

QUEENSLAND 16ft SKIFF SAILING ASSOCIATION

in conjunction with

DARLING POINT SAILING SQUADRON

presents the

**Australian 16ft Skiff Championship
1982/83**

MAJOR SPONSOR - FAI INSURANCE

To be sailed on the waters of WATERLOO BAY

1st JANUARY to 12th JANUARY 1983



Century Boat J. Anderson - 5 times winner of Queensland
Championship

OFFICIAL SOUVENIR PROGRAMME - 50 CENTS

The Association wishes to sincerely thank the following trophy donors for their generous support towards the staging of this championship. They support skiffs, please support them!

FAI Insurance
(Major Sponsor)

Albert Smith Signs
Coca-Cola
Commonwealth Bank
Lae Enterprises (Runaway Bay)
Mazda Queensland
Thiess Toyota
Tom and Pam Cuneo

We also wish to thank Crawford Marine for providing the lead boat for the championship.

Welcome...

From the President, Queensland 16ft Skiff Sailing Association.

On behalf of the Queensland Association, I would like to welcome you all to the 61st Australian Championship.

This Championship is a milestone in the history of 16ft Skiffs, with large spinnakers being used for the first time, and I am sure that we will see spectacular racing.

I would like to take this opportunity to wish all competitors the best of luck and I hope that everybody has an enjoyable time.

Garry Newlands
(Q.S.S.A. President and
Australian Commodore)



A Message...

From the President, Darling Point Sailing Squadron

On behalf of the Committee and members of the Darling Point Sailing Squadron, I wish to welcome you to Manly, Brisbane, for the 1982 - 83 Australian Championship.

We, the skiff sailors of Darling Point, have pledged ourselves to make this the most memorable and enjoyable regatta you have ever attended.

To the officials who have worked so hard to organise these titles I say thanks, and I hope that all our visitors have a pleasant stay in the Sunshine State.

In conclusion, I wish all sailors good winds and may you leave us with fond memories of having sailed on Waterloo Bay.

Doug Culley
(President D.P.S.S.)

QUEENSLAND 16ft. SKIFF SAILING ASSOCIATION

(Affiliated with Australian 16ft Skiff Association
and Queensland Yachting Association)

Officials:

President: G. Newlands Secretary: M. Thorburn (395 5975)

Treasurer: W. Thorburn Handicapper: L. Boardman

Sail Measurer: D. Thorburn Hull Measurer: N. Barden

Carnival Officials:

Australian Commodore: G. Newlands
Australian Secretary: M. Thorburn
Starter: J. Webster
Conference Delegates: B. Blackley, C. Jones, J. Duignan
Delegates to Protest: J. Duignan, J. Anderson, B. Blackley

D.P.S.S. Officials:

President: D. Culley Secretary: J. Anderson

Commodore: M. Hazell Ladies Committee President: Mrs M. Paten



Carnival Programme

Friday 31st December:

Sail Registration - 10.00 a.m.-2.00 p.m. D.P.S.S.
1st Australian Conference - 2.00 p.m. D.P.S.S.

Saturday 1st January:

Sail Registration - 10.00 a.m.- 12.00 p.m. D.P.S.S.
Invitation Race - Sponsored by Thies Toyota

Sunday 2nd January:

Sail Registration (if required) 10.00 a.m.- 11.00 a.m. D.P.S.S.

1st Heat - Sponsored by Lae Enterprises (Runaway Bay)

Monday 3rd January:

2nd Heat - Sponsored by Commonwealth Bank

Tuesday 4th January:

Lay Day (See Special Programme)

Wednesday 5th January:

3rd Heat - Sponsored by Tom and Pam Cuneo

Thursday 6th January:

4th Heat - Sponsored by Coca-Cola

Friday 7th January:

Lay Day

Saturday 8th January:

5th Heat - Sponsored Mazda Queensland

Sunday 9th January:

6th Heat - Sponsored by Q.S.S.A.

Monday 10th January:

7th Heat - Sponsored by Albert Smith Signs

Tuesday 11th January:

2nd Australian Conference - 10.00 a.m. D.P.S.S.
Presentation of Trophies - Wynnum Manly R.L.F.C. 6.30 p.m.



Social Programme

31st December: Welcome to visitors and New Years Eve party at D.P.S.S.

1st January: Night at Albion Park Trotting - tickets available through Team Managers.

2nd January: Cook yourself B.B.Q. packs - D.P.S.S.

3rd January: Brisbane Skiff Squadron, Quay Street, Bulimba. Bush Night - meals available.

- 4th January: Lay Day - Bay cruise on 'M.V. Mirana'. Leaves Manly jetty 10.00 a.m. Adults \$8.00, children (under 16) \$4.00 (includes lunch). Refreshments available on board. Tickets will be pre-sold at D.P.S.S. - 200 limit. Evening B.B.Q. and talent quest for crews - D.P.S.S.
- 5th January: Free night
- 6th January: Night at Gabba dogs. Please give numbers to Managers so that complimentary tickets may be ordered.
- 7th January: Lay Day - free day, enjoy the sights of Brisbane or the coasts.
- 8th January: South Brisbane Sailing Club, Hill End Terrace, West End - Country Hop - meals available.
- 9th January: Free night
- 10th January: Informal night at D.P.S.S.
- 11th January: Presentation of Trophies at Wynnum Manly Rugby League Football Club, Wondall Road, Wynnum, 6.30 p.m. Adults \$12.00, children (under 16) \$6.00. Tickets will be pre-sold during regatta.

Spectator Ferry

'M.V. Mirana' will leave Manly Jetty promptly at 1.40 p.m. (afternoon races) and 11.10 a.m. (morning races).

Tickets - Daily Adults \$3.00, Children \$2.00

Season (8 races) Adults \$20.00, Children \$15.00

(Season tickets will be on sale at D.P.S.S.) Refreshments will be available on board. Please assist officials by not leaving it until the last minute to board.



The Australian 16ft Skiff Class

This semi-restricted class open sailing boat is unique in the world and peculiar to Australia. The class was founded in 1901 by a small group of sailing enthusiasts at a meeting held in Balmain, Sydney. From New South Wales the class first spread to Queensland, and by 1908 sufficient skiffs were racing in both states to hold the first Australian Championship. This was sailed in Brisbane during the season 1908 - 9 and was won by H. Roderick of New South Wales, sailing 'Minoru'.

After World War 1 the class spread to Western Australia where, during the season 1925 - 6, Perth had its first Australian Championship Carnival, with boats from New South Wales and Queensland competing.

The class was introduced to Victoria in 1944, when 'Redeemer' was brought to Melbourne by a syndicate of open boat enthusiasts. Their enterprise resulted in the establishment of the class on Port Phillip, and for the season 1949 - 50 the Australian Championship was contested on the waters of Port Phillip. Later, the 16ft skiff was introduced to Singapore. Currently, 16ft skiffs are sailed as a class in New South Wales, Queensland, Western Australia, Victoria and New Zealand.

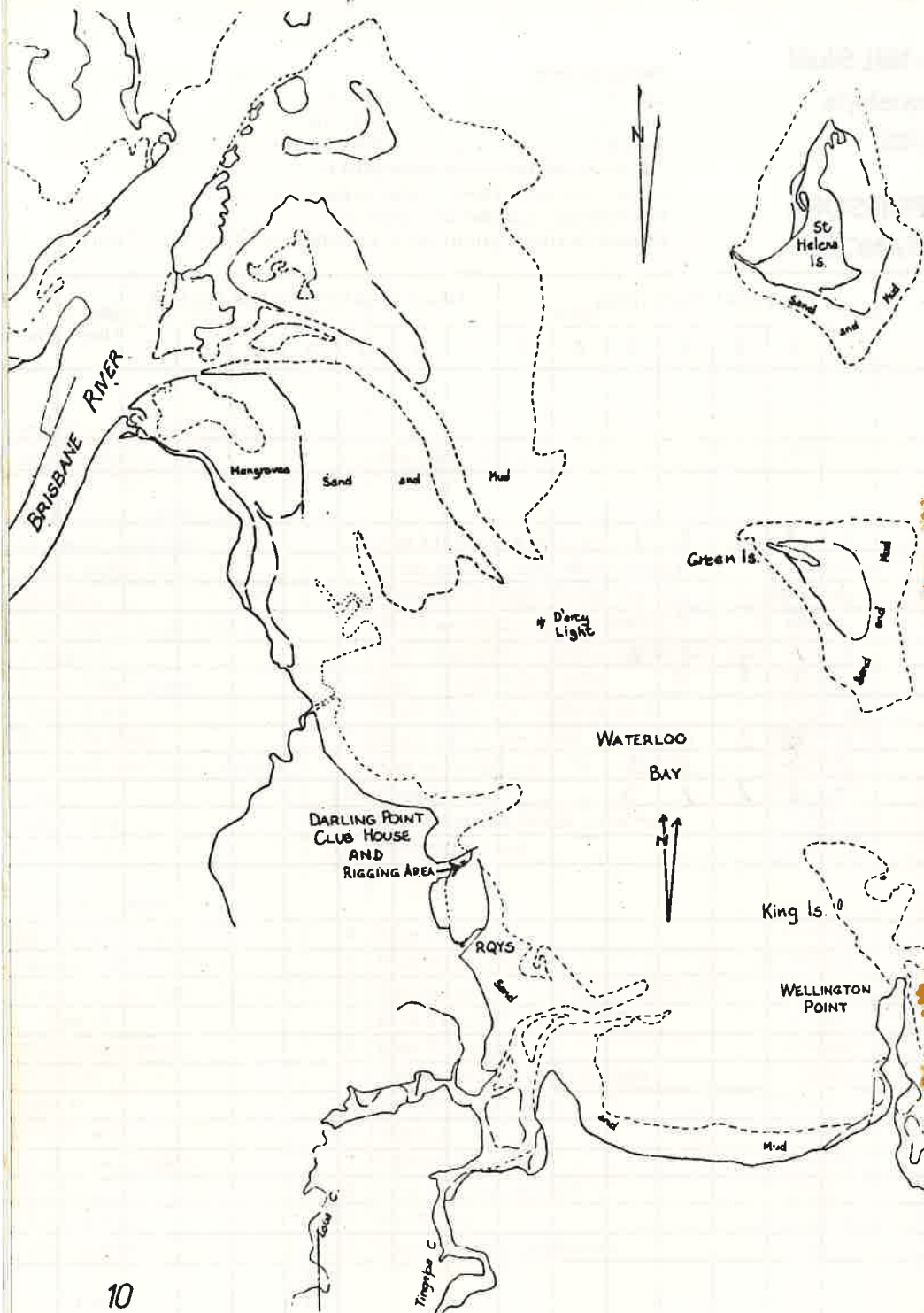
Owing mainly to two World Wars, the Australian Title was not contested during the periods 1910-17 and 1942-46. Thus, in all, 60 Interstate contests have been held, resulting in Queensland holding the title 21 times, and New South Wales 28 times, and Western Australia 11 times. New South Wales is the present holder.

Early 16ft skiffs were shaped similarly to the "Waterman's" rowing skiff, a boat noted for its seaworthiness and ease of propulsion. Although interior arrangements of thwarts, masting and the like have been changed considerably over the years to meet improved methods of handling gear, the hull shape has seen only one major change. In 1926 the "no heel" skiff was adopted, which provided a broad flat floor aft for planing off wind and eliminated the deep, built-in heel, with its associated small, sharp sectioned tuck.

Moulded skiffs made their appearance in 1954-55. Although many skiffs are now foam sandwich construction using materials such as kevlar and klegecell, moulded and plywood hulls are still competitive; Graham McKellar winning the Australian Championship for 1980-81 in his excellent wooden skiff, McKellar Sails.

The gunter type rig was used up to 1954-55. Then a gradual change took place to bent back marconi masts. Spars carried presently are mainly aluminium and the class has moved to prohibit use of exotic materials which would add greatly to the cost of skiffs.

The class now carries four of a crew, with two on trapeze. This restriction allows skippers of any age to enjoy the thrills of this class. The flat cut spinnakers which made skiffs one of the fastest classes on shy runs have now been replaced by larger parachute style spinnakers which will improve the classes all round performance.



Sailing Instructions:

All sailing shall be conducted in accordance with the current edition of the Australian 16ft Skiff Association Constitution, Rules and Sailing Regulations; amendments thereto, and sailing instructions issued.

Postponements:

The starter may postpone a race through lack of breeze at 15 minute intervals by hoisting code flag U (red and white quarters) and by two sound signals at each postponement. The starter may postpone each start for a maximum of 45 minutes.

Starting Times:

1/1/83	Invitation Race	2.00 p.m.
2/1/83	Heat 1	2.00 p.m.
3/1/83	Heat 2	11.30 a.m.
5/1/83	Heat 3	11.30 a.m.
6/1/83	Heat 4	2.00 p.m.
8/1/83	Heat 5	2.00 p.m.
9/1/83	Heat 6	2.00 p.m.
10/1/83	Heat 7	2.00 p.m.

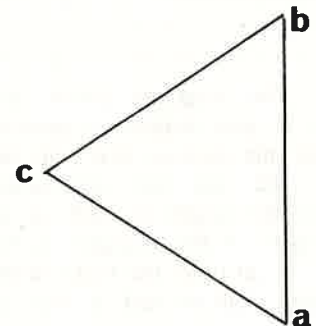
Sail Checking:

Competitors shall ensure that officials carry out a sail check before leaving the water on completion of each heat at the D.P.S.S. ramp or the 18ft Sailing Club ramp. Please assist by preparing extras for checking prior to reaching the ramp.

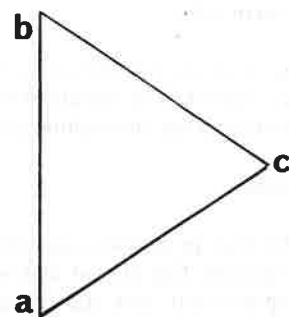
COURSES:

No 1 Course - South East (Red flag)
 - South (Yellow and Green flag).

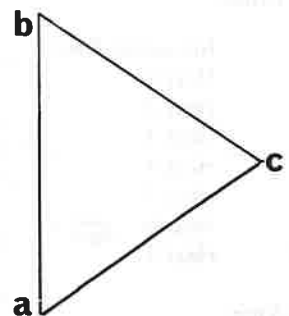
Starting between Starters boat and buoy (Mark A) at leeward end of line, keeping Starter's buoy to starboard and mark at leeward end of line to port, thence to B, C, A, B A, B, C, A; thence to finish in direction of Mark B. All marks to be rounded to Port.



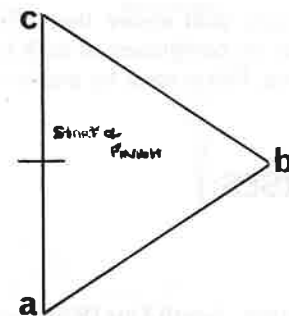
No 2 Course - Easterly (Blue flag)
Starting between Starter's boat and buoy (Mark A) at leeward end of line, keeping Starter's buoy to Starboard and mark at leeward end of line to Port, thence to B, C, A, B A, B, C, A; thence to finish in direction of Mark B. All marks to be rounded to Starboard.



No. 3 Course - North (Blue & White flag); North-east (White flag). Starting between Starters Boat and buoy (mark A) at leeward end of line, keeping Starter's buoy to Starboard and mark at leeward end of line to Port, thence to B, C, A, B, A, B, C, A; thence to finish in direction of mark B. All marks to be rounded to Starboard.



No: 4 Course - Westerly (Red & Blue flag). Starting between Starter's boat and buoy at leeward end of line, keeping Starter's buoy to Starboard and mark at leeward end of line to Port, thence to A, B, C, A C, A, B, C; thence to finish in direction of mark A. All marks to be rounded to Port.



Note: The diagrams above are meant to give skippers a general idea of the courses that will be sailed and do not necessarily indicate the length of each leg or the angles of the triangles to be sailed. At all times the first rounding mark shall be laid as near as

possible into the eye of the wind.

All finishes shall be to windward, keeping the Starter's boat to Port and the finishing buoy to Starboard.

All buoys shall be inflatable orange and white marks unless otherwise specified.

Tides:

	High		Low	
1.1.83	10.59 A.M.	2.65m	5.42 P.M.	.26m
2.1.83	11.47 A.M.	2.62m	6.31 P.M.	.29m
3.1.83	12.35 P.M.	2.53m	7.20 P.M.	.35m
5.1.83	2.12 P.M.	2.22m	8.58 P.M.	.47m
6.1.83	3.07 P.M.	2.05m	9.50 P.M.	.51m
8.1.83	5.09 P.M.	1.79m	11.19 A.M.	.82m
9.1.83	6.10 P.M.	1.72m	12.29 P.M.	.77m
10.1.83	7.03 P.M.	1.70m	1.28 P.M.	.70m.



From Page 7.

When sailing historians write their records they will undoubtedly place the 16ft skiff class on a pedestal of its own. When other classes cancel in strong winds, you can always go down and watch the skiffs. Few other classes can boast a history which includes names such as Vic Lucas, Ron Hendry, Jack Cassidy, and Ken Minter, to name just a few.

The early founders of the class showed remarkable knowledge in fixing the restrictions of sail and hull measurements. Within the hull restrictions there is ample room for experimentation and improvement of hull design, yet the essential factors cannot be materially changed. On the other hand, the ratio of sail to hull carrying capacity leaves little to be desired. It is doubtful, if any increase in sail area was permitted, whether a faster racing boat would result under average wind conditions. This latitude has resulted in the great popularity of the class. Individual ideas of hull arrangement, shape, rigging and shape of sails can be exercised to the full, and such freedom is not always apparent in restricted classes.

The 16ft skiff has enjoyed remarkable popularity for over 70 years and with the good management laid down by the founders, coupled with the drive and modern technology exhibited by the present generation we of the Australian Association toast to the next 70 years.

Australian 16ft Skiff Champions of the Past

Season	Venue	Skiff	Skipper	State
1908-1909	Brisbane	Minoru	H. Roderick	N.S.W.
1918-1919	Sydney	Vaucluse	F. Newton	N.S.W.
1919-1920	Brisbane	Valmae	C. Clark	Qld.
1920-1921	Sydney	Agnes	T. Deane	Qld.
1921-1922	Brisbane	C.M.	A. Whereat	Qld.
1922-1923	Sydney	Furore	T. Deane	Qld.
1923-1924	Brisbane	Ajax	V. Lucas	Qld.
1924-1925	Sydney	Furious	A. Whereat	Qld.
1925-1926	Perth	Victor	R. Fennell	N.S.W.
1926-1927	Brisbane	Ajax III	A. Whereat	Qld.
1927-1928	Sydney	Memory	C. Cadman	Qld.
1928-1929	Perth	Verona	J. Norris	W.A.
1929-1930	Brisbane	Ajax	A. Whereat	Qld.
1930-1931	Hobart	Ajax	A. Whereat	Qld.
1931-1932	Sydney	Victor II	V. Lucas	Qld.
1932-1933	Perth	Marjorie	J. Mitchell	W.A.
1933-1934	Brisbane	Victor III	V. Lucas	Qld.
1934-1935	Sydney	Ace	C. Boulton	N.S.W.
1935-1936	Perth	Aeolian	J. Mitchell	W.A.
1936-1937	Brisbane	Imp	R. Hendry	Qld.
1937-1938	Sydney	Imp	R. Hendry	Qld.
1938-1939	Perth	Imp	R. Hendry	Qld.
1939-1940	Brisbane	Imp	R. Hendry	Qld.
1940-1941	Sydney	U-Dear	J. Lyons	N.S.W.
1946-1947	Perth	Joy	R. Wright	Qld.
1947-1948	Brisbane	Vi V	V. Lucas	Qld.
1948-1949	Sydney	O'Johnny	W. Hayward	N.S.W.
1949-1950	Melbourne	O'Johnny	W. Hayward	N.S.W.
1950-1951	Perth	Romp	F. Hudson	W.A.
1951-1952	Brisbane	Joy VI	R. Wright	Qld.
1952-1953	Sydney	Return	J. O'Rourke	N.S.W.
1953-1954	Melbourne	Evelyn III	J. Cassidy	W.A.
1954-1955	Perth	Evelyn IV	J. Cassidy	W.A.
1955-1956	Brisbane	Evelyn V	J. Cassidy	W.A.
1956-1957	Sydney	James H.	R. Schroeder	N.S.W.
1957-1958	Perth	Elva II	R. Grey	W.A.
1958-1959	Brisbane	Evelyn IX	J. Cassidy	W.A.
1959-1960	Sydney	Joan IX	K. Minter	N.S.W.
1960-1961	Perth	Evelyn IX	J. Cassidy	W.A.
1961-1962	Brisbane	Seaforth	K. Beashel	N.S.W.
1962-1963	Sydney	Joan	K. Minter	N.S.W.
1963-1964	Perth	Evelyn XII	J. Cassidy	W.A.
1964-1965	Brisbane	Joan	K. Minter	N.S.W.

1965-1966	Sydney	Joan	K. Minter	N.S.W.
1966-1967	Perth	Julie Ann	N. Buckley	Qld.
1967-1968	Brisbane	Pamm Paints	N. Buckley	Qld.
1968-1969	Sydney	Gazeway	D. Reid	N.S.W.
1969-1970	Perth	Minx	T. Beardsmore	N.S.W.
1970-1971	Brisbane	Minx	T. Beardsmore	N.S.W.
1971-1972	Belmont N.S.W.	Gazeway	D. Reid	N.S.W.
1972-1973	Perth	Gazeway II	D. Reid	N.S.W.
1973-1974	Bowen Qld	McKellar Sails	G. McKellar	N.S.W.
1974-1975	Sydney	Viggers Shondell	G. Bruniges	N.S.W.
1975-1976	Perth	Matana	W. McMahon	N.S.W.
1976-1977	Brisbane	Manta Marine	T. Barnabas	N.S.W.
1977-1978	Sydney	Manta Marine	T. Barnabas	N.S.W.
1978-1979	Perth	Buckle Toyota	T. Barnabas	N.S.W.
1979-1980	Cairns	Merlin	P. Riley	N.S.W.
1980-1981	Gosford N.S.W.	McKellar Sails	G. McKellar	N.S.W.
1981-1982	Perth	International Yacht Paints	D. McKay	N.S.W.
1982-1983	Brisbane			

The Darling Point Sailing Squadron

Founded in 1927 as the Wynnum Imperial Sailing Club racing 10 footers, the Darling Point Sailing Squadron as it is now known is one of the oldest continuously operating sporting clubs in this District.

In 1946, the Squadron commenced racing 16ft skiffs as the senior class, and continues to do so today.

The Club possesses three assets of great historical importance:

- A 10 footer hull (built in 1946)
- The 16ft skiff "Joyous" (built in 1943) which won the first Club Championship
- The Sopwith Cup, presented to the Squadron in 1933 by T.O.M. Sopwith, the famous English yachtsman and aircraft industry magnate.