



SYDNEY FLYING SQUADRON LTD

Australia's oldest open boat sailing club
Founded in 1891

THE RINGTALE

RACE REPORT 6TH DECEMBER 2025

**SUMMER SERIES HEAT 2
ABERDARE SHOWS THE WAY**



Photo thanks to Barley Stewart

By the time the fleet made it down to Double Bay for the start, the postponement flag had been up for around 20 minutes due to very light conditions at and around Kurraba Point that becalmed the late comers. It was not until the skiffs were close to the line between Bradleys Head and Clark Island that the true nature of the northerly breeze showed itself. There were signs then that the forecasts were likely to be well shy of the near-black northerly that was about to be unveiled.

But first a note to the limit boats in particular. Getting off the beach and underway to a starting line on the other side of the Harbour means that you need to be in the water and pushing off no later than 1330 on just about any day. It won't always be possible, as it was on Saturday, to persuade the starter to postpone the start. And that means usually a much less competitive race for everyone. Please take note!

Another big spring ebb-tide was demonstrating its effect on the sea state as the fleet set off on the No.1 Course heading for the windward mark, the famous Beashel Buoy. As much as it was good to take advantage of the big run-out tide, it was also tempting to head for the flatter water on the western side of the course. On this occasion, it did not seem to matter too much. Rounding the Beashel Buoy, the six leading boats were only separated by 8 minutes. Tangalooma led the way, 2 minutes ahead of Aberdare. The Mistake was only a minute behind in third place, followed by Scott, Australia and Australia IV. Yendys had only made up a little ground and rounded 3 minutes behind A4 and 11 minutes behind the leader.

Rounding the mark was the first challenge, followed by what to do next!

It turned out that the sensible course was to delay the gybe as late as possible to present the best likelihood of a starboard run down to Shark Island. Those who gybed earlier found themselves having to gybe multiple times on the run to cope with the northerly breeze backing and veering. With the tide and strengthening breeze generating rollers down the Eastern Channel, a nose-dive or two was definitely on the cards.

Aberdare seemed to be making the best of it, taking advantage of her usual off-wind performance, and rounded Shark Island a minute ahead of Tangalooma. The Mistake was still in third place, but had given away 5 minutes since the Beashel Buoy to the rampaging Aberdare. Australia was 4th, over 4 minutes behind The Mistake, followed by A4. Yendys had lost ground with four gybes to make the mark and was 12 minutes adrift of the leader.

Rounding the Clark Island buoy, Aberdare had maintained her lead and was looking like a winner. Plenty could go wrong though, as the northerly breeze had increased to over 25 knots in some of the gusts. And the sea state was genuinely awful with all skiffs reporting exhausted crews struggling to cope with the water coming in from the big waves and punishing breeze.

It has to be recorded that it is an absolute credit to the crews, and especially the newcomers, that they were able to do so well in those conditions. It rarely gets any harder than that.

Finally, into Chowder Bay, the swirling breeze presented a new set of problems coming from all directions at once and varying between 20 knots and nothing at all. Again, Aberdare did best of the rest and had established a big lead over the fleet. Aberdare went on to win by a margin of 6 ½ minutes over Tangalooma with Australia a minute further back in third place. They were followed by Australia IV, Scot and The Mistake. Aberdare scored the fastest time by almost 10 minutes from Australia. Great heavy weather sailing by Michael “Flipper” Carter and his crew.



*Aberdare with Flipper and his awesome crew!
Photo thanks to Barley Stewart*



Photos thanks to Barley Stewart







And what about Yendys? Well, still trying to make up lost time and still trailing the fleet, Yendys had a poor beat up to Chowder, filling up on a couple of occasions when she went too far out into the channel and into the worst of the sea state. Once around the mark, Yendys opted for a shy spinnaker but held it unbroken until nature decided otherwise at the same time as a big gust which broke the kite, skied the pole and resulted in a capsize just off the eastern shore of Shark Island. Yendys' crew were later seen spreading the rumour that it was all part of a bigger plan to check on the famous traditions on Lady Martin's Beach where the Royal Prince Edward Yacht Club sends down restorative tots of rum for the bedraggled swimmers. This was satisfactorily checked and yes, Yendys can report that the tradition is fully maintained. Thanks again RPEYEC!

Next week is H2 of the Club Championship. A scratch start for the second last race before Christmas. Not to be missed!





Final results can be found here: <https://app.sailsys.com.au/club/15/results/series/5054/races>

Place	Sail No.	Name	Skipper	Club	Start	Finish	Elapsed
Overall							
1	BLACKDIAMOND	Aberdare	Michael Carter	SFS	15:05	16:18:49	01:13:49
2	TWOBLUEHORIZONTALBARS	Tangalooma	Neville Turbit	SFS	14:56	16:25:18	01:29:18
3	BLACKOBLONG	Australia	Marshall Flanagan	SFS	15:03	16:26:33	01:23:33
4	UNIONFLAG	Australia IV	Terry Stewart	SFS	15:07	16:28:18	01:21:18
5	LION	Scot	Ryan Paget	SFS	14:55	16:28:19	01:33:19
6	2+2-5	The Mistake	David Paget	SFS	14:55	16:31:55	01:36:55
DNF	 REDANCHOR	Yendys	Grant Wakefield	SFS	15:17	-	-
DNS	 BLUESHIELDWITHGOLD"A"	Alruth	Alan Robinson	SFS	15:02	-	-



SOMETHING FOR YOU OR A FRIEND?

Grant Taylor, a past Director and Sailing Secretary of the SFS, loved books particularly those relating to sailing.

Items from Grant's collection of books, magazines and apparel will be on sale at give-away prices at the SFS on two coming Saturdays, the 13th and 20th of December from 12 noon.

Examples being: two polo shirts from the Re-enactment of the 1938 First World 18ft Championship event held on Sydney Harbour in January 2002!!, and from the book collection:-

Sydney Waterfronts by Tim Mooney and *A Cloud of Sail* (Maritime Paintings by J.Steven Dews) written by Louise A. Felstead – both in excellent condition.

EFPOS facilities will be available but cash is also welcome.

SQUADDIE MERCH



- **POLOS (WHITE, BLACK AND NAVY) \$45**
- **RUGBY TOP \$90**
- **CAPS (WHITE AND NAVY) \$30**

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HOLIDAY TRADING HOURS

FOYS RESTAURANT

NORMAL HOURS:

SUNDAY TO THURSDAY 12PM TO 9PM
FRIDAY & SATURDAY 12PM TO 10PM

HOLIDAY HOURS:

CHRISTMAS EVE: WED 24 DECEMBER
2025 – NORMAL TRADING

CHRISTMAS DAY: THU 25 DECEMBER
2025 – **CLOSED**

BOXING DAY: FRI 26 DECEMBER 2025 –
REDUCED HOURS 12PM TO 4PM

NEW YEARS EVE: WED 31 DECEMBER
2025 – REDUCED HOURS 12PM TO
7:30PM

NEW YEARS DAY: THU 1 JANUARY 2026
– NORMAL TRADING

FLYING BEAR CAFÉ

NORMAL HOURS:

CAFÉ 7 DAYS A WEEK
7AM TO 2:30PM

TAPAS SUNSETS (SUMMER ONLY):
THURSDAY TO SUNDAY: 4PM TO 8PM

HOLIDAY HOURS:

CHRISTMAS EVE: WED 24 DECEMBER
2025 – **CLOSED**

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