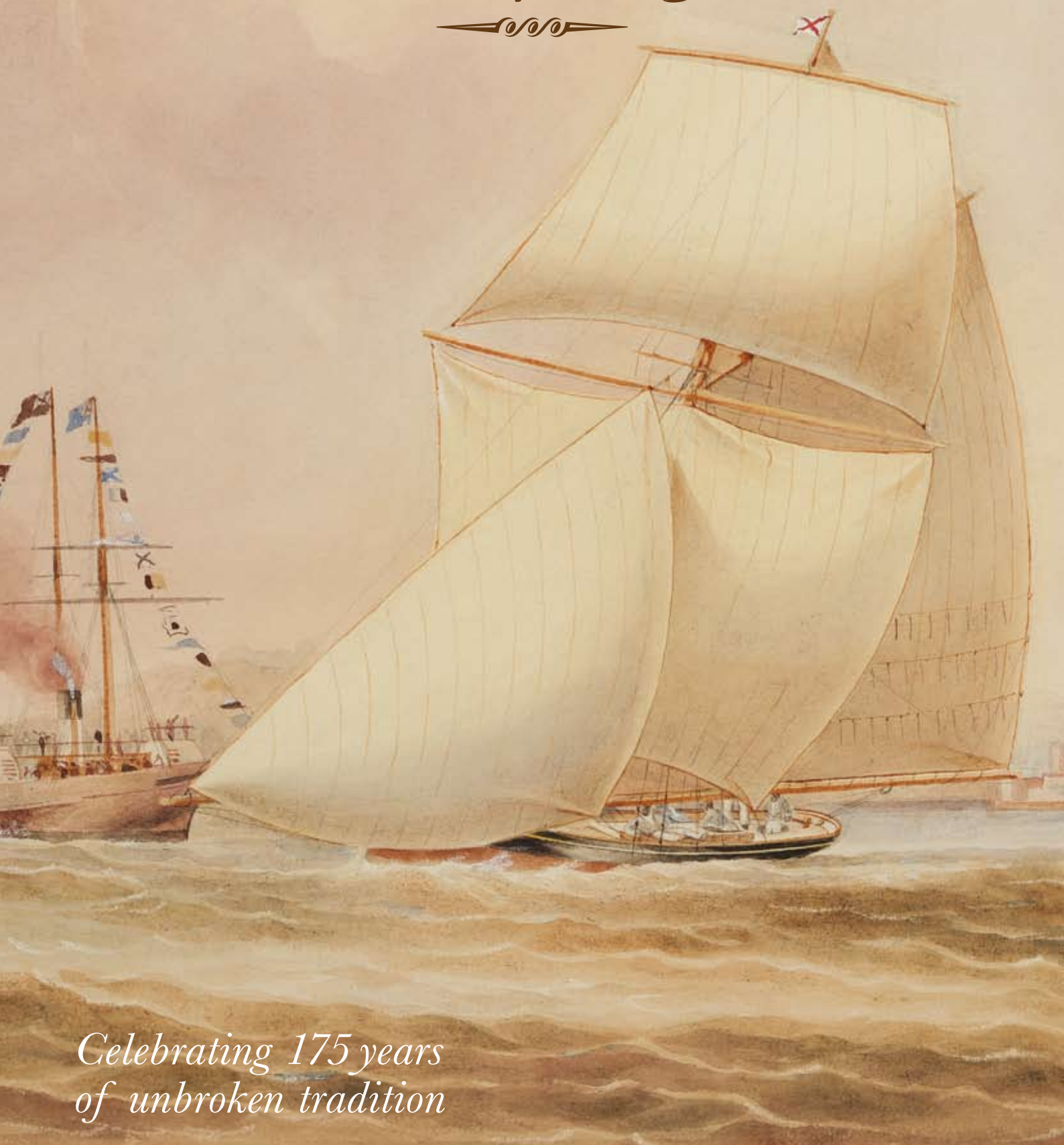




Australia Day Regatta 2011



*Celebrating 175 years
of unbroken tradition*

Proudly sponsored by



Endorsed by



Go ahead, admit it. You might just be ready for a private banker.

You dedicated yourself to your business, turning it into a small empire. Now you want to make the most of what you've built. Your Commonwealth Private Banker works with you, bringing in a team of financial experts who create a customised plan—whatever your goals or business. If you're ready, let's talk.

1300 362 081 | commonwealthprivate.com.au



Determined to be different



Important information: This information has been prepared by Commonwealth Private Ltd ABN 30 125 238 039 AFSL 314018, a wholly owned and non-guaranteed subsidiary of the Commonwealth Bank of Australia ABN 48 123 123 124 AFSL 234945. The services described are provided by a team consisting of Private Bankers who are representatives of the Commonwealth Bank of Australia and Financial, Investment and Insurance Advisers who are representatives of Commonwealth Private Ltd. CBABM1001

Notes from the President



I was reminded recently of 6 November 1994. On that day the Royal South Australian Yacht Squadron was in its 125th year and I attended the rededication of the yacht *Southern Myth*.

She was essentially an Illingworth-designed, fast ocean racer campaigned by South Australians and indeed once crewed by myself. During her days of glory she fostered many well known yachtsmen. Her owner, Norman Howard, died and she fell on hard times but she was resurrected to sail on, contributing to the careers of further yachtsmen. There are many boats that I have sailed upon that can be considered in this light.

This year's Australia Day Regatta is the 175th. And in a similar vein to the old yacht mentioned above, its fortunes have ebbed and flowed. The Regatta has seen many famous boats and competitors over two human lifetimes. It's a tribute to the Regatta and its significance that it still survives.

The parade of people who have enjoyed a day of sailing in the name of Australia Day is extraordinary. Recently the Committee has been examining the detail of past race days. Soon we will publish a history of the Regatta. It is fascinating to read of former times and the well known identities that competed in all types of boats over so many years.

These days the Historical Skiffs and Traditional Boats form a direct link to earlier times. It is predictable that the modern yachts carrying the heroes of today will be remembered in the annals of the Regatta long after the men have departed. I wonder if the boats will survive to return at some future date or will replicas be built?

This is my last year as President. I have enjoyed my time with the Management Committee. Its members are an eclectic bunch not unlike the sailors and boats that have participated over the last 174 years.

With a sponsor such as the Commonwealth Private Bank the future of the Australia Day Regatta is assured. I wish it and all those involved a successful and fulfilling future.

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

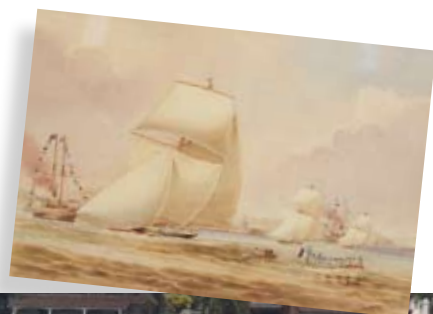
Good sailing

Sir James Hardy Kt OBE

President

175th Australia Day Regatta

*Cover: Nereid, Royal Sydney Y.C.
Owner James R. Fairfax Esq.
Winning the prize, Anniversary
Regatta, January 28th 1873*



175th Australia Day Regatta – Schedule of Events



WEDNESDAY 26TH JANUARY 2011, SYDNEY HARBOUR

- 1100-1800 City of Sydney Sesquicentenary Trophy short ocean race, Sydney to Botany Bay and return, conducted by the Cruising Yacht Club of Australia. Starts north of Shark Island, finishes near the Flagship moored off Rushcutters Bay.
- 1315-1600 175th 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 will be a 175th Australia Day Regatta Classic Yacht division, including the Ranger class and gaff riggers, along with historical skiffs and modern 18-footers.
- 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 Councillors' Challenge
- 1200-1600 Catamaran Regatta – Kurnell Catamaran Club
- 1200-1600 Centreboard Regatta – Yarra Bay Sailing Club
- 1600-1800 Families Afloat Flotilla – St George Motor Boat 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

HOBART, TASMANIA

- 0930 Australia Day Green Island Race, Royal Yacht Club of Tasmania

OTHER AUSTRALIA DAY HARBOUR EVENTS

- 1100 Ferrython – Start Fort Denison, around Shark Island return under the Harbour Bridge
- 1215 RAN SAR Display in Farm Cove
- 1245 RAN SAR Display in Athol Bay
- 1330 RAN Sea King with Australian Flag
- 1400 RAAF F/A 18 Hornet Fly Over – Sydney Harbour
- 1430 Red Beret Parachute Display in Circular Quay
- 1600 - 2130 Jazz on the Water Concert – Pirrama Park, Johnstons Bay

*Xarifa, watercolour by
Frederick Garling about 1863.
Property of C Parbury.
State Library of New South Wales*



At the Helm



On 26 January 2011 we will conduct the 175th Australia Day Regatta – continuing a very long tradition which began with the first Anniversary Regatta in 1837.

A great deal has changed in our world over the last 174 years. In 1837 the European population of New South Wales, which comprised most of Australia east of the Western Australian border (South Australia had been established in December 1836) was about 85,000. Today the total population of the State of New South Wales is over seven million. The residents of the 1837 convict town of Sydney would be astonished if they

could see today's vibrant international city surrounding the beautiful harbour which, in a few priceless parts, is substantially unchanged.

In 1837 the means of travel around the world was in ships propelled by the wind. Steam power was becoming more common – the first ocean-going steamship to be built in Australia, *William the Fourth*, had been launched on the Williams River in New South Wales in 1831 – but the first purpose-built passenger ship for trans-Atlantic service, *Great Western*, did not make her first crossing until 1838.

Some things have not changed. Whilst most intra- and inter-state trade is now carried by rail and road and overseas travellers usually head to an airport rather than a sea port, the vast bulk of Australia's imports and exports are still moved by ship and always will be. Australia remains undeniably a maritime nation.

The competitors in the Anniversary Regatta of 1837, and every event since, have mainly been propelled by the wind. Whilst the technology may have changed with plastic hulls and petroleum-based material instead of canvas for the sails, many of the yachts and small sailing craft which grace the waterways are still built of wood and depend on rigs which would be familiar to the sailors of 1837. To celebrate the 175th Regatta, we are hoping to have as many traditional or classic yachts as possible sailing in the event to provide a strong link to Regattas of past years. Some of the craft we hope to see on the waters of Sydney Harbour on Australia Day will have sailed in the event many times over the last century or so.

Of course, today the Regatta encompasses much more than the waters of Sydney Harbour. Supporting yacht clubs will conduct races as part of the regatta on ocean waters, the Parramatta and Lane Cove Rivers, at Pittwater, Gosford, Botany Bay, Lake Macquarie, Lake Illawarra and Port Hacking in boats of all sizes from radio-controlled models to ocean-racing veterans. In the 174th Regatta over 700 vessels took part.

A Regatta of this size would not be possible without the help of many people – the yacht clubs which organise the various events, the volunteers who give their time throughout the year and on the day, our principal sponsor Commonwealth Private Bank and the advertisers in the programme. In particular, the Australian Defence Force provides enormous support on the day by providing the Flagship for the Regatta and displays for the people of Sydney. The Management Committee thanks everyone who helps to create such an outstanding and memorable event.

One unchanging feature of the Regatta over the last 174 years is the value of sailing as a sport. It involves people of all ages from all backgrounds, develops teamwork and self-reliance – and it is fun.

Come sailing and enjoy the fun on Australia Day.

John Jeremy
Chairman

Australia Day Regatta Management Committee

Advisory council

PATRON

Her Excellency Professor
Marie Bashir AC CVO
Governor of New South Wales

ADVISORY COUNCIL MEMBERS 2009-2010

Sir James Hardy Kt OBE
President

Mr Mark Bethwaite
Mr Charles P Curran AC
The Honourable Michael Egan FAICD
Chairman Australia Day Council

Mr Howard Elliott
President Yachting NSW

Rear Admiral Stephen Gilmore AM CSC
RAN, Commander Australian Fleet

Mr Adrian Hondros
Executive General Manager
Commonwealth Private Bank

Mr Malcolm Levy
Commodore Royal Sydney Yacht Squadron

Mr Garry Linacre
Commodore Cruising Yacht Club of Australia

Councillor Clover Moore
Lord Mayor of Sydney

Major General David Morrison AO
Land Forces Commander Australia

Mr Graham Nock AM OBE
Air Vice-Marshal Mark Skidmore AM
Air Commander Australia

Mr Bryan Smith
Chairman Sydney Ports Corporation

Mr Justus Veeneklaas
Life Member Australia Day Regatta

MANAGEMENT COMMITTEE MEMBERS 2010-2011

President
Sir James Hardy Kt OBE
Chairman

Mr John Jeremy
Deputy Chairman

Mr Charles MacLurcan
Honorary Secretary

Mr Peter Hemery
Treasurer

Mr Fred Bevis
Assistant Secretary

Ms Joan Watson
Committee Members

Mr John Biffin
Mr Peter Campbell
Mr Colin Chidgey
Mr John Curtin
Judge Colin P Davidson OAM
Mr David Davis
Mr Bruce Gould
Mr Steve Oom
Mr André van Stom
Mr John Winning

Sponsor's message



*Adrian Hondros
Executive General Manager
Commonwealth Private*

The Commonwealth Bank has a longstanding tradition of supporting organisations and events that are quintessentially Australian and truly represent the Australian way of life. The Australia Day Regatta, the world's oldest continuous annual sailing event, is one such event that shares our heritage and values of diversity and achievement.

This 175th anniversary of the Australia Day Regatta is the eighth consecutive year that the Commonwealth Bank, through Commonwealth Private, has been involved. We congratulate the organisers and entrants in the Regatta on reaching such an important milestone and look forward to seeing the event continue as an Australian tradition long into the future.

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



*N. S. Wales Anniversary
Regatta cup
J.R. Clarke, 1857,
wood engraving.
National Library of Australia*



Classic wooden yachts to salute 175th Australia Day Regatta



The historic 175th Australia Day Regatta on Sydney Harbour on 26 January 2011 will be marked by a rally of classic wooden yachts, some a century old, competing in a special trophy race, followed by a colourful sail past of the Flagship, HMAS *Ballarat*.

Leading the sail past will be the gaff-rigged cutter *Nerida*, owned by the President of the 175th Australia Day Regatta, the eminent international yachtsman Sir James Hardy Kt OBE, an America's Cup, Admiral's Cup, Olympic and World champion sailor.

The classic yachts will provide a nostalgic touch to the 175th celebrations of the world's oldest, continuously conducted sailing regatta that began in 1837 when a small fleet of gaff-rigged cutters and sloops raced over similar courses on beautiful Sydney Harbour.

In addition to the many perpetual trophies awarded each year to successful competitors in the Australia Day Regatta, special trophies will be presented to the winners of each class competing in the Sydney Harbour regatta, including the traditional short ocean race from Sydney Harbour to Botany Bay and return. This race retraces the short voyage made by Captain Arthur Phillip from his original landfall at Botany Bay north to Sydney Harbour in 1788.

Australia Day Regatta medallions will be awarded to the placegetters in these races and to winners and placegetters in the 'satellite' Australia Day Regattas in New South Wales, including Botany Bay, Manly, Hunters Hill, Pittwater, Lake Macquarie and Lake Illawarra.

Joining the 175th Australia Day Regatta celebrations will be the Royal Yacht Club of Tasmania in Hobart with its distance race on 26 January 2011 being re-named the Australia Day Green Island Race. Medallions will be presented for this race and for dinghy races at the Sandy Bay Regatta, also held on Australia Day.

On Sydney Harbour, the Classic Yacht fleet will be the tenth and final division to get under way from the starting line near the Flagship, with the old-timers having timed starts which should produce a close finish. The famous Ranger class, including the original *Ranger* built in 1933, will race as part of the Classic Yacht Division, but will have separate results also recorded.

In addition to *Nerida*, which won the Sydney Hobart Race in 1950, other Classic yachts may include *Hoana*, which circumnavigated the world, the Tasman One Design class yacht *Weene* which in October 2010 celebrated the 100th anniversary of her launching in Hobart, and the beautiful metre-class yacht *Antares*.

Classic Yacht crews will be encouraged to dress in sailing gear similar to that worn by competitors in the earliest days of the Australia Day Regatta, originally known as the Anniversary Regatta.

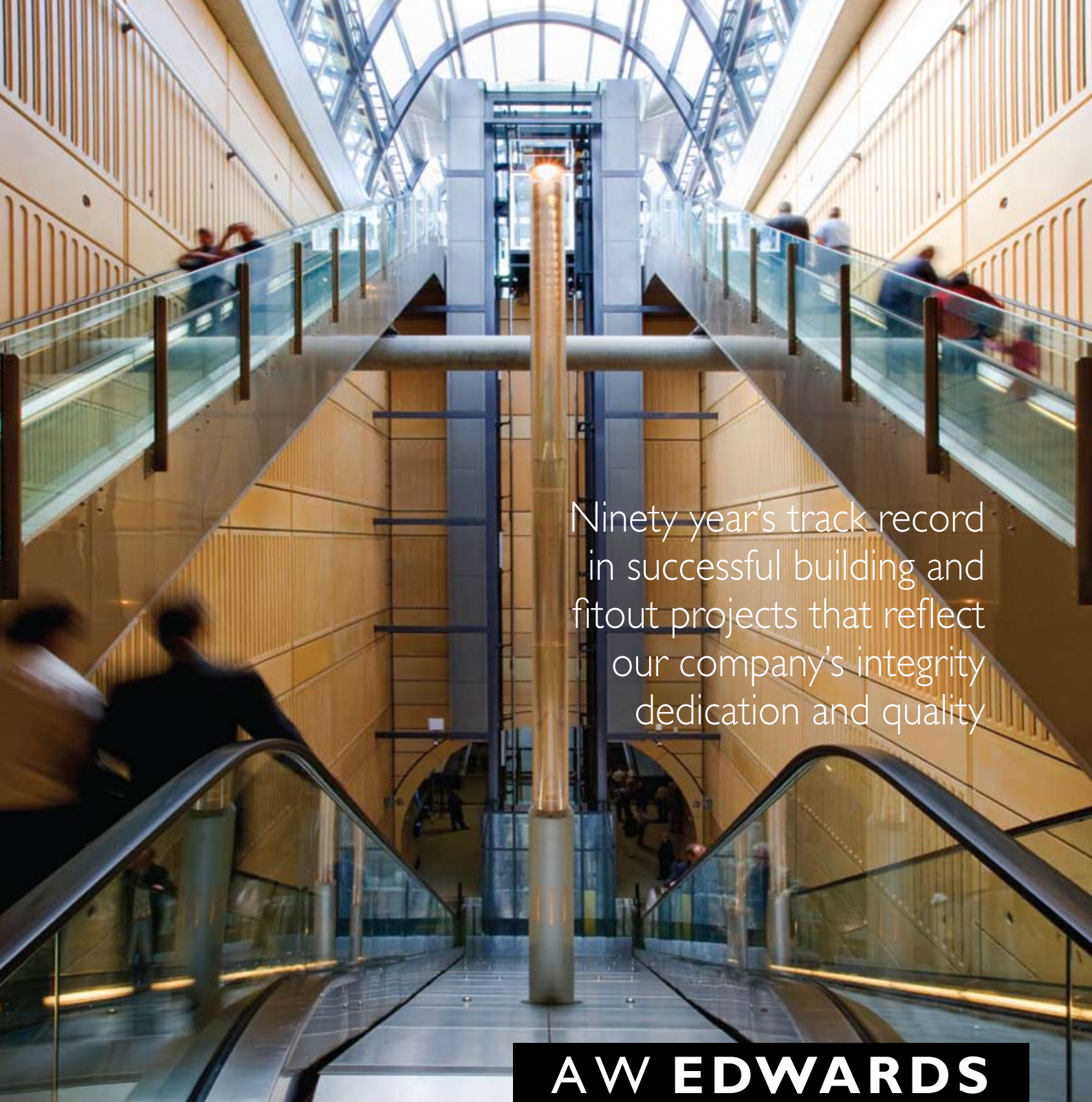
Following the race, around fixed Harbour marks and back to the finish near the Flagship, the Classic yachts will sail past the Flagship HMAS *Ballarat* before heading for a rendezvous at the Sydney Amateur Sailing Club in Mosman Bay for a special prizegiving, including prizes for the best dressed yachts and crew.

The short ocean race to Botany Bay and return will start from Watsons Bay at 1100 while the first of ten divisions in the main Harbour regatta will start at 1315 hours. In addition to keel yachts, the 175th Australia Day Regatta on the Harbour will include Historical Skiffs and modern 18-footers.

Peter Campbell



Nerida, owned and sailed by Sir James Hardy Kt OBE



Ninety year's track record
in successful building and
fitout projects that reflect
our company's integrity
dedication and quality

A W EDWARDS



131 Sailors Bay Road, Northbridge NSW 2063, Australia. Tel +612 9958 1474, Fax +612 9958 6208. www.awedwards.com.au

A W Edwards congratulates the Australia Day Regatta on its 175 unbroken years!

The First Australia Day Regatta – 175 Years Ago



Australia Day, 26 January 2011 will see the running of the 175th Australia Day Regatta on Sydney Harbour, the oldest continuously conducted sailing regatta in the world. It is a remarkable achievement, yet the ongoing success of the Regatta, originally called the Anniversary Regatta, was foreshadowed in contemporary newspaper reports of the inaugural regatta on 26 January 1837.

The 1837 regatta was not the first held on the Harbour, but it was the first officially recognised event to commemorate the arrival of Governor Phillip and the First Fleet 49 years previously. It was the forerunner of an aquatic event unmatched anywhere in the world for its longevity and one that is still the centrepiece of celebrations of Australia's National Day.

As a newspaper of the day, *The Monitor*, commented: "Last Thursday will long live in the recollection of the lovers of athletics, as well as hundreds of the inhabitants of New South Wales.

"At noon the thundering roar of cannon from Dawes' Battery announced the 49th anniversary of a Colony which that number of years ago was the abode of the Savage, the Emu and Kangaroo – one vast wilderness which, in half a century, had made rapid strides to honourable wealth and independence."

After continuing to write of his pride in the Colony and the Empire, the reporter went on to record that, "Nature seemed determined to render every possible assistance to enliven the scene; a finer day and a more glorious breeze could not have been desired to try the metal of the pullers and the merits of the sailing boats."

Governor Bourke had declared a public holiday and all ships in port were "dressed out in their gayest colours," reported *The Monitor*. Captain Livesay of the *Pyramus* "had a select party on his ship and the steam packet *Australia* was plying about the harbour... while both Macquarie Point and Dawes' Point were crowded with spectators."

The program for that inaugural Australia Day (Anniversary) Regatta comprised five races or 'matches', as they were called.

The first was for 'first-class sailing boats, those of 16ft or more on the keel, for a prize of ten guineas, with a second prize of five guineas'. There were nine entries, racing over a course from off Dawes' Point down the harbour to the Sow and Pigs and return, with victory going to *Sophia*, owned by Mr James Milson.

The second race was between 'second class sailing boats, of less than 16ft, along the keel, also for ten guineas', the winner being Mr Gardner's *Sea Gull*.

Then followed a match for whale boats, double-ended craft of about 24ft length overall, won by *Blue Fish*, and a match for four-oared gigs, won by *Lady Jane*.

"The day's amusement", reported the *Sydney Morning Herald*, "was wound up by a match between watermen's skiffs, which was won by William Jones". Or, as *The Monitor* called him, "Wm Jones, a native" – that is, someone born in the colony and clearly not a gentleman, since he was not called "Mr" in the report.

The day was not without drama as the *Francis Feeling*, another steamship, carrying a large party of "ladies and gentlemen", also with a band, ran aground on Milsons Point early in the day. It was not refloated until next day but it seems the party remained on board, continuing their dancing, until being ferried ashore before nightfall on that memorable Australia Day (Anniversary Day) back in 1837.



Perpetual Trophy and Medallion Winners



Perpetual Trophies and Medallions won in the 174th Australia Day Regatta held on Sydney Harbour on 26 January 2010 and at satellite Australia Day Regattas on other waterways in New South Wales were presented at the Sydney Town Hall, where winners were guests of the Lord Mayor of Sydney, Councillor Clover Moore.

Australia Day Botany Bay Regatta

Australia Day Botany Bay Regatta Bass & Flinders Trophy (Fastest yardstick time of all catamarans and centre-boarders in the Australia Day Botany Bay Regatta): *Taipanic*, Peter & Julia Backhouse, Kurnell Catamaran Club

Australian 18 Footer Sailing League

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

Smeg, Nick Press

Hcp: *De'Longhi*, Simon Nearn



Avalon Sailing Club

Pittwater Area Trophy (Open Div Hcp):

420-50275, James Brewer & Dylan Passmore

Flying Eleven, Scr: *Jynx*, Malcolm Parker & Sarah Parker

Laser 4.7, Scr: *Rogue*, Chris Anderson

Laser Radial, Scr: *135251*, Harry Bate

Laser Standard, Scr: *Seedy*, Chris Dawson

Yacht, non-spinnaker, Hcp: *Say When*, Max Thompson

Yacht, spinnaker, Hcp: *Laura*, Claude Moffat

Nippa Novice, Hcp: *Maseratie*, Peter Parker

Manly Junior, Scr: *Trick or Treat*, Clare Costanzo

& Juliet Costanzo



Botany Bay Yacht Club

Endeavour class, Hcp: *Scallywag*, Ken Titmus

Non-spinnaker, Hcp: *Kaos*, Darryl McManus

Open division yachts over 28' LOA, Hcp:

Via Con Dios, Ian Anderson

Open division yachts under 28' LOA, Hcp:

Redemption, Matthew Moore

Cruising Yacht Club of Australia

The City of Sydney Sesquicentenary Ocean Race Trophy (Ocean Pointscore PHS Hcp):

Ginger, Leslie Green

Geoff Lee Ocean Race Trophy (Line Honours):

Yuuzoo, Ludde Ingvall

Short Ocean Pointscore PHS Div 3, Hcp:

Stormy Petrel, Kevin O'Shea

Short Ocean Pointscore IRC Div 1 Hcp:

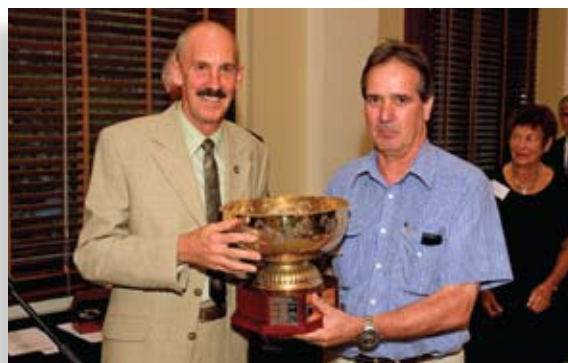
Ginger, Leslie Green

Short Ocean Pointscore IRC Div 3 Hcp:

Stormy Petrel, Kevin O'Shea

Ocean Pointscore PHS Hcp: *St Jude*, Noel Cornish

Ocean Pointscore IRC Hcp: *St Jude*, Noel Cornish



Gosford Sailing Club

Senior Sabot Hcp: *Tigers Fury*, Michael Anderson

29er Hcp: *Bombora*, Brian Pike & Riley Pike

Laser Seniors Hcp: *Tangles*, Ross Bradley

Laser Juniors Hcp: *Unsinkable*, Grant Makin

Etchells Hcp: *Battery Allsorts*, Neil Macdonald

Yacht D One Hcp: *Koko*, Roy Leslie

Yacht D Two Hcp: *Divine Intervention*,

Graham Macpherson



Perpetual Trophy and Medallion Winners



Hunters Hill Sailing Club

Hunters Hill Council Trophy (Laser Scr):

Son of a Gun, Phil Lucas

Mirror Hcp: *Sea Joule*, Celia May & Will Nicholls

Laser Hcp: *Mistral*, Tom Murphy

Kurnell Catamaran Club

Div 1 Scr: *Fugacious*, Barry Wills

Div 3 Scr: *Firefly Dance Club*, Julian Jenkins

Manly Yacht Club

Sailability Fleet Scr: *Janice*, Alyse Saxby & Robert Hamilton

NSW Radio Yachting Association

Soling One Metre Scr: Greg Young

RC Laser Scr: Paul Derwent

EC 12 Scr: Neil Webb

International 1 Metre Scr: Selwyn Holland



NSW Sabot Association

Hood Sailmakers Trophy (Sabot One Up, Scr):

Predator, Paddy Gilbert

Northam Family Trophy (Sabot Two Up, Scr):

Double Diamond, Sophie McIntosh & Jordan Makin



Royal Sydney Yacht Squadron

Switzerland Insurance Australia Day Challenge Cup

(Div 1 Hcp): *Akela*, Alan Mather

Davidson Family Trophy (Div 2 Hcp):

Balmain Tiger, Neil Hamilton & Brian Wood

RANSA Trophy (Div 3 Hcp): *Makaha Monster*, Ian Taylor

HC Dangar Memorial Cup (Non Spinnaker

Div 1 Hcp): *Heaven*, Harold Shim

Centenary of Federation Medal (Gaffers Div Hcp):

Intrepid, Gary Ferres

Australia Day Council Trophy (Traditional Hcp):

Antara, Ian Kortlang

Catalina Trophy (Catalina Hcp): *Wyreepi Too*,

Struan & Ian Robertson

Royal Sydney Yacht Squadron Trophy (Largest

one-design fleet, Yngling): *Troika*, Ruth McCance

Div 2 Non-Spinnaker Hcp: *Slips*, Dave Kinsey

St George Sailing Club

Moth, Hcp: *Obsession*, Alan Goddard

Moth, Scr: *Manic*, David Lister

MG, Hcp: *Fly By*, Alex Warner

Sydney Flying Squadron

TNT Trophy (Historic 18ft Skiff Hcp):

Scot, Richard Hottl

Victor & Viney Everson Trophy (Historic

18ft Skiff Scr): *Union Jack*, John Winning



Wangi RSL Amateur Sailing Club

OK Dinghy Hcp: *In the Black*, Frank Prater

Div 1 Hcp: *Excapade*, Noel Gough

Div 2 Hcp: *Spellbound*, Colin Cain

Div 3 Hcp: *Four'shore*, John McIlveen

Div 4 Hcp: *It's all Good*, John Longworth

Yarra Bay 16ft Skiff Sailing Club

Australia Day Council Youth Sailor's Trophy
(winner of largest youth fleet in the Australia Day
Regatta): *P&O*, Luke Johnson & Max Coleman

Junior Sabot Scr: *Matt's Mate*, Ned Quealy

Monohull Fleet Scr: *Shackles*, Paul Krekelberg

Multihull Fleet Scr: *Durepox*, Grant Rogers

Host Clubs on Australia Day 2011



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

PO 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

PO Box 198 Matraville NSW 2036



Find a reason.



When the sparkling wine is as good as Hardys Sir James, you'll want to celebrate life's victories, no matter how small. Hardys Sir James sparkling wines were first released in 1989 to honour the passion, integrity and charm of Thomas Hardy's great grandson, Sir James Hardy OBE. True to Sir James commitment to being the best he could be, the fruit is sourced from premium vineyards around Australia to ensure a consistency of flavour and quality. Every bottle of Hardys Sir James is worth celebrating.

ESTD
HARDYS
1853

One passion since 1853.

The Flagship – HMAS Ballarat



Flagship for the 175th Australia Day Regatta will be the guided missile frigate HMAS *Ballarat*, the second Royal Australian Navy ship to bear the name. She is also the eighth ANZAC Class frigate to be built by Tenix Defence Systems at Williamstown, Victoria.

Ballarat is a long-range frigate capable of air defence, surface and undersea warfare, surveillance, reconnaissance and interdiction.

Ballarat is fitted with an advanced package of air and surface surveillance radars, omni-directional hull mounted sonar and electronic support systems which interface with the state-of-the-art 9LV453 Mk3 combat data system. The ship can counter simultaneous threats from aircraft, surface vessels and submarines.

The ship's main armament comprises one five inch (127 mm) gun capable of firing 20 rounds per minute, ship launched torpedoes and a vertical launch system for the Evolved Sea Sparrow Missile. Other ship's defence systems include the Nulka active missile decoy system, offboard chaff and a torpedo counter measures system.

A "combined diesel or gas" (CODOG) propulsion plant enables the ship to sustain sprint speeds of greater than 27 knots and allows an operational range in excess of 6,000 nautical miles at 18 knots.



HMAS Ballarat

The ship can embark a multi-role Sikorsky S-70B-2 Seahawk helicopter to enhance anti-submarine, anti-surface warfare and Search and Rescue capabilities. Embarkation of a helicopter also provides the ship with the capability to deliver air-launched torpedoes.

HMAS *Ballarat* has a ship's company of 177 naval personnel, the ship's captain being Commander Guy Blackburn, RAN who joined the Royal Australian Navy as a Seaman Officer through the Australian Defence Force Academy (ADFA) in 1989.

Commander Blackburn's sea service has included being Principal Warfare Officer (Anti Submarine Warfare) on HMA Ships *Brisbane*, *Darwin* and *Stuart*, and as the Executive Officer in HMAS *Canberra*. He commanded HMAS *Stuart* from May-July 2010 prior to taking up his current posting in command of HMAS *Ballarat*.

Commander Blackburn was awarded the Australian Active Service Medal (AASM) and Iraq Campaign Medal (ICAT and IRAQ 2003 clasp) during the Operational deployment of HMAS *Darwin* to the Gulf during Operations Slipper and the War in Iraq in 2003 during Operations Bastille and Falconer.

RAAF and Army add to colour

In addition to providing HMAS *Ballarat* as Flagship for the 175th Australia Day Regatta, the Navy will stage a search and rescue operation and a RAN Sea King helicopter with a large Australian flag will fly over the Harbour.

The Army will commemorate Australia Day with a 21 gun salute while the Red Berets will make a spectacular parachute jump into Circular Quay.

In the air, the Royal Australian Air Force will mark the National Day with a fly over by F/A 18 Hornets.

35 YEARS AND STILL ON COURSE



Wishing everyone involved in the 175th Australia Day Regatta a great day of sailing and celebration

Proudly Australian owned, designed and built, our autopilots have been lending an extra hand at the helm for over 35 years. Due to our international reputation, we have also been selected as the Australian distributor for many of the world's leading marine brands. Whether sailing or cruising, Coursemaster is a name you can rely on for quality and precision.

COURSEMASTER
AUTOPILOTS

**AUSTRALIA'S WORLD LEADER IN
AUTOPILOT TECHNOLOGY**



Marine Antennas



Chartplotters



Forward Scanning Sonars



Wireless Solar Instruments



Antenna Mounts



Thermal Imaging Cameras



Satellite Communications



Marine Electronics



SARTs and AIS



Marine Compasses & Watches

2/66 Lower Gibbes Street Chatswood NSW 2067 Phone (02) 9417 7097

Contact us for the name of your closest dealer - sales@coursemaster.com - www.coursemaster.com

A Band of Gentlemen



In 1837, following the staging of the first of the continuous run of Anniversary Day Regattas *The Sydney Gazette* and *New South Wales Advertiser* thanked the Stewards for their “unremitting exertions” and reported –
We are glad to learn, that on each Anniversary of the Colony, these gentlemen expressed their determination to get up similar races, and that several of the most respectable persons in the Colony expressed their willingness not only to subscribe for such a purpose, but to subscribe liberally. (28 January 1837)



Advertisement for viewing the Sydney regatta, 1838.
Source: *Sydney Gazette*, 25 January 1838. National Library of Australia

One hundred and seventy five years later, the determination persists. Now a history of this premier event has been commissioned by the Australia Day Regatta Management Committee, the current ‘Band of Gentlemen’.

Records of the Regatta are fragmented and some are missing. In order to piece together the history of the Regatta we are using City of Sydney archive records, newspaper articles and surviving minutes from Committee meetings. Additionally, we have collected a number of oral histories from those who have enjoyed a long association with the Regatta. Our research so far has shown that over the last 175 years the Regatta has had its ups and downs, but thanks to the efforts of the individuals whom Sydney newspapers quaintly called “a band of gentlemen” it has survived.

Occasionally the names of these gentlemen were recorded in minute books or in newspaper lists of Regatta officials, but the efforts of many have faded from memory. So too have their motives for volunteering to organise the Regatta year after year. Love of the sport was probably one reason: old-fashioned patriotism may have been another. According to Sir James Hardy –

Sydney Harbour physically is truly magnificent; it's a beautiful waterway. To use this as a staging platform for trying to get more people to cheer on Australia Day, I think it's a wonderful venue. (Sir James Hardy, 2009)

Whatever their motive, many bands of gentlemen have managed an event that has a long and interesting history. From 1837 to the end of the century it was the quasi-official celebration of the founding of New South Wales. At the beginning of each year Sydney newspapers would announce that, “a band of gentlemen have got up a regatta” – the Anniversary Day Regatta - to be held on the 26 January. For the next few weeks advertisements selling tickets for the ferries and steamers that followed the boats as they raced around Sydney Harbour covered the newspapers’ front pages. Some offered a meal, a band and a dance program as part of the day’s entertainment. Hotels and pubs along the shoreline offered similar deals.

On the day picnicking crowds filled the foreshore and headlands. Bill Gale’s memories of his family’s involvement with the Anniversary Day provide a glimpse of the excitement the event created at the beginning of the 20th century.

My father tells me that the Anniversary Regatta before the Kaiser's war, he said the whole of the headlands were black with people. ... it was a big day, the Anniversary, and you had to go early to all those big vantage points (Bill Gale, 2009)



Circular Quay on Anniversary Day 1866
By John Roberts. From the collection of the State Library of New South Wales

From these vantage points many thousands of spectators could watch up to 30 events including rowing, yachting, small boat sailing and novelty races. One of the most popular events involved teams that raced a gig and a dinghy in tandem around a short course. The teams had 20 minutes to complete the course and, to win the race, on crossing the finishing line the dinghy crew had to throw their skipper onto the gig whose crew had to catch him. A dunking earned automatic disqualification.

Towards the end of the 19th century motor launch races and naval displays added to the festivities. The retail merchant Mark Foy wanted to introduce 18 footers in the Anniversary Regatta. The revolutionary open boat design,

with enormous sail area, made for fast and spectacular races. The sails were adorned with colourful insignia instead of black numerals to identify the yachts. In relative terms these craft were more affordable to ‘the working class’ sailor and were traditionally associated with the Pyrmont and Balmain clubs.



Composed by Charles d'Albert for the Anniversary Regatta 1855, Sydney Cove.
National Library of Australia

A Band of Gentlemen



Anniversary Regatta from the Royal Sydney Yacht Squadron, about 1935. Photographer Sam Hood. State Library of New South Wales.

When the craft were banned from competing in the Australia Day Regatta, Foy established the Sydney Flying Squadron and a rival race. They developed new triangular racing courses and introduced handicaps. The 18 footers were unique to Australia's Sydney Harbour and became known as the 'national type' promoting a sense of national pride.



Sydney 18 footer, Britannia

Following the Regattas the newspapers described the races, listed the winners and praised the organising committee for its efforts. They also reported in great detail the festivities onboard the flagships, which were usually visiting passenger liners. Well known Sydney dignitaries and NSW politicians, who in the 1870s included the 'father of federation' Henry Parkes, attended the luncheon. Speechifying, good food and a lot of liquor were the orders of the day culminating with three cheers for Queen, and later King and Country. According to Bill Gale in the early years of the 20th century, "There was great competition in the group to get on the flagship. If you got a ticket onto the flagship, you'd won the lottery."

After the Kaiser's War (WWI), the Anniversary Day Regatta began to lose some of its allure. Other events such as cricket test matches and horse racing drew spectators away from the Harbour. The proliferation in the number of

sailing and rowing clubs that also staged events on Anniversary Day, cut into the race entries held on the Harbour venue.

The greatest blow came in 1935 when Australia Day was proclaimed and the public holiday shifted to the closest Monday to 26 January. This encouraged spectators and racers to leave Sydney over the long weekend, a trend that grew after World War II when ownership of a motorcar ceased to be such a luxury.

By the 1970s the Regatta consisted of 18' and 12' skiff races, a couple of yacht races and an ever changing number of races that featured various small sailing class dinghies that had developed alongside club sailing. By this stage the 'band of gentlemen' consisted of a handful of stalwarts led by Bob Lundie from the Sydney Flying Squadron. Often operating on a budget of around \$1,000 Lundie sent out flyers to a long list of sailing and yachting clubs, printed programs and organised race prizes. The official luncheon was reduced to a packed bag onboard the Maritime Services Board's V.I.P. yacht, *Captain Phillip*, which also served as the flagship.

Bob Lundie



A Band of Gentlemen



Never afraid of using the direct approach Lundie cajoled or called in favours from the various sailing associations, begged for funds and generally kept the Regatta going by sheer force of personality. Part of his strategy was to sell the Royal Sydney Anniversary Day Regatta as ‘the world’s oldest continuous running regatta.’ He appealed to the sailors’ sense of history. Programs printed in 1970s and 1980s often carried the words “world’s oldest – founded in 1837”, and the Sydney Flying Squadron, the Regatta’s main backer during this period, was described as “Australia’s oldest open boat sailing club”.

In more recent years the Regatta has been given a name change and is now known as the Australia Day Regatta. In the bicentennial year of European occupation, the race was swamped by the Tall Ships re-enactment and the spectators of this historic event. The heavy involvement of the Armed Services, particularly the Navy, which provides the flagships on which lunch is served by the crew, along



Bicentenary 1988

with drinks and a brass band, are reminiscent of Australia Day celebrations early in the twentieth century. The attendance of the State Governor at the lunch and the restoration to celebrating Australia Day on the 26 January provide the celebrations with a nationalist fervour that captures the hedonistic disposition of many Sydneysiders.

Currently, the new ‘band of gentlemen’ ensures that the Regatta continues. Now in its 175th year, the Australia Day Regatta Committee runs an event on the largest, most picturesque stage in the world. The continued work of volunteers and supporters of the Regatta provides a focus of celebration to a nation with a rich maritime history and sporting prowess.

Dr. Christine Cheater and Jennifer Debenham

History & Heritage Consultants, Commissioned by the Australia Day Regatta Management Committee.





174th Australia Day 2010





174th Australia Day Regatta 2010 – From the Start Boat



Race Officer: Charles Maclurcan (timer) **Flags:** André van Stom **Recorders:** David Davis, André van Stom

The day dawned breathless, overcast and humid. Not a good proposition for a yachting event. How relieved we were as the clouds burnt off and a light to medium east-north-easterly breeze filled in.

We motored the committee boat *Gitana* out to the starting area, early, as usual. Our aim was to position the start line approximately two hours before the first signal. Selecting our normal position north of Clarke Island and east of the Flagship we allowed enough room for the competitors.

Preparing the prescribed start line buoy for placing, three of us checked the ground tackle with its link to the mark. "Drop it here" was the command and indeed that is exactly what happened. The anchor, the line and the weight chain disappeared over the side disconnected from the mark. None of us could readily understand just what occurred so replacement gear was hastily rigged and the mark re-laid.

Unlike previous years, no Parade of Sail or Ferrython penetrated our 'Harbour Space'. A few stragglers in cruisers crossed our Start Line and finally a spectator ferry, oblivious to our presence, hovered on our Line for some minutes prior to the start.

Some 90 yachts sailed in nine Divisions. The starts were all clear this year with some close and skillful manoeuvring amongst competitors. Good advice was occasionally heard being given to an opposing yacht as a skipper felt his rights had been transgressed.

This year the start line served as the finish line, so no relocation of the committee boat or the mark was required. A good thing, too, as the first finishers were visible in the distance as the last boats started.

We returned to the Club and the results had been calculated by the RSYS Sailing Office and posted on the Web.

As usual the tone of the visitors to the start boat at the end of the day indicated that 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 and the subsequent few days whilst competitors concerns were processed.

Charles Maclurcan

Catalina  **Yachts**

Leaded or Unleaded?



TAKE A CLOSER LOOK AT CATALINA YACHTS

Catalina's philosophy is straightforward: Design boats that stand up to real world conditions and sail well. They must be comfortable above and below, easy to maintain and hold their value.

Lead keels are standard on all Catalina Yachts.

Call Today! (02) 9979-7217 or (07) 5514-8541

www.catalina.com.au



Catalina Yachts
20 Years Sailing
in Australia Day Regatta

Korean Team Winners in 174th Australia Day Regatta



Overseas teams have taken part in the historic Australia (Anniversary) Day Regatta on many occasions over the years, but the 174th Regatta was notable for having the first ever entry by Korean yachtsmen. And they were winners!

Following the Regatta on Tuesday, 26 January 2010 I met the five members of the Korean team who were enjoying the facilities of the Royal Sydney Yacht Squadron on the Careening Cove balcony. It turns out that they had chartered the Beneteau 33.7 *Heaven* from East Sail, and had won the Division 1 Non-spinnaker race on handicap.

As this event had the most number of keelboat competitors in the Sydney Harbour division of the Regatta, they also won the Sponsor's

Cup, an historic trophy that was first competed for in the 1800s and was presented to the RSYS by RN Dangar, in memory of his father, HC Dangar.

Harold Shim, who organised the visit, has provided the following account of sailing in Korea:

"Korea has just discovered sailing. There are still less than 300 cruising sailboats (including daysailers) in all of Korea, and about 400 cruising powerboats. We have less than 500 dinghy sailboats. This is it for a country of 49 million people!"

"I am the founder of 700 Yacht Club in Korea. We have only about 70 members and hope to reach 700 members one of these days. Although we are extremely tiny compared to the RSYS, we are the largest and the most active yacht club in Korea. We are introducing to the newly emerging sailing nation of Korea the yacht club culture. As a result, we have been the media darlings in Korea since our founding four years ago. We have appeared in over 100 national magazines and newspapers and on national TV 16 times during that brief span."

"In order to develop our sailing skills and to instill a sense of pride in our members, I take them on major international regattas each year. This was our fourth international regatta trip. The reason why I chose the Australia Day Regatta this year was because of its historical significance and because of the beauty of Sydney Harbour. I also consider the Australia Day Regatta as one of the major regattas of the world, because of the size of the entire event, including the various related festivities. I discovered the race through internet search of regattas in Australia and your yacht club."

"My four crew members had been sailing for less than three years. Although I was listed as the skipper, I allowed one of my crew, Yi Sup Yoo, to helm the boat for the race. Imagine how excited he was to learn after the race that this was the first time that a Korean sailing team has gone overseas to a major regatta and won."

"In order to promote sailing in Korea, the government is sponsoring several regattas. The government often pays subsidies to race participants and there are usually sizable prize monies. I will invite your club members to join us for some of these regattas and provide boats to your club members free of charge for these regattas."

Information concerning the 700 Yacht Club can be found on www.700yachtclub.com.

On Wednesday 10 March at the Sydney Town Hall, the venue for the Australia Day Regatta prize giving, Lisoo Lee, the daughter of one of the crew members of *Heaven*, accepted the Sponsor's Cup (HC Dangar Memorial Trophy) on behalf of the Korean team.

Colin Davidson OAM

Australian Day Management Committee



Heaven leading in Division 1 Non-spinnaker

Fidelis – History of a Classic Racing Yacht



Fidelis, 1966 Sydney to Hobart

Fidelis is one of the best known classic yachts originating from New Zealand. She was built by the Lidgard Brothers in 1963 and achieved early fame with a line honours win in the Sydney to Hobart race in 1966. Her winning time across the line was more than 17 hours to second place, a margin which has since been challenged only once in more than 40 years.

There was some mystery over the origins of the design of *Fidelis*, when the yacht was launched on Anniversary Day in Auckland in January 1964. She had been built for Vic Speight, an Auckland jeweller who had grown up racing skiffs and who had represented New Zealand in 18 footer challenge races in Sydney. He had wanted to build a yacht to beat the then champion offshore racing yacht *Ranger*, which had been undefeated since the late 1930s.

The design of *Fidelis* was attributed initially to Vic Speight himself but was then recognisable as a copy of a famous Knud Reimers-designed 75 square metre yacht from the 1930s called *Bacchant*. Some drawings of *Bacchant* had been printed in an Uffa Fox book published in 1935 and these apparently had been used to loft the lines for *Fidelis*.

The records now show the design to be that of Reimers, but with some modifications over the years. Initially the yacht showed some promise, but didn't get close to beating the *Ranger*.

Within a few months, *Fidelis* changed hands and her new owner Jim Davern made some significant changes. In what would have been an unusual decision in 1965, he engaged the best naval architect he could find, Australian, Warwick Hood.

Hood designed a new rig with an aluminium mast and a skeg rudder for *Fidelis*. The following year *Fidelis* won the Auckland to Suva race and then set off to Sydney despite some skeptical commentators who didn't fancy the chances of a low freeboard yacht sailing across the Tasman. It may now be commonplace to "cross the ditch" to compete in offshore events, but in 1966 it was a challenge in its own right.

Fidelis showed some early form on arrival in Sydney and then went on to take line honors in the 1966 Sydney to Hobart Race. She then raced back to New Zealand, receiving a hero's welcome in Auckland and broad public acclaim. Jim Davern was honoured as New Zealand Yachtsman of the Year in 1967.

Fidelis notched up a string of wins in subsequent major New Zealand events, including winning another race to Suva, and victories in the Royal New Zealand Yacht Squadron season point scores and the Auckland Anniversary regatta.

Subsequent owners continued to race the yacht around Auckland, competing with success in local regattas and also racing offshore to Noumea, Suva, Tonga and then to Japan. In 1986 the then owner, Bruce Goodhue, carried out a major refurbishment of the hull and the interior and entered *Fidelis* in the inaugural 12,000 mile Auckland to Fukuoka, Japan, race.

Remarkably, the handicap system was changed during the race with some controversy after *Fidelis* had won the first two legs of the race. She completed the race to Japan amongst the leaders and then survived a typhoon on the return delivery trip back to Auckland.



Fidelis, 1994 Sydney to Hobart, off the Tasmanian coast

Fidelis – History of a Classic Racing Yacht



Nigel Stoke purchased *Fidelis*, in some disrepair, in Auckland in September 1994 and did some initial repairs to have her shipshape for the delivery across the Tasman to Sydney. He then had a more complete workover done to prepare her for the 50th Sydney to Hobart yacht race.

The entry numbers were a record 371 with close to 100 yachts in the Veteran and Vintage divisions for boats older than 20 or 30 years. The older boats started half an hour before the main fleet with *Fidelis* the first yacht in this group out of the Heads. She then led the 'classics' to Hobart with a time of 4 days 1 hour and 24 minutes, beating her famous previous line honours winning time in 1966 by more than seven hours.

Fidelis has been based in Sydney since 1994 and has raced extensively offshore and around the Harbour.

In longer offshore races on the East Coast she achieved a handicap win in the Sydney to Mooloolaba Race in 1996, was well placed in the inaugural Brisbane to Gizo (Solomons) race in 1996, achieved line honors in the 50th Brisbane to Gladstone race in the Veteran division and sailed to Hobart again in 2006 for a "Forty years On" celebration. She has also had more than 10 voyages to Lord Howe Island for both the Gosford to Lord Howe Island Race and the annual Classic Yacht BBQ.

Fidelis crossed the Tasman back to New Zealand with an extended trip in 2000 to take part in the Classic Yacht Regatta that was being run concurrently with the America's Cup races in the Hauraki Gulf off Auckland. She was second overall in the Classic Division, competing against many local challengers from her early life and some famous international classics.

Fidelis again went across to New Zealand in late 2008 to compete in the Mahurangi weekend, in the Auckland Anniversary regatta (26 January 2009) and the subsequent Classic Yacht regatta. She returned home to Sydney having achieved first over the line and second on handicap in the Classic Division in the Auckland Regatta and second on handicap overall in the Classics Regatta.

Fidelis has its original kauri hull, now sheathed in fiberglass and with a modified interior – changed from canvas pipe cots, a metho stove and bucket to a more modern interior with fixed bunks, refrigeration and enclosed heads! She had a significant make over in 2005 with extensive work done on the keel, the floors and through bolts, the deck beams and bulkheads, and with replacement of the teak deck and a new Yanmar diesel motor. A new carbon mast was fitted in 2008 to replace the then 40 year old Warwick Hood-designed aluminium mast.

Fidelis is a regular competitor on Sydney Harbour in twilights, afternoon mid-week races and occasional classic regattas, including the Australia Day Regatta and the Cruising Yacht Club of Australia's Great Veterans Race for the Windward Trophy.

By Nigel Stoke, owner/skipper Fidelis

Fidelis, 2010 Sydney Harbour





TREHARNE MOORINGS

Phone 0419 273 204

MANLY BOATSHED

Phone 9948 3473

*Hugh Treharne and Staff congratulate
the Australia Day Regatta on 175 years
of unbroken tradition.*



Quality and Service

are the rules we live by at Macdiarmid Sails.

*We make sails for every type of sailing craft
from the smallest dinghy to maxi yachts.*

*We make hi-tech sails for the out-and-out
racer using kevlar and mylar with tri-radial
construction and we make long-lasting dacron
sails for the cruising and club racing enthusiast.*

Call us for a quote or come and visit us at our loft.

MACDIARMID SAILS

Sydney

Unit 25A 33-37 College Street Gladesville NSW

Phone (02) 9817 4155 Fax (02) 9817 5829

Belmont

Unit 3/468 Pacific Highway Belmont NSW

Phone/Fax (02) 4945 4713

www.macdiarmidsails.com.au

*Macdiarmid Sails congratulates
the Australia Day Regatta on
the 175th Regatta, 2011*

Ranger Class



Sydney's iconic Ranger class yachts will 'hoist a spar' for the 175th Australia Day Regatta, with a special division to be included for these classic gaff-riggers that first graced the harbour 78 years ago.

Sydney Amateur Sailing Club member Cliff Gale designed and built the first *Ranger* in 1933 as a family yacht not so much for speed but for comfort and good sailing qualities. Since then the original *Ranger*, proudly carrying the sail number A1, has competed in almost every Australia Day Regatta along with other Ranger class boats still in Sydney.

Cliff's son, Bill, now in his 80s, still helms the original *Ranger* regularly in Amateur's races and, of course, in the famous Gaffers Day.

Other Ranger class boats or versions of the original Cliff Gale design, distinctive with their plumb stem, long bowsprit and gaff rig, can also be found on the Harbour and Pittwater, even in Western Australia. Sean Langman's *Maluka*, a modified, but still gaff-rigged version of a Ranger, has twice sailed in the Rolex Sydney Hobart Yacht Race and was entered again for the 2010 race.

Bill Gale has listed the most actively sailed Ranger class yachts as potential participants for a division on Australia Day 2011 as: *Careel*, *Cherub*, *Etaenne*, *Kilkie*, *Ranger*, *Retreat*, *Vagrant*, *Valiant* and *Vanity*, together with *Maluka* if she is in Sydney at the time, and the larger, Bermudan-rigged *Varuna*. One thing they all have in common is that they are built of wood!



A gum (eucalyptus) leaf as a memento of 30 July 1915, designated Australia Day to raise funds for Australian troops.
Source: J. Paul Robinson



Peter Campbell stands down as Regatta Program Editor



After editing the Australia Day Regatta program for the past 18 years, yachting journalist Peter Campbell has decided to stand down after producing this special edition to mark the 175th Australia Day Regatta.

In that time Peter has developed the program into a prestigious, full-colour publication and has

also been responsible for establishing the Regatta's website.

Whilst still a member of the Australia Day Regatta Management Committee, Peter and his wife, Sarah, now live in Hobart. Through his membership of the Royal Yacht Club of Tasmania the Club has agreed to re-name its annual Green Island Race on 26 January 2011 the *Australia Day Green Island Race* and the prizewinners will receive 175th Australia Day Regatta medallions.

While sailing has been his favourite sport, Peter's 64 years as a journalist have covered all phases of the daily newspaper and radio industry, including working for the *The Mercury* in Hobart, the ABC in Launceston, Hobart and Melbourne, the *Daily Telegraph* in Sydney, the Melbourne *Herald-Sun*, on assignment for the London *Daily Telegraph* and some 13 years as senior reporter and news and feature editor of the agricultural news weekly *The Land*.

He then *hoisted his anchor* and became editor of yachting and boating magazines, including *Modern Boating* and *Offshore Yachting*, as well as writing several sailing books.

Peter is still the Editor at Large of *Offshore Yachting*, the official magazine of the Cruising Yacht Club of Australia. As Editor for more than 25 years he upgraded it from an in-house club journal to a high quality national and international yachting magazine. He also continues to write for other national and international magazines and sailing web sites.

Until his retirement after the 60th race, he was Media Director for the Rolex Sydney Hobart Yacht Race and other major ocean races. He was Specialist Press Officer for Sailing at the Atlanta 1996 Olympic Games and at the Sydney 2000 Olympic Games. He was also Press Officer for the 1999 World Sailing Championships in Melbourne.

In his long career as a yachting journalist, Peter has covered the yachting (and other sports) at the Montreal, Los Angeles, Seoul, Atlanta and Sydney Olympics and has covered five America's Cups, seven Admiral's Cups, five Clipper/Kenwood Cups (including sailing in two winning Australian teams), 35 or more Sydney-Hobarts, as well as other international events, including the Whitbread Race, the Sydney to Noumea and the Melbourne to Osaka (Japan) races.

He has raced his Bonbridge 27, *Hornblower*, on Pittwater and Sydney Harbour with success in winning pointscores with the RSYS, RPAYC, SASC and the CYCA over the past 30 seasons. *Hornblower* won its division in the 2009 Australia Day Regatta.

Supporters of the 175th Australia Day Regatta

The 175th Australia Day Regatta Management Committee wishes to express its sincere thanks to all who will have contributed to the success of the 2011 Australia Day Regatta – the sponsors and supporters, the yacht and sailing clubs so actively involved, the volunteer race officers, but most of all those who will participate on Sydney Harbour and many other New South Wales waterways.

For the eighth year, the principal sponsor of the world's oldest continuous annual sailing regatta is the nation's great financial institution, the Commonwealth Bank of Australia, through Commonwealth Private. We thank the Bank, not only for its ongoing support, but also for its considerable help in the publication of the official program for the 175th Australia Day Regatta.

We also acknowledge the supporters of this historic event, especially the Royal Australian Navy, and, in particular, the captain and crew of HMAS *Ballarat*, our Flagship for the 175th Australia Day Regatta.

We also thank the Royal Australian Air Force, the Royal Australian Army and its Red Berets unit for their spectacular air displays over Sydney Harbour.

Special thanks, as always, goes to the City of Sydney, the Lord Mayor, Councillor Clover Moore, and the Deputy Lord Mayor, Councillor Phillip Black who host the annual prizegiving for the Australia Day Regatta in our wonderful Sydney Town Hall.

We also appreciate the support of our advertisers, Winning Appliances, Rintoul of the AW Edwards Group, Macdiarmid Sails, Treharne Moorings/Manly Boatshed, Constellation Wines - Sir James Sparkling Wine, Coursemaster Autopilots and Catalina Yachts.

The Committee also acknowledges the enthusiasm and effort put in by co-ordinating yacht and sailing clubs and by class associations. In particular, we thank Margaret Carney in the Sailing Office of the Royal Sydney Yacht Squadron.

The 175th Australia Day Regatta program was compiled and produced with the assistance of:

Honorary Editor: Peter Campbell,

ADR Management Committee member

Contributors: ADR President Sir James Hardy Kt OBE, ADR Management Committee members John Jeremy (Chairman), Charles Maclurcan (Deputy Chairman), André Van Stom, ADR Management Committee Assistant Secretary Joan Watson, Judge Colin P Davidson OAM, Colin Chidgey and Steve Oom and Suzanne Davidson.

Photography: Steve Oom, John Jeremy, Australian Defence Forces and the State Library of NSW.

Design: Jan Harper

Printing: Penfold Buscombe (02) 8333 6555

Australia Day Regatta Inc. PO Box 401,
Belrose NSW 2085. Phone: (02) 9452 4915

Web site: www.australiadayregatta.com.au

Email: australiadayregatta@gmail.com

Peter Campbell – peter_campbell@bigpond.com



Specialist Appliance Showrooms



Winning Appliances
since 1906



We would like to invite you to...

Come in and experience our single minded focus on client satisfaction.

Speak to our professional and knowledgeable staff.

See our huge range of products.

And join our tens of thousands of satisfied customers.



Redfern
177 Phillip St Redfern 2016
Ph: 02 9698 8099 Fax: 02 9319 6734

Northmead
Parramatta Industrial Estate Unit 5a,
6 Boundary Rd Northmead 2152
Ph: 02 9630 0588 Fax: 02 9630 0594

Brookvale
10-18 Orchard Street Brookvale 2100
Ph: 02 9938 4733 Fax: 02 9938 4744

Crows Nest
113 Alexander St
Cnr Holtermann St Crows Nest 2085
Ph: 02 9438 2611 Fax: 02 9906 2997

Taren Point
120-126 Taren Point Rd
Ph: 02 9589 5000 Fax: 02 9589 5050

Newcastle
61 Darby St Newcastle 2300
Ph: 02 4926 3636 Fax: 02 4926 1191

All Stores open 9.00am to 5.00pm Monday to Saturday

Congratulations to the Australia Day Regatta from Winning Appliances on your 175th Regatta – 2011

We just couldn't keep this private.

Commonwealth Private has been named the Most Outstanding Private Banking Institution in 2009 and 2010, the only bank to receive such an honour two years in a row. In addition Gary McMahon, one of our Senior Private Bankers, has also won the Most Outstanding Relationship Manager. We've been consistently voted No.1 because we have the banking and financial advisory expertise and commitment to help our clients achieve their financial goals. Whatever your requirements, Commonwealth Private brings you the full resources of the Bank. To find out what we can do for you, contact us today.

Visit commonwealthprivate.com.au
Call 1300 362 081



Determined to be different

Important information: This information has been prepared by the Commonwealth Bank of Australia ABN 48 123 123 124 AFSL 234945. Commonwealth Private Ltd ABN 30 125 238 039 AFSL 314018 is a wholly owned and non-guaranteed subsidiary of the Commonwealth Bank of Australia. The services described are provided by a team consisting of Private Bankers who are representatives of the Commonwealth Bank of Australia and Financial, Investment and Insurance Advisers who are representatives of Commonwealth Private Ltd.

Most Outstanding Private Banking Institution for 2009 and 2010 (\$1 million-\$10 million category) and Most Outstanding Relationship Manager 2010 as awarded by Australian Private Banking Council. CBABM0979