



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2009

SYDNEY AMATEUR SAILING CLUB

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Cover:

Sayonara approaching the finish during the Classic Yacht Rally held on Saturday 2 May
(Photo John Jeremy)

CONTENTS

Coming Events	3
Signals from the Commodore	4
Don't Look Back	7
Classic Yacht Rally	10
Birthday for Manly Junior	14
Sawyers and their Art	16
<i>Hoana</i>	18
Southerly Reflections	20
Bob Brown 2009	21
<i>Warana</i> Repairs	22
The Yachtsmen and the Mighty <i>Hood</i>	23
New Members	26
From the Archives	27

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COMING EVENTS

June 2009

SATURDAY 13 JUNE 2009

Combined Clubs Race — SASC/RSYS/RANSA

SATURDAY 20 June 2009

Winter series point score — race 3

SATURDAY 27 JUNE 2009

SASC Annual Prizegiving

SATURDAY 4 JULY 2009

Winter series point score — race 4

SATURDAY 18 JULY 2009

Winter series point score — race 5

WEDNESDAY 5 AUGUST 2009

Annual General Meeting at the Club

SATURDAY 22 AND 29 AUGUST 2009

Safety Audits and fire extinguisher service at the Club

SATURDAY 5 SEPTEMBER 2009

Opening Regatta

SATURDAY 12 SEPTEMBER 2009

Lion Island Race

SATURDAY 19 SEPTEMBER 2009

First point score race for the 2008–2009 season

**NEED
THE TENDER?**

**Call Mike, Alan or Denis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2009–2010 SEASON

Safety audits will be required for
Category 7 Certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE AT THE CLUB**

Saturday 22 and 29 August 2009



SIGNALS FROM THE COMMODORE



John Anderson

DESIGNED BY SYDNEY SASC





Photo John Jeremy

Commodore John Crawford pondering the wisdom of an upgrade on Saturday 2 May

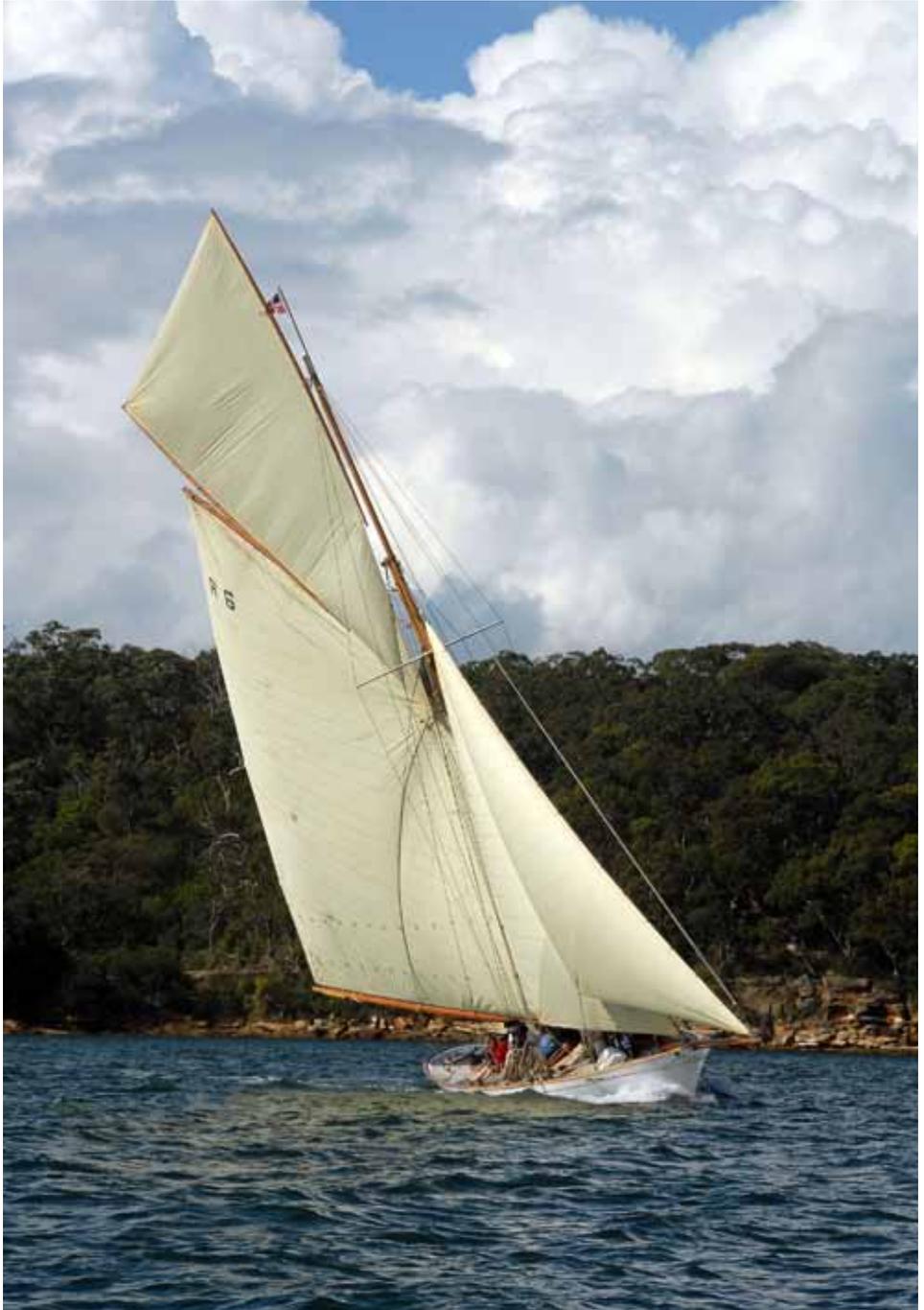


Photo John Jeremy

Sayonara crossing the start line during the Classic Yacht Rally on 2 May

DON'T LOOK BACK

June 2009

by
Sean Kelly

“Reef and No. 3, Aries driving, Dan napping and I’m making a cuppa as we head past Newport”; so stated the text message delivered to several SASC members. Their office-bound replies curtly suggested that I could direct further bulletins elsewhere. Thus they were not informed that, only minutes later, nine year old Daniel went a bit green about the gills and, as he selfishly refused to swim for shore, I ran back to Pittwater. With Daniel landed I woke the next morning to sail home alone. The forecast included a coastal wind warning but I decided that as the seas would not have had time to build, I’d be fine to get back to Sydney in a strengthening southwester.

All went well for the first hour as *Supertramp II*, my cold-moulded Davidson 35, lifted her bows to the oncoming waves while the Aries steered and I smugly contemplated a record beat to Sydney despite the building headwind. It was only when the boat appeared to slow dramatically that I began fiddling with trim and hand steering, all of which had the typically imperceptible effect on performance. It was when looking astern to optimistically adjust my masthead rigs’ backstay that I comprehended, with not inconsiderable horror, exactly what the problem was. Immediately I ran below, slid into a bunk and hid under a blanket pretending to be asleep while hoping the other watch would sort it out. When the flaw in this plan slowly dawned I turned to the reference material onboard, the latest Adlard Coles in which the boat is already featured, Patrick O’Brian, Moitessier, *How Boat things Work* even *Mammary Monthly* failed utterly to deal with the issue at hand.

Nor had Davern, Williams, O’Neill, Tomo, Rickard, O’Reilly, Frosty, Snake, Bendover, Macca and Coshie (a great name for a law firm), despite my many faithful ocean miles before the mast, prepared me for the predicament that now presented. By now the headwind was a steady 25 knots, the seas were building and astern of my world-rounding yacht, I was now towing an inverted 3.4 m Zodiac, complete with 5 hp outboard. The raised bow section that had proved so useful in riding the wash in quiet waters over the previous week, was now attempting to plough the ocean depths, groans were emanating from the deck cleat to which the painter was fastened. This had never happened to me on the way to Hobart and it was not how Ivan did things on his Farr 40.

Having an outboard and fuel tank chained to this oversized sea anchor added additional weight to the dilemma. This inflatable was recently purchased second hand, after much searching and for a reasonable sum. It carried five, took two to carry and I was not prepared to simply cut it adrift as I would one of Davern’s spinnakers. I lowered and lashed the headsail, reconnected the wind vane to the tiller and did what I could to slow the yacht, before dragging the Zodiac along the leeward quarter

through a series of purchases. Through trial and error I managed to lift the Zodiac's leeward side out of the water and push the lower windward side away with my outstretched legs until the wind eventually caught the exposed underside and helped to flip it upright. The outboard motor was still attached to the transom and the fuel tank was chained in place but the oars and my patented artificial grass floor were history.

As I collapsed onto the cockpit sole I began to appreciate the utility of davits, quite pretty things really, and over the hours that followed I contemplated little else because no matter how I tethered the Zodiac, to leeward or to windward, on a long leash or short, nothing I could do would prevent the foul beast astern from capsizing. On departure my only thought about towing the Zodiac was the effect on boat speed, this was not misguided. After a few hours I was not only steering the yacht over the waves but I was then trying to adjust the helm to give the Zodiac the right angle of attack. Three more times the Zodiac inverted and not once did I see it happen although I frequently saw it completely airborne. Each time it was harder to get the thing upright as I tired and the conditions deteriorated.

It was doubtful whether the Zodiac would have fitted onto the foredeck and I could see no way of doing so without losing my rails or having the outboard severely attack the hull. On my second making leg into Sydney Harbour the Zodiac inverted just one last time. I lowered the headsail yet again, went forward to tether it, lashed the helm — as the Aries was now refusing to have anything to do with the situation — sheeted in the main and again dragged the Zodiac along the leeward side of the hull, but the conditions were now very black and I simply didn't have the strength or sea room to right it. At one stage I saw a pilot boat to leeward somewhere between me and the rocks beneath North Head. Oh great, I thought, there must be a tanker coming in, but it was in fact a volunteer rescue boat that stayed a good 200 m off for a few minutes and made no attempt to close with me or communicate before retreating. I assume they were hoping to add to their fleet but by now there was absolutely no way I was cutting that dinghy free.

Eventually I sailed into the harbour with the leeway generated by the upturned Zodiac leading me to shave an angry North Head, with a lump in my throat and a knife in my mouth, in a manner I'll doubtless get over in a few years. Under reefed main and iron topsail I cut a lonely swathe through the remnants of the Middle Harbour racing fleet, many of whom were kind enough to inform me that my dinghy was inverted. Indeed, it is only because several called to me by name, despite my hood and dark glasses, that I am inclined to discuss the event with those beyond my immediate watch. In a lee near Balmoral I managed to rig a system with the boom that allowed me to again right the Zodiac. Had I finally discovered an application where, after nearly a century, the

Bermudan may have ceded to a gaff rig? I'd left the Basin at 7.30 am and eventually reached the mooring in Mosman Bay at 4.30 pm. The Zodiac has been shoved high up on a rack at the clubhouse, while the outboard is being soaked in oil and fresh water.

My suits are being altered as my arms seem to have lengthened considerably. I'll be able to scratch many abandoned regions once the bandages come off my hands. And the next time some big-shot bosun tries to interrupt my late-night crew interviews with tales of Whitbreads, Volvos, or Fastnets I'll soon put them to rights by simply asking; "Yes but were you towing a dinghy?". It's a concept that could certainly reinvigorate the sport and has all the features needed for broadcasting. In fact I think I'll call the Zodiac You Tube.



Sydney Amateur Sailing Club

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 5 August 2009 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2009.
2. To elect Officers and Directors.
3. To elect Auditors. WHK Horwath, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board

Peter Chapman

Hon. Secretary

CLASSIC YACHT RALLY

The second Classic Yacht Rally organised by the Classic Yacht Association was hosted by the SASC on Saturday 2 May. Originally intended for yachts built to the International Metre Rule, the Square Metre Rule and yachts whose lines were based on them, this year the invitation list was extended to include some pre-metre rule linear raters.

Twelve yachts accepted the invitation this year but, unfortunately, only nine took part — the others were possibly discouraged by a threatening weather forecast. In the event, the weather held until the sailing was over, and the boats provided a great spectacle for the spectators on the water. The 60 foot topsail schooner *Sayonara*, which is visiting from Melbourne, set a high standard for all participants and seemed completely at home at the pontoon at the SASC. Carl Ryves' magnificent, but modern, *Yarrowin* was also at the pontoon and provided an interesting contrast in yacht design.

The judges for the Concours d'Elegance had a hard task — the winner was *Sayonara* from *Tanami* and *Antara*.

During the rally, each yacht started at a nominated time, so before the start all yachts were invited to cross the line together for the photographers. The finish was close — *Celeste* (with Peter McCorquodale at the helm) finished one second ahead of *Antara* (Ian Kortlang) with *Eudoria* (John Sturrock) a further 24 seconds behind in third place.

A sausage sizzle and prizegiving followed at the Club as the promised showers finally set in from the south east.

The yachts gathered at the SASC for the Classic Yacht Rally

All photos John Jeremy





Preparing *Sayonara* for the day's sailing (above)

Tanami, *Yarrowin*, *Celeste* and *Antara* during the parade of sail (below)





Sayonara hoisting her mainsail off Mosmans Bay, framed by the bow of *Yarrowin* (above)

Sayonara sailing to windward after the start (below)





Plym (left) and *Yarrowin* (above)

Celeste leading *Antara* and *Eudoria* for a close finish (below)



BIRTHDAY FOR MANLY JUNIOR

Australia's own iconic training dinghy, the Manly Junior, otherwise known simply as the "MJ", will celebrate its 50th birthday in September this year.

Designed and constructed by Ralph Tobias in 1959, the Manly Junior remains the only three sailed junior training dinghy in its class and is still in production to this day in Sydney.

Over the years the Manly Junior has seen many of Australia's Olympic, National and State Champions cut their sailing teeth in what many believe is the ideal training dinghy being the only one of its kind to actually incorporate a mainsail, jib and spinnaker.

In February 2009 up to ninety MJ's lined up to start at the third round of the 2008–2009 New South Wales State Championship.

Given the major contribution of the Manly Junior to Australia's yachting community and the impact the MJ has had on the lives of so many sailors the NSW Association is proposing to host an event later in the year formally recognising the contribution of Ralph Tobias and his iconic dinghy to the sport of sailing in Australia.

Further information about the celebrations can be found on the Manly Junior Sailing Association's website at www.manlyjunior.asn.au.

SASC ANNUAL PRIZEGIVING

The annual prizegiving will be held at the SASC Clubhouse,
1 Green Street, Cremorne on

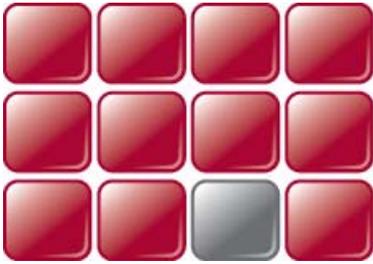
Saturday 27 June 2009

The prizegiving will commence at 1200 sharp and will be followed by
a 'happy hour' and lunch

Cost \$45 per head (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Megan Keogh on 9953 1433
no later than Friday 12 June 2009**



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SAWYERS AND THEIR ART

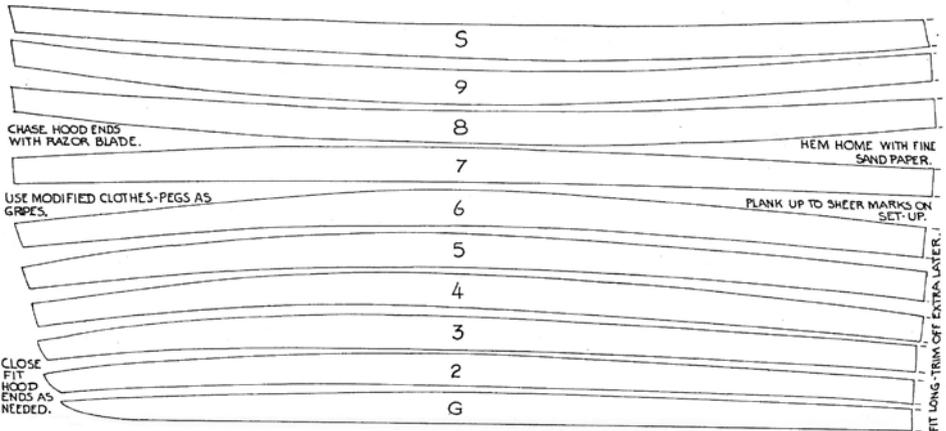
by
Geoff Ruggles

Family tree research sometimes turns up surprises and among my ancestors were a number who were sawyers associated with shipyards. It is fair to assume they would work in the pit saws at either of the following levels: “top-dog and under-dog”; two expressions for a vital task in wooden boat and ship building, and the expressions have been incorporated into everyday language denoting a place on some hierarchical scale.

The first application of the pitsaw would have been for the breaking down of log timber into plank stock. Ordinary saw types would be used for small craft but the pitsaw comes back into use for larger craft.

Clinker construction died out for vessels of any length due, no doubt, to their twisting and consequent leakiness. The recent Viking Museum’s re-enactment vessel (98 feet long) which sailed from Dublin to Denmark reported twisting between 20 and 50 cm up and down and sideways with the consequent pumping of 7½ tonnes of water overboard from midnight to 4 am.

The illustration below shows the various shapes of planks for a 10 foot (3.05 m) clinker workboat which would, I suggest be difficult to cut out even with the conventional rip saw, needing a bow saw for the curves of the hood ends. The planks with ends upwards are called Hangers and the planks bending downwards are called Sny. The technique of pit sawing with the two characters, one above and one below, was reliant in no small part on team work with the top man to lift the blade and follow faithfully the scribed line whilst the underdog pulled downward, no doubt getting a load of sawdust as reward for his efforts.



The shape of planks for a 10 foot clinker workboat
(from *Clenched Lap or Clinker* by Eric McKee, © National Maritime Museum, London, 1972)

Over time, changes came to the planking method from clinker (with the overlap) to carvel (with the edges abutting) where the necessity to make provision for the caulking seam with its constantly varying bevel, made it necessary for the top man to sway the blade from side to side all the while following the outline of the plank.

With the growth of world commerce, ship building activity increased. The old method was slow and, fortuitously, about this time a fellow named Watt, seeing his kettle steaming, turned this into steam engines which gave power to industry. That power house of innovation “mass production” developed the power driven bandsaw, the first of which had a flat table but subsequent models had a tilting body with the table kept flat. A plank stock could be passed through combining the total shaping in one pass.

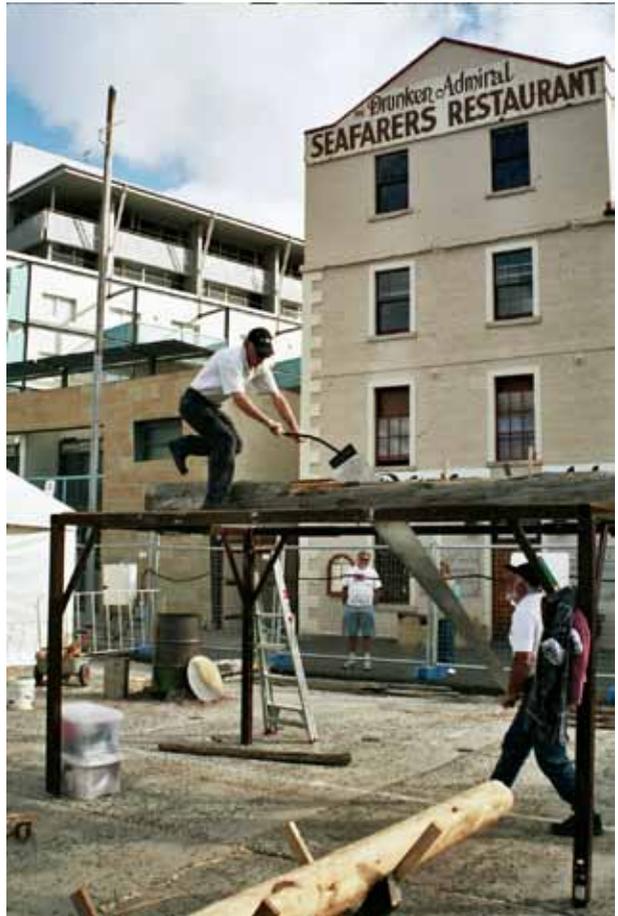


Photo David van Kool

Now, with the post-war emergence of plastics, customised yacht building has reverted to the old ways and it would be difficult to find one of these old machines and pitsaw characters are now only seen at events like the recent wooden boat show in Hobart.

A pitsaw demonstration in Hobart

The old way might best be epitomised by the celebrated English poet Edmund Spenser (1552–1599) who wrote the following lines honouring the mysteries of the shipwright’s art:

*Yet was it but a wooden frame and frail,
Glued together with some subtle matter:
Yet had it arms and wings, and head and tail,
And life to move itself upon the water.*

Hoana, A100, 30 feet by 29 feet 6 inches by 10 feet was designed by Charlie Hayes of Neutral Bay in 1920. She is typical of Harbour boats of her day and continues to hoist a spar. The geometry of her profile is superb, I have always admired her. She has raced with the SASC with many different owners over the last 89 years including Charles Maclurcan's grandfather, Harry West and now Martin van der Wal. Joe Adams, with his then wife Ann, took her around the world in the 1960s, an amazing feat of seamanship.

Martin has competed this season with a centre board which he built himself. The change has transformed the boat's windward ability, her leeward performance is unchanged. Except for the magnificent Cole 40 *Tanami*, Martin has sailed from scratch (or very near it) for some weeks, the boat's speed and height to windward are incredible when one considers her age and dimensions.

In 22 races this season *Hoana* has recorded five fastest times, six second fastest and seven third fastest. I take my hat off to A100 and her crew. The late John Merrington said to me some years ago that if Martin ever puts a board in *Hoana* she will beat us all. I agreed but I confess I didn't think the improvement would be so dramatic. Finally *Hoana* has won the pointscore and Martin is awarded a Gold Medal.

Southerly



Photo John Jeremy

Hoana



Photo John Jeremy

Saturday 23 May was rather windy, with the wind at North Head regularly hitting 30 knots. Many yachties obviously thought it was a good day to earn Brownie points by painting the laundry (or some such task), but Peter McCorquodale decided it was a perfect day to test his short-handed rig with a gentle sail in *Torquil*

IMPORTANT NOTICE

2009–2010 SAILING SEASON

Winter is flying by and it will soon be time for preparations for the coming season. Safety Audits this year will check boats against the requirements of the YA Special Regulations which come into effect on 1 July 2009 (see page 173 of the new Blue Book).

In recent years, skippers of yachts entered for SASC series have been provided with briefing notes on safety and other important matters. This year all skippers, or at least one member of their crew, will be required to attend a briefing at the SASC which will cover the conduct of SASC events, safety issues, Harbour regulations and incident reporting requirements.

Attendance at a briefing will be mandatory. Yachts will not be accepted as entrants in SASC series without evidence that the skipper or at least one of the crew has attended a briefing. Evidence of attendance at a similar pre-season briefing conducted by another Harbour club will, however, be accepted.

It is expected that there will be at least two briefing sessions to provide skippers alternative opportunities to attend. The dates will be well advertised at the Club and to as many members as possible by email.

SOUTHERLY REFLECTIONS

On Sunday 26 April at the SASC a group of members were completing the replacement of nine support piles for the exterior decking and wharf. We are indeed fortunate to have people with the expertise and fitness to do these jobs — it saves huge amounts of money and is greatly appreciated.

On the same day I saw *Sayonara*, a Fife design from 1897, at our pontoon. My father crewed in her more than 100 years ago and had an enduring love for her. It is very generous of her Melbourne syndicate, having restored her to perfection, to bring her up here for us to admire and possibly sail on. She is the most gracious yacht I have ever seen.

It would appear from recent remarks that there is a perception at the Club that I began sailing 60 years ago. In fact, 83 years ago, at the age of three months, my family took me to Broken Bay for a holiday in my father's then yacht. My sailing days continued and I began to race in *Ranger* 72 years ago. Therefore I am even more of a dinosaur than some of you thought!

Southerly



Photo John Jeremy

Intense concentration in *Rambull* before the start of the 2009 Bob Brown Trophy race to Pittwater on Thursday 9 April



Photos by John Jeremy

Ten yachts started in the 2009 Bob Brown Trophy race which was won by *Molly* (Frank Hetherton)
Indulgence on the way to sea (below)



WARANA REPAIRS



Many will have seen *Warana* around the Club recently, gleaming with a new coat of paint following her repairs at Simon Sadubin's boatshed in Chowder Bay. Fred Bevis did his bit towards the refit and survived the process with a smile on his face



THE YACHTSMEN AND THE MIGHTY HOOD

June 2009

In September 1940 four young Australians, John Shannon, Ian Startup, George Hall and David Hall (not related) joined the Royal Australian Naval Volunteer Reserve (RANVR). They were among a larger group of men from around the continent who answered the call of a recruiting initiative known as the Dominion Yachtsmen Scheme. This scheme was introduced following an appeal to the dominions from the British Admiralty in June 1940 to surge 'gentlemen' with yachting experience into service with the Royal Navy (RN).

At that time the war at sea in the northern hemisphere was being hotly contested between the RN and the German Kriegsmarine and men with any amount of sea-going experience were in high demand. Two streams of entry were available within the yachtsmen scheme. The first, stream 'A', catered for men aged between 30 and 40 years who possessed mariner skills and who met the navy's physical fitness standards for officers of the executive branch. The second, stream 'B' was introduced for yachtsmen aged between 20 and 30 years who were considered to have the academic qualities required for advancement to commissioned rank and who might be promoted following a period of training and sea service as ordinary seamen.

It was in stream 'B' that Shannon, Startup and the two Halls signed up and within days of their enlistment they found themselves taking passage to England in the liner *Strathnaver*. Unbeknown to them they were destined to make the ultimate sacrifice in one of the best known naval battles of World War II. Arriving in England in October 1940 the four recruits joined hundreds of RN 'Hostilities Only' ratings undertaking basic training at HMS *Collingwood* situated in Fareham near Portsmouth. The training consisted largely of instruction in seamanship accompanied by the usual 'square bashing' that is synonymous with service life. Wartime conditions at *Collingwood* were austere but from all accounts the Australian yachtsmen took to their training with a will and integrated well with their RN counterparts.

On 23 January 1941, the four Australians were drafted to the battlecruiser HMS *Hood* for consolidation training. At that time *Hood* was arguably the most famous warship in the world. Displacing almost 45,000 tons and equipped with a main armament of eight 15-inch guns she had been the symbol of British sea power since her commissioning in 1920.

Hood had visited Australia as the flagship of the RN's Special Service Squadron (SSS) when it travelled around the globe on an epic 38,000 mile good will cruise lasting ten months during 1923-24. The six ship squadron visited almost every major Australian port where its 4,600 officers and men were warmly received by tens of thousands of well

SASC NEWS wishers. *Hood* was without doubt the centrepiece of the SSS and the visit firmly cemented a place for her in the hearts and minds of an adoring Australian public. Naturally the prestige associated with joining such a famous warship was an exciting realisation for the four yachtsmen, reporting for duty in Rosyth, where *Hood* was undergoing urgent mechanical repairs.

Hood's refit lasted two months and during this period both King George VI and Britain's Prime Minister, Winston Churchill, visited the battle-cruiser and addressed her ship's company. Again the esteem in which the ship was held was reinforced when Churchill commented that he hoped that 'after her insides had been put right they would continue to uphold the traditions and maintain the reputation of the famous ship'.

On 17 March 1941 *Hood* threw off the shackles of the Rosyth dockyard, ammunitioned and sailed into the North Sea. There she joined the battleship HMS *Queen Elizabeth* and the cruiser HMS *London* on a blocking mission to intercept the German battleships *Scharnhorst* and *Gneisenau*. The enemy ships were attempting to return to port following a successful two month operation during which they had sunk 22 allied ships totalling 115,622 tons.

Frustratingly for the British, the raiders skilfully evaded contact and successfully made their way to the relative safety of the German-occupied French port of Brest. Following this sortie *Hood* returned briefly to Scapa Flow before proceeding on her next patrol. By then the four Australian yachtsmen would no doubt have found their sea legs and settled down into the familiar pattern of watchkeeping, coupled with the daily routine of closing up at dawn and dusk action stations. This patrol work continued into April when intelligence was received concerning a possible breakout into the North Atlantic by Germany's newest and biggest battleship *Bismarck*.

Commissioned in August 1940, *Bismarck* was considered by many to be the last word in German battleship design. Displacing 50,000 tons at full load, she was armed with a main battery of eight 15-inch guns and a secondary armament of twelve 5.9-inch guns. On 18 May 1941 *Bismarck* sailed under the flag of Admiral Gunther Lütjens from Gotenhafen (Gdynia) in company with the heavy cruiser *Prinz Eugen*. Designated Operation RHEINÜBUNG, their mission was to attack allied convoys and disrupt British sea lines of communication.

Within days of sailing, the German force was detected at anchor in Kors Fjord near Bergen on the west coast of Norway. Consequently *Hood* and the newly-constructed battleship *Prince of Wales* sailed from Scapa Flow with orders to proceed to Iceland to cover a possible breakout through the northern approaches. Meanwhile other units of the British Home Fleet were dispersed to cover areas further south. The British did not know that the German ships had already sailed and were steering a course that would take them to the north of Iceland and through the Denmark Strait.

Onboard *Hood* her crew prepared for the onset of cold weather and went about their normal duties. There had been many alerts in the preceding weeks and it was felt by some that even if the current situation resulted in action the *Hood* was more than capable of handling any 'jumped-up German pocket battleship'. On 22 May, orders were received for *Hood*, *Prince of Wales* and their attendant destroyers to cover the area to the south-west of Iceland in anticipation of a German transit through the Denmark Strait. The following day the British cruisers *Suffolk* and *Norfolk* each made visual contact with the enemy. *Norfolk* was

spotted and came under accurate fire from *Bismarck*, necessitating her withdrawal to a safer shadowing position. This contact was quickly communicated to *Hood* which was then some 300 miles distant.

With *Norfolk's* report there was a perceptible change of mood in the battlecruiser as she increased speed and adjusted her course to intercept the enemy. At midnight on 23 May, *Hood's* ship's company closed up at action stations where they waited patiently until 0535 the next morning when the two enemy ships were spotted. The two forces were closing rapidly on each other and at 0552 *Hood* opened fire at a range of 25,000 yards. The Germans were quick to reply, straddling *Hood* with their opening salvos. Moments later the battlecruiser was hit on her boat deck causing a fire to erupt amongst her ready-use ammunition. At 0555 *Hood* signalled an alteration of course to *Prince of Wales* in order to bring their aft turrets to bear. This was followed by a second manoeuvring signal at 0600 at which time *Bismarck's* fifth salvo struck *Hood* behind her mainmast causing a catastrophic magazine detonation and breaking the ship in two. With her bow pointing skyward and her after part shrouded in dense smoke, the pride of the Royal Navy was no more. Minutes later she had disappeared altogether leaving only three members of her ship's company clinging to life in the icy North Atlantic waters.

With *Hood* vanquished the German ships turned their attention to the *Prince of Wales* which was hit repeatedly and forced to retire from the action behind a smoke screen. Although victorious, *Bismarck* had not escaped unscathed. She had received two severe hits. One had pierced a fuel tank leaving a tell-tale trail of oil in her wake, while the other had caused flooding in her bows. Notwithstanding this damage she was still able to make good 28 knots as she and her consort steamed steadily south.

The loss of *Hood*, with 1415 of her crew, stunned the English speaking world and sent a shockwave throughout the Royal Navy. In the days that followed every resource available to the Admiralty, including the Australian destroyer HMAS *Nestor*, was committed to the hunt for the *Bismarck* which, having successfully detached *Prinz Eugen* during the evening of 24 May, was steaming independently for Brest to carry out repairs. Over the next two days *Bismarck* was hounded by a navy intent on revenge. On the evening of 26 May she was crippled by torpedo bombers from HMS *Ark Royal* and with her steering gear jammed and speed reduced it became obvious to Lütjens that it was only a matter of time before the battleships of the British home fleet would overhaul her and close in for the kill. *Bismarck's* end came on the morning of 27 May when the battleships HMS *Rodney* and HMS *King George V* were directed to the stricken battleship by the *Norfolk*. At 0847 they opened fire and by 1015 *Bismarck* had been reduced to a blazing wreck. Scuttling charges were fired by her crew and a torpedo attack from the cruiser *Dorsetshire* delivered the coup de grace, causing *Bismarck* to heel over and sink at 1040.

In 2001 *Hood's* wreck was discovered by renowned shipwreck investigator David Mearns. A commemorative plaque was placed on it recording the names of all who were lost in her. Among these were the names of John Shannon, Ian Startup, George Hall and David Hall, four of the young Australian yachtsmen who answered Britain's call in her hour of need.

[Reproduced from *Semaphore*, Issue 6, April 2009, published by the
Sea Power Centre — Australia]

NEW MEMBERS

We welcome the following new members:

Roger Bartlett

Bob Ellis

John Green

BOATSHED CLUTTER

The Club has several dinghy spaces and lockers which are not currently leased but still contain feral collections of this and that.

If you have left material in a previously-leased locker or dinghy space please remove it promptly or it will be disposed of by the Club.

MORE REFLECTIONS

On Saturday 5 May the SASC hosted the annual Classic Regatta for metre-type boats. Hats off to the handicapper — all eight finishers crossed the line in 3 minutes 57 seconds; the first six in 1 minute 22 seconds! The competitors were a great sight — I viewed the proceedings through my living room window.

Sayonara was inspiring turning to windward, her gaff topsail rig warms my Neolithic heart. She sails to weather as her late nineteenth-century contemporaries were designed to do — full marks to her skipper and crew. On the day, particularly on the long windward leg from Lady Bay to Shark Island, I was astonished by her ability against much more modern and lighter yachts.

Southerly

SASC SHOP

(AKA *The Office*)

The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (20059–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$21.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00

NEWSLETTER DEADLINE

The next SASC News will be the August 2009 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 July 2009. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Duffy photo from G. Andrews collection

The legendary British battlecruiser HMS Hood in Sydney Harbour in 1924



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