolm Bradford

Manly Junior Novice Scr: *Fast 'N' Furious* –

Sam Nesbitt & Zack McConaghy

Manly Junior Open Scr: *Bullet* – Jim Colley & Tom Colley

Laser Standard Scr: *Full Circle* – Jan Scholten

Laser Radial Scr: *Hugh* – Harry Bate

Cherub Scr: *Sparky* – Ali Chapman & Kurt Warner

Cherub Hcp: *Heart Shaped Box* –

Adam Bolton & Duncan Murray

13 ft Skiff Scr: *Sheads* – Dan Watterson & Rick Plain

13 ft Skiff Hcp: *Dimension Polyant* –

Georgia Clancy & Jack Andrews

Open Division B-14 Scr: *B-Sting* –

Dennis Watson & Daniel Watson

### Botany Bay Yacht Club

Division One Hcp: *Bella* – Nicholas Chrissou

Division Two Hcp: *Panther* – Stephen O'Rourke

Endeavour Division Hcp: *Haul n Coal* – Grant McKellar

### Chipping Norton Lake Sailing Club

Senior Division Scr: *It's a Fluke* – Wayne Loder

### Cruising Yacht Club of Australia

The City of Sydney Sesquicentenary Ocean Race Trophy (Ocean Pointscore PHS Hcp): *St Hilliers Quest* – Tim Casey

Geoff Lee Ocean Race Trophy (Line Honours):

*Andrew Short Marine Shockwave 5* – Andrew Short

Short Ocean Pointscore PHS Div 3 Hcp: *Stormy Petrel* –

Kevin O'Shea

Short Ocean Pointscore IRC Div 1 Hcp: *Ginger* – Leslie Green

Short Ocean Pointscore IRC Div 3 Hcp: *Brilliant* –

Howard Piggott

Ocean Pointscore PHS Hcp: *Imagination* –

Annette & Rob Hawthorn

Ocean Pointscore IRC Hcp:

*Andrew Short Marine Shockwave 5* – Andrew Short

### Gosford Sailing Club

Junior Sabot Hcp: *Black Pearl* –

Blake Robson & Ashleigh Robson

Senior Sabot Hcp: *Take Aim* – Adam Mariani

29er Hcp: *La Bamba* – Patrick Menner

Laser Hcp: *Aeolus* – Wally Cook

Etchell's Hcp: *White Pointy Thing* – David Hall

Div 1 Yacht Hcp: *Desperado* – Bill Slater

Div 2 Yacht Hcp: *Divine Intervention* – Graham Macpherson

### Greenwich Flying Squadron

Sabot Scr: *Cloud Nine* – Matilda Vaughan

Etchells Scr: *Raptor* – Rob McAuley

Div 1 Hcp: *Gatsby* – John Amos

Red Fleet Hcp: *Force Four* – Hans Kannegeiter

White Fleet Hcp: *Devils Advocate* – Malcolm Bishton

Green Fleet Hcp: *Rex* – Andrew Robertson

Blue Fleet Hcp: *Passion* – David Edmiston





#### **Hunters Hill Sailing Club**

Hunters Hill Council Trophy (Laser Scr): *Jute* – Ross Mackay  
 Sabot Hcp: *Hot Magma* – Ben Clouston  
 Mirror Hcp: *Kitava* – Sally Stobo  
 Laser Hcp: *Mistral* – Tom Murphy

#### **Kurnell Catamaran Club**

Div 1 Hcp: *Digital Tour Guide* – Glen Billington  
 Div 2 Hcp: *Taipanic* – Peter Backhouse  
 Div 3 Hcp: *No Name* – Julian Jenkins

#### **Manly Yacht Club**

Sailability Fleet Scr: *Integrity* – Wayne Teagle & Tarsha Burn

#### **NSW Radio Yachting Association**

Soling One Metre Scr: Robert Hales  
 A Class Scr: Gary Declauzel  
 RC Laser Scr: Graham Brown  
 EC 12 Scr: Colin Ferguson  
 Ten Rater Scr: Owen Jarvis  
 International 1 Metre Scr: Matthew McAnna  
 Marblehead Scr: Pat O'Brien

#### **NSW Sabot Association**

Hood Sailmakers Trophy (Sabot One Up Scr):  
*Thunderstruck* – Vardon Robson  
 Northam Family Trophy (Sabot Two Up Scr):  
*Need For Speed* – Kurt Hansen & Lindsay Pike

#### **Royal Sydney Yacht Squadron**

Switzerland Insurance Australia Day Challenge Cup  
 (Div 1 Hcp): *Nocturne* – Gerard Kesby  
 Davidson Family Trophy (Div 2 hcp): *Hick-Up* – Bill Ure  
 RANSA Trophy (Div 3 Hcp): *Hornblower* –  
 Peter Campbell & Steve Sweeney  
 HV Dangar Memorial Cup (Non Spinnaker Div 1 Hcp):  
*The Tavern* – Ian Guanaria

Centenary of Federation Medal (Gaffers Div Hcp):

*Oenone* – Brendan Hunt

Australia Day Council Trophy (Traditional Hcp):

*Tio Hoa* – Beverley Bevis

Catalina Trophy (Catalina Hcp): *Matilda* – Robert Trayner

Royal Sydney Yacht Squadron Trophy (Int. Yngling Scr):

*Karma* – Gary Wogas

International Yngling Hcp: *Control Plus* – Daniel Marlay

Div 2 Non-Spinnaker Hcp: *Slips* – David Kinsey

#### **St George Sailing Club**

Senior Hcp: *Fly By* – Emily Junk

#### **Sydney Flying Squadron**

TNT Trophy (Historic 18ft Skiff Hcp):

*Mistake* – Steven Kavanagh

Victor & Viney Emerson Trophy (Historic 18ft Skiff Scr):

*Mistake* – Steven Kavanagh

#### **Wangi RSL Amateur Sailing Club**

OK Dinghy Scr: *Natural Selection* – Peter Wallace

OK Dinghy Hcp: *The Wife* – David O'Donnell

Div 1 Hcp: *Rhumb* – Robert Humphries

Div 2 Hcp: *A Rock'n* – Chris Pollack

Non-Spinnaker Fleet Hcp: *Mahlia* – Max Kelly

Multihull Fleet Hcp: *Madneeka* – John Fairfull

#### **Woollahra Sailing Club**

Junior Div RS Nationals Scr: MYC – Byron White & Sam White

Senior Div RS Nationals Scr: ABC – Michael Pfeffer

#### **Yarra Bay 16ft Skiff Sailing Club**

Skyrider Scr: *Ferg* – Cyrian Joannon & Numa Guex

Sabot Scr: *Nothing Else Matters* – Josh Cherry

Monohull Fleet Scr: *Amea* – Paul Krekelberg





## HOST CLUBS ON AUSTRALIA DAY 2010

Many yacht and sailing clubs contribute to the success of the Australia Day Regatta, not only in conducting the traditional regatta on Sydney Harbour but in organising and conducting regattas to mark Australia Day on other waterways in New South Wales, from Lake Macquarie in the north to Lake Illawarra in the south and inland to the Chipping Norton Lakes.

Local civic and municipal authorities also support these regattas and the Australia Day Regatta Inc is appreciative of their contribution to the success of these events.

### HOST CLUB MAILING ADDRESSES:

Australian 18ft Sailing League

PO Box 42 Double Bay NSW 2028

Avalon Sailing Club

PO Box 59 Avalon Beach NSW 2107

Botany Bay Yacht Club

44 Endeavour St Sans Souci NSW 2219

Chipping Norton Lakes Sailing Club

PO Box 358 Moorebank NSW 1875

Cruising Yacht Club of Australia

New Beach Road Darling Point NSW 2017

Georges River Sailing Club

PO Box 111 Sans Souci NSW 2219

Greenwich Flying Squadron

PO Box 5092 Greenwich NSW 2065

Greenwich Sailing Club

PO Box 5110 Greenwich NSW 2065

Gosford Sailing Club

PO Box 187 Gosford NSW 2250

Hunters Hill Sailing Club

PO Box 11 Hunters Hill NSW 2110

Illawarra Yacht Club

Pox Box 148 Warrawong NSW 2505

Kurnell Catamaran Club

PO Box 255 Caringbah NSW 2229

Manly Yacht Club

PO Box 22 Manly NSW 1655

NSW Radio Yacht Association

1/582 Old South Head Road Rose Bay NSW 2029

Parramatta River Yacht Club

PO Box 227 Gladesville NSW 2111

Royal Sydney Yacht Squadron

PO Box 484 Milsons Point NSW 2060

St George Sailing Club

22 Riverside Drive Sans Souci 2219

Wangi RSL Amateur Sailing Club

PO Box 100 Wangi Wangi 2267

Woollahra Sailing Club

Vickery Ave Rose Bay NSW 2029

Yarra Bay 16ft Sailing Club

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## THE FLAGSHIP – HMAS *DARWIN*

**Flagship of the 174th Australia Day Regatta will be HMAS *Darwin*, carrying on a tradition in which the Royal Navy, Royal Australian Navy and Merchant Marine vessels have played a focal role since the first regatta in 1837.**

HMAS *Darwin* is an Adelaide-class guided missile frigate built to the US Navy's FFG7 class design modified for RAN requirements – one of six to be commissioned in the RAN. Of her sister ships *Adelaide*, *Canberra*, *Sydney*, *Melbourne* and *Newcastle*, the first two are no longer in service but the remaining four ships have recently been modernised.

HMAS *Darwin* was built by Todd Pacific Shipyards in Seattle, Washington. The last of four built in the US for the RAN (*Melbourne* and *Newcastle* were built in Australia) she was launched on 26 March 1982 and was commissioned on 21 July 1984. She has a displacement of 4,200t and is 138m long overall with a beam of 14.3 m.

*Darwin* and her five sister ships were the first Royal Australian Navy ships to be powered by gas turbines for main propulsion. This, combined with a modern repair by replacement policy, has allowed both a reduced complement and a high availability for sea. She is fitted with two General Electric LM 2500 gas turbines driving a single propeller with total power of 30,574 kW for a maximum speed of over 29 knots. *Darwin* can be underway from cold in 30 minutes. In addition, two forward-mounted retractable auxiliary propulsion units provide a secondary means of propulsion plus excellent manoeuvrability in confined waters. Her range is about 4,500 nautical miles at 20 knots.

The roles of HMAS *Darwin* include area air defence, anti-submarine warfare, surveillance, reconnaissance and interdiction. The ship is capable of countering simultaneous threats from the air, surface and underwater. She completed a major weapon-system upgrade at Garden Island in Sydney in 2008. Her principal weapons are the Standard medium-range anti-aircraft

missile (SM-2MR) and the Harpoon anti-ship missile, both of which are launched from the Mk 13 launcher on the forecastle. A Mk 41 vertical-launch system is fitted forward of the Mk 13 launcher for the Evolved Sea Sparrow missile. A 76mm gun to counter both aircraft and surface threats is fitted forward of the funnel and one 20mm Phalanx close-in weapon system for anti-missile defence is located above the helicopter hangars.

For long-range anti-submarine tasks, *Darwin* is equipped with a flight deck and hangars for two Seahawk helicopters. The Sikorsky S-70B-2 Seahawk is an all weather, twin-engine, three-crew helicopter. Its primary role is undersea warfare for which it carries a range of sonobuoys and can deliver up to two torpedoes. Other roles include over-the-horizon targeting, surveillance, boarding support, search and rescue and utility operations. Its sensors include radar, forward-looking infrared (FLIR) and a magnetic anomaly detector. For close-in anti-submarine defence the ship is fitted with two Mk 32 triple torpedo tubes.

The ship's sensor package includes long-range radars for air and surface surveillance, electronic-warfare surveillance sensors and the Australian Nulka anti-ship missile defence system. *Darwin* is also fitted with the electro-optical tracking system (EOTS) with combined optical and infra-red sensors for detection and tracking. An Australian software-based command and control system processes information as well as target data linked from other ships and aircraft.

HMAS *Darwin*, together with her sister ship *Sydney* have been deployed to the Persian Gulf a record five times – in 1990, 1991, 1992, 2002 and 2004. *Darwin* was deployed to East Timor in 1999 and was also involved in operations in the Solomon Islands in 2001.



173RD AUSTRALIA DAY REGATTA 2009









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*Hugh Treharne and Staff wish all competitors  
in the 174th Australia Day Regatta a great  
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## 173RD AUSTRALIA DAY REGATTA 2009 – VIEW FROM THE START BOAT

Race Officer: Charles Maclurcan (timer)  
Flags: André van Stom  
Recorders: David Davis, Angela Mayhew, Kevin Dixon.



For the first time in some years the north-east sea breeze failed to prevail. Cloudy conditions with a south easterly breeze of about 12 knots was all we enjoyed.

We set sail in the RSYS start boat *Gitana* to position the start line approximately two hours before the first signal. Selecting our usual position north of Clarke Island and east of the flagship, we allowed plenty of room for the competitors.

Approximately 100 yachts sailed in nine divisions. The starts were generally clear with a couple of competitors disqualified for starting far too early.

This year, as the start line had been set at the wind angle, the finish line was altered to present a logical finish across the course. This was carried out within the area allotted for our activities. All seemed well!

However, as the first finishing boats approached, so did the Parade of Sail with its attending throng of mixed vessels. Hundreds passed through our line oblivious to the chaos they caused.

What led the Parade leader to take the procession so far south of its normal course beats me! It was

necessary to start the engines and manoeuvre about the anchor whilst observing our fleet obscured by an enormous number of vessels including *James Craig*. The finishing mark somehow survived and the Coast Guard vessel that attempted to move us, once he realised what we were doing quickly fled the scene. This is the second time that an incident like this has occurred and sadly does not engender confidence in the safety arrangements on the day.

With the finishing sheets reconciled, we phoned the figures back to the RSYS and by the time we returned to the Club the outcomes were calculated and posted on the Web. Again the results were close with just a few seconds separating some places.

Judging by the tone of the visitors to the start boat at the end of the day it had been great fun for all others and we settled our nerves with some cool libations.

Special thanks to my crew and to the RSYS Sailing Office for providing excellent backup on the Day.

*Charles Maclurcan*

## PRESERVING THE PAST FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS



Established in 1996, the Foundation has a collection of written material, engines and motor cars reflecting Rolls-Royce and Bentley historical activity in Australia. Our recent acquisition of Studley Park House, a thirty room Victorian mansion set in the grounds of Camden Golf Course at Narellan has provided an opportunity to house and display the collection as well as provide a venue for research, seminars and rallies for motor car enthusiasts equal to any such facility anywhere. For further information please visit our website: [roycefoundation.com.au](http://roycefoundation.com.au)

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## AUSTRALIAN 18 FOOTERS LEAGUE – THE EARLY DAYS

Sydney's famous 18-footers, both the high-flying, state-of-the-art big skiffs and the heavier replicas of boats that raced 90 years ago, will again be part of the 174th Australia Day Regatta. What is less known is that the beginnings of the class was stimulated by the refusal of organisers of the Anniversary Day Regatta, now the Australia Day Regatta, to accept their entry because their innovative, colourful sail patches "were not in keeping with the dignity of the oldest regatta in the southern hemisphere".

The birth of 18ft skiff racing as we know it today occurred on Sydney Harbour on 26 January 1892. The father was Mark Foy.

Foy was a local businessman who loved sailing and believed Sydney Harbour to be the world's best aquatic playground. He was disappointed that, unlike

many other sports, sailing attracted practically no public interest.

However, he was quick to realise that the sailors themselves were responsible for this lack of interest as they made no attempt to cater for the public. They raced over a 12-mile course and were out of sight for up to two hours.

A complicated handicap system caused a

further delay while the winner was being determined later in the club-house. Nor was there any attempt to entertain spectators while the boats were out of sight.

Determined to change this situation, Foy discussed the matter with a few close friends and came up with a series of initiatives which he believed would popularise sailing as an exciting spectator sport.

His plan was split into three simple steps:

1. Racing must be exciting and faster.
2. Boats had to be more colourful and more easily identified than by a number on the sails
3. The race winner should be decided on a first-past-the-post basis.

The major problem with Foy's plan was producing a faster racer. He solved this with the first of the 18-footers – an open, centreboard boat with a very

light hull, with an 8-foot (2.4m) beam and only 30 inches (76cm) depthamidships. The new boat had a crew of 14 (compared to the previous boats with 25 crew) and carried a huge spread of sail which gave it a sensational aquaplaning speed downwind.

Foy's original idea of having striped sails to identify each boat had to be abandoned due to the excessive cost of manufacturing varying designs for registration. His alternative was for each boat to have a colourful emblem on its mainsail – a tradition which continues to this day, although the colourful emblem is now almost exclusively the logo of a corporate sponsor.

When Foy tried to enter his boats with the Anniversary Regatta Committee of 1892, they rejected the nominations as the committee believed that "such badges were not in keeping with the dignity of the oldest regatta in the southern hemisphere".

Foy was furious and announced "we'll run our own regatta on Anniversary Day. I'll pay for it and we'll give the public what it wants".

High-pressure publicity given to Foy's plans paid big dividends. On regatta day, Clark Island (Sydney Harbour) was packed to capacity, while moored ferries and jetties provided additional accommodation – as did every vantage point along the foreshores of Sydney Harbour.

The crowd was without precedent in Australian yacht racing, although most of these spectators knew little about the sport. The vast majority were there to thrill to the excitement that Foy had promised.

A triangular three miles course was plotted and a "staggered" start introduced (where the fastest boats started after the slower boats) to bunch the fleet for a spectacular, downwind run to the finish at Clark Island.

At the start there had been less than three minutes between all boats in the fleet. At the finish there were a dozen boats racing for the line in a bow-to-bow finish. The public got its money's worth and the coloured badges of the 18-footers were an instant success.

Foy had demonstrated that 18-footer racing was the most exciting sport ever seen on Sydney Harbour – a status that has never been seriously challenged.

The first era in the history of the 18-footers was known as the "Big Boat Era" and is generally accepted to include a transition from 22 and 24-footers at the



*Britannia*

turn of the century. These 'big boats' carried crews of 18-25 crewmen and had enormously heavy spars and gear.

The 18-footer, with an 8ft beam, was manned by a reduced crew of 10-15 men but carried not much less sail area than the bigger boats. These 18-footers were dinghy type boats and carried mainsail, balloonier, ringtail, topsail, topsail head spinnaker and (at times) water-sails. For spectators, they didn't differ much from the bigger boats, but were much less costly to build and maintain.

The class was put onto a much firmer basis when the first official Australian Championship was conducted in Sydney during the 1912-13 season. During this period there were tremendous sail carriers. Argument amongst 18-footer supporters as to the largest sail area ever carried will never end, however one of the biggest must certainly be *Zanita*, which was sailed by Bill "Plugger" Martin. In 1910 she carried approximately 3500 square feet of sail! Her mainsail was 32 feet on the boom, her sails included mainsail, ringtail, topsail, balloonier, water-sail and spinnaker.

In the early 1930s, the fleet began to dwindle when rising costs and the difficulty of maintaining big crews made owners reluctant to replace old boats with new ones.

Radical experiments had started as designers began to apply the principles of aerodynamics to boat building. Arguments developed over the merits and otherwise of a new 7-foot beam conventional 18-footer named *Scot*. It was generally dismissed as a passing fad.

A Queensland owner named Frederick Hart was one of its few supporters and argued so strongly that his opponents challenged him to build this "miracle boat". In Brisbane, Hart worked out rough plans and specifications which he passed on to boat builder H.P. Whereats to finalise. Skippered by Vic Vaughan, *Aberdare* won four consecutive Australian Championships and when she retired was able to boast 23 title victories from 31 starts.

The success of this new concept was the beginning of the end for the 'big boats' but the Sydney Flying Squadron club refused to register these new narrow beam boats for their local sailors.



*Aberdare*

A group of sailors who wanted these smaller boats then held several meetings to consider the

possibility of forming their own club. In January 1935 this led to the formation of the NSW 18-footers Sailing League (now known as the Australian 18-footers League). The new club's first race was the first heat of the 1935 Australian Championship.

Six new 7ft beam skiffs joined the club's fleet for the 1935-36 season. To show the popularity of these new boats, a further seven new craft were added to the register during the 1936-37 season. In 1937, James J. Giltinan, Secretary of the N.S.W. 18-footers Sailing League, planned a World Championship for 18-foot open boats on Sydney Harbour to coincide with Sydney's 150th Anniversary in January 1938.

By the 1938-39 Season there were 21 boats racing with the 'League'. During these 'heady' times there were seven ferries following the race every Sunday. Each carried a commentator, manager, and other officials – one of whom was stationed in the wheel house of each steamer to help the captain decide where to go to get the best possible view for the people on board.

This period is best summed up by the following comments written by the 'League' president at the beginning of the 1938-39 Season: "There can be no doubt that the modern type 18-footer appeals to the sporting instincts of every Australian as is evidenced by the fact that our patrons increase in numbers as each season progresses. Two seasons ago we felt proud of being able to record 150,000 patrons for the season. Last season we were just under the 200,000 mark".

The initial success of the club continues today. It is the world leader in the promotion and development of the class into a truly international sport.

The Australia Day Regatta Management Committee welcomes the participation of the 18-footers in the 174th regatta on 26 January 2010, with their sails even more colourful than they were in 1892.

*Historical source: The Australian 18-footers League web site.*

## CLASSIC YACHTS – THE ‘COUTA BOATS

From their early beginnings in the 1800's as humble but fast sailing fishing boats bringing in their catch of barracouta from Bass Strait for Melbourne's fish and chip trade, 'Couta boats have evolved into timeless classic yachts found all over Australia, but particularly so in their home state of Victoria.

Traditionally built in timber, using time honoured methods, 'Couta boats are beamy, powerful, half-decked, gaff-rigged boats, extremely seaworthy and very fast. No winches are allowed – all power for these sturdy, demanding boats and their 600 sq ft sail area is provided by muscle and block and tackle. They are wonderful contemporary example of some of the historical craft on which Australia's sailing heritage is based.

The 'Couta boats can vary in length from 20 to 30 feet with a beam of 7'6" to 10'6" and as a class are strictly governed by the 'Couta Boat Association. Some are lovingly restored fishing boats once based at Queenscliff on Port Philip bay, from where they headed out into Bass Strait to troll for barracouta or 'couta as they were called. Others are wonderful replicas based on the designs or even half models of the original boats.

One hundred years ago, the fishing fleet would chug out under kerosene-powered engines in the early morning from Queenscliff to the fishing grounds of Bass Strait. Then, with their catch completed, they would hoist sail and head for home, with the fastest boat back to port usually getting the best price for their 'couta. In 2007, 215 'Couta boats of all types were on the register of the 'Couta Boat Association. In fact, they are the second largest fleet of gaff rigged yachts in the world, outnumbered only by the Wianno class in the USA.

There are also many of these wonderful oldtimers in New South Wales. Two of the finest examples are *Sylvia*, part owned by Philip Kinsella from the Sydney Amateur Sailing Club and Justus Veeneklaas's *Tenacity* from the Royal Sydney Yacht Squadron.

Philip Kinsella became aware of the great sailing qualities of 'Couta boats during the 1988 Bicentennial celebrations on Sydney Harbour. He commissioned Tim Phillips' Wooden Boat Shop at Sorrento, Victoria,



*Sylvia*



*Tenacity*





to build him a 27 foot version to be called *Sylvia*, using timber milled from a Huon pine log Philip had purchased in Tasmania.

Launched in 1990, *Sylvia* incorporates many of Philip's own ideas and has been a highly successful boat. Since then *Sylvia* has not only been a base for family sailing and camping holidays on Pittwater and the Hawkesbury, but has won her share of races over many seasons on Sydney Harbour, sailing with the Sydney Amateur Sailing Club. *Sylvia* is now based in Pittwater, where she will continue to be raced and cruised by Philip and his new partners.

While *Tenacity* is one of Australia's newer 'Couta boats, having been launched in November 2004, she is also one of the most traditional. Her owner, Justus Veeneklaas, a Life Member of the Australia Day Regatta, is a great believer in tradition and insisted that *Tenacity* should reflect his beliefs in every detail.

Built at the Wooden Boat Shop by their shipwright Tim Helliwell, *Tenacity* is 26ft 6in on deck with a beam of 10ft 9in. From the aft end of her boom to the tip of her bowsprit she measures 36ft 6in and with her 1750 kg of internal ballast installed she weighs 3.5 tonnes. She is built almost entirely of Huon pine and teak with bronze fittings throughout and Oregon spars. Her sails are made from Contender cloth in "Old Air Cream."

Like most Couta boats, *Tenacity* is maintained in superb condition with up to eight coats of varnish applied annually and a very strict maintenance schedule. Gleaming in the late afternoon winter sunshine at her dock on a little inlet at Newport, she makes a magnificent picture.

Justus and his crew race *Tenacity* intensely, and with great success, at the Royal Prince Alfred Yacht Club throughout the year. However, he seems to get his greatest boating fun these days sailing with his four grandsons Finn, Charlie, Zack and Sam, who appear to have caught the 'Couta boat bug early in life, which can only be a great thing for the future of Australian traditional 'Couta boats.

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## RECORDING THE AUSTRALIA DAY REGATTA HISTORY FOR POSTERITY

The Australia Day Regatta, previously the Anniversary Day Regatta, was first held on Sydney Harbour on 26 January, 1837, to commemorate the founding of the colony of New South Wales. It has been held every year since, and is the world's oldest continuous annual sailing regatta.

In more recent times the Australia Day Regatta has been extended and satellite events are now held at a further 19 locations throughout NSW with over 700 boats competing every year. The Sydney Harbour events are conducted by the Australia Day Regatta Management Committee which also co-ordinates the satellite regattas. The Committee is an independent volunteer group of sailors, drawn from a number of Sydney yacht clubs.

The current Management Committee has commissioned the writing of the history of the Regatta so that a permanent record can be made of the past 175 years of this unique event. To assist this project the Committee is seeking any relevant printed material or photographs that might be in your possession.

The Regatta has in its archives programs dating from 1958 to date with the exception of 1969, 1984 and 1985. It is keen to obtain a program for these missing years, or any years before 1958. Should you be able to help in the research for the History would you kindly get in touch with:

Ms Joan Watson, Australia Day Regatta  
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An appeal is being conducted to assist the funding of this project which has been registered by the Australian Sports Foundation as the preferred beneficiary of unconditional tax deductible donations of \$2 or over. The Regatta Committee earnestly seeks your financial support and invites you to make a tax deductible donation on the donation form that can be downloaded from the Australia Day Regatta website – [www.australiadayregatta.com.au](http://www.australiadayregatta.com.au).

(The Regatta is a not-for-profit incorporated body. For most of its existence the Regatta has relied solely on entry fees and small donations to conduct its events. In recent times the Regatta has had a succession of sponsors who have provided sufficient funds for the annual running of the Regatta's events. During this time the Committee has been able to build a reserve fund which would allow the Regatta to continue, should adequate sponsorship not be available.)

## SUPPORTERS OF THE 174TH AUSTRALIA DAY REGATTA

The 174th Australia Day Regatta Management Committee wishes to express its sincere thanks to all who will have contributed to the success of the 2010 Australia Day Regatta – the sponsors and supporters, the volunteer race officers, but most of all those who will participate on Sydney Harbour and many other New South Wales waterways.

For the seventh year, the principal sponsor of the world's oldest continuous sailing regatta is the nation's great financial institution, the Commonwealth Bank of Australia, through Commonwealth Private Bank. We thank the Bank, not only for its ongoing support but also for its considerable help in the publication of the official program.

We also acknowledge the supporters of this historic event, especially the Royal Australian Navy, which was involved in the very first Regatta in 1837, and, in particular, the captain and crew of HMAS *Darwin*, the Royal Australian Air Force, the Royal Australian Army and its Red Berets unit, and the City of Sydney and the Lord Mayor.

We also appreciate the support of our advertisers, Winning Appliances, Rintoul of the AW Edwards Group, Macdiarmid Sails, Treharne Moorings, Hardy Wines, Coursemaster Autopilots and the Sir Henry Royce Foundation..

The Committee acknowledges the efforts of the many co-ordinating yacht and sailing clubs and class associations in successfully running Australia Day regattas on their waterways.

### THE REGATTA PROGRAM

The 174th Australia Day Regatta program was compiled and produced with the assistance of:

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