



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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December 2009

# SYDNEY AMATEUR SAILING CLUB

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Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh
Racing Secretary	Maggie Stewart

**Cover:**

*Cherub* beating to windward in a fresh north-easterly

(Photo John Jeremy)

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# COMING EVENTS

December 2009

## FRIDAY 15 JANUARY 2010

First Friday Twilight race for 2010

## SATURDAY 16 JANUARY 2010

Pointscore race for Super 30 Division main and short series, Division 2 main and short series, Classic Divisions and Cavalier 28 Division

## SUNDAY 17 JANUARY 2010

Pointscore race for Division 6 and Gaffers Division

## SATURDAY 23 JANUARY 2010

Pointscore race for Super 30 Division main series, Division 2 main series and Classic Divisions

## TUESDAY 26 JANUARY 2010

Australia Day Regatta

## SATURDAY 30 JANUARY 2010

Pointscore race for Super 30 Division main and short series, Division 2 main and short series, Classic Divisions and Cavalier 28 Division

## TUESDAY 5 FEBRUARY 2010

Races 1 and 2 in the Paul Slocombe Trophy twilight series

## SATURDAY 6 FEBRUARY 2010

Pointscore race for Super 30 Division main series, Division 2 main series and Classic Divisions

## SUNDAY 7 FEBRUARY 2010

Pointscore race for Division 6 and Gaffers Division

## TUESDAY 9 FEBRUARY 2010

Races 3 and 4 in the Paul Slocombe Trophy twilight series

## SATURDAY 13 FEBRUARY 2010

Pointscore race for Super 30 Division main and short series, Division 2 main and short series, Classic Divisions and Cavalier 28 Division

**NEED  
THE TENDER?**

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

Sat: 0900-1800  
Sun: 0900-1700



It is quite amazing how time flies. This year is shot to pieces in more ways than one. Next Christmas, then Boxing Day and the Hobart Race followed by the commencement of our Summer Pointscore and on we go.

I have a couple of housekeeping matters to raise. The first is pontoon etiquette. The Club has received a couple of suggestions (complaints) from members about the disregard shown by some for the sanctity of the dinghy launching area on the pontoon. As I'm sure you all know it is adjacent to the "Gale Rail" on the south side of the pontoon near the ramp.

The "Gale Rail" was installed a number of years ago at great expense to enable Bill Gale to mount his dinghy with some ease. This of course is in deference to his great age. Since the majority of SASC members are breathing down Bill's neck in the age stakes it would be useful if this area was, as is intended, kept clear of yachts so dinghies can be readily launched and retrieved. If members could remind each other to keep this area free of boats it would be helpful. I think some of the more frequent transgressors are visitors on Saturdays and we shall do what we can to bring this to their attention.

Next is Club dinghies. Members are not permitted to leave club dinghies on moorings, nor take them out of Mosman Bay. The tender drivers have been instructed to remove any club dinghy found unattended on a mooring and return it to the dinghy shed. I might add this has had a couple of unintended consequences, where member-owned Walker Bay dinghies have found their way back to the shed! Sorry people.

While on the matter of tenders, please do not ask our tender drivers to travel beyond a line between Robertson Point and Musgrave Street Wharf as it is off limits. Obviously, emergencies are an exception.

We are trying to tidy up the 'bin area' on the deck and some new bins have been purchased to aid this effort. Interestingly in spite of bright colours and big labels, there is a section of our membership who are both colour blind and dyslectic. Please try harder. We are contemplating a 'rules night' so we get the right rubbish in the right bin!

Finally, whoever is removing the Classic Yacht magazines from the magazine rack, please don't. They are nice magazines to thumb through. Old magazines are either thrown out or placed in boxes in the men's (sorry ladies) change room where you can help yourself.

Now that's over, I would also like to say that with minor exceptions (like life in general) the members of the SASC are really nice people who care about their club and their fellow members and are always willing to pitch in and help, essential in a DIY club. The DIY aspect of the SASC is one of the things that welds the membership together. If we had lots of permanent staff we wouldn't have the SASC.

I would like to wish you all best for Christmas and the New Year, good luck to our SASC Hobart entry *EZ-Street* on Boxing Day and I shall see you on the water in 2010.

Best wishes



## *The 2009 Classic Yacht BBQ at Lord Howe Island*

The poster said it all.

“After three days on one tack you will have deserved that sausage...”

This was another in that series of outstanding pieces of artwork created by SASC member Tom “The Moulton”. It may be the last time we suggest that he picks the weather for the trip to Lord Howe Island.

This year we had the pleasure of the Commodore aboard *Fidelis*. As keen readers of the SASC News will know it is sometimes a challenge to detach *Vanity* from Crawford or is that the other way around?

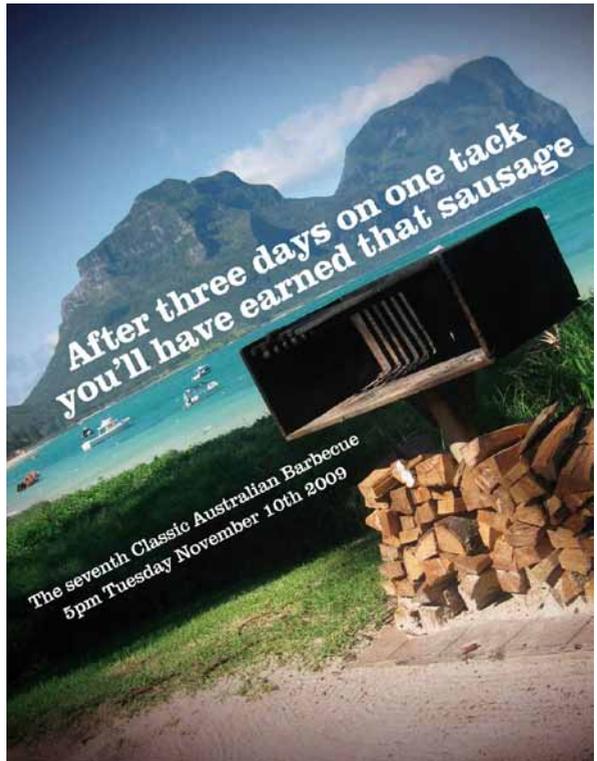
In late September some twenty skippers and other interested crew had met at the clubhouse to “check the compass” and finalise their own plans to get to Lord Howe. In the event 16 yachts set sail from the East Coast including those from the Gold Coast, Newcastle, Lake Macquarie and Sydney. The BBQ was organised for Tuesday 10 November which allowed each yacht to set their own departure time and make their own pace. Only seven yachts reached Lord Howe this year with others turning back due to the conditions.

*Fidelis* was well prepared for the annual trip to Lord Howe and the first with the new mast or NZ “stuck”. There were seven crew aboard including Nigel Stoke, Lynn “Vasco” Anderson, Rhod “Capt” Cook, Commodore Crawford of the SASC, Peter Murray, Whitney Drayton and John Newman. We had planned to leave on the Thursday or Friday to give us four or five days to get to Lord Howe and then enjoy the island before the BBQ. The weather forecast didn’t look too favorable and the oceanographic charts showed some interesting patterns and strong southerly-running warm currents.

We took off in the evening of the Thursday into an Easterly with 15 to 20 knots of wind, building. After careful review of the Poster we found that its predictions were

by  
Nigel Stoke

The poster said  
it all



It may take them a while to get there, but classic yachties will be making their way to Ned's Beach on beautiful Lord Howe Island for a well deserved barbecue. All food will be provided, BYO drinks. The \$50 per head donation will go to The Lord Howe Island Central School.

mostly correct except that we did tack three times but otherwise were close hauled for three days. The sea was rough and disturbed and although the wind strengths were between 15 and 25 knots for the whole trip it was the sea conditions that slowed the boat and slammed into the hull. We mostly had two reefs in the main and a small staysail to log 580 miles to cover the 420 rhumb line — oh dear. *Fidelis* handled all this well with no significant damage other than to the dodger and to the crew's sense of humor.

We were reminded of the three golden rules of ocean sailing — the wind always comes out of the port of your destination, you need a foot of waterline length for each year of your life and, thirdly, don't forget rules one and two.

All was, of course, forgotten as we approached Lord Howe at day break with the towering cliffs of Mt Gower and Mt Lidgberg before us. We hoisted the Lord Howe courtesy flag and the SASC ensign in recognition of the Commodore and fired up the VHF. Clive Wilson was at the ready with *Firefox* to escort us into South Passage and within the hour we were into the jetty and ashore.

Lord Howe Island is a delight. *Fidelis* was on her 11th or 12th trip including several Gosford races and then, more recently, seven Classic Yacht BBQ trips. The crew hit the showers, the Wilson bike shed and then Humpty Micks in short order for some local sustenance and to make plans for the next part of the trip.

Seven yachts reached the island in time for the BBQ at Neds Beach which was held under a beautiful clear star-lit sky, some late moon, and with 50 beaming sailors and the local Parents and Friends from the Lord Howe Island school preparing the BBQ.

Commodore John Crawford thankful for arriving at LHI

Photo courtesy Nigel Stoke





Lord Howe Island  
by John Crawford

We were joined at the beach by Stephen Wills, CEO of the Lord Howe Island Board, Julian the Principal of the school and the mate of all yachties Clive Wilson. Kind words were said and greetings exchanged.

Clive Wilson had the honour to present the LHI Classic Yacht trophy which sits in the trophy cupboard at the Central School. Clive said that it was a particular privilege this year to present the award to a fine yachtsman — Allen Fenwick of *Morning Tide*. “Allen had achieved one of the finest honours at sea which was the rescue which saved the life of a fellow sailor” he said. Allen had sailed out of Newcastle in heavy weather and had seen a seaman who was in the water and close to one of the bulk carriers anchored off the coast. Allen had rescued the man by deploying his Lifesling, bringing him aboard and taking him only semi-conscious into Newcastle where he then spent some days in hospital.

The BBQ was magnificent as always and funds raised by the yachties totaled more than \$2000 which was given to the Central School.

Survival conditions were observed later that night with the notable crew of *Margaret Rintoul V* making a late run home from the beach — a great evening for all.

*Fidelis* took off on the following afternoon in light winds and motor sailed overnight to Elizabeth Reef which is 90 miles to the north of Lord Howe.

## SASC NEWS

The reef is a mile or so in diameter and is the rim of a long extinct volcano. The area is a National Marine Nature Reserve but visiting boats with appropriate permits are allowed limited fishing rights. It only seemed to take a few minutes when close to the island to land the first tuna which was quickly followed with a large snapper landed by navigator and SASC member Lynn “Vasco” Anderson. We hooked a couple of smaller tuna but with a loaded freezer and fillets in the pan we returned them to the deep.

Elizabeth Reef is an extraordinary place. There are reputed to be more than 35 wrecks on the reef which breaks at low tide. There is one area with a sandy cay with 100 m of sand some 2 m above high tide and a rather crowded group of albatross. Otherwise it is possible to walk on parts of the reef but only at low tide.

We anchored in ten metres of water close on the northern side in quiet conditions with little wind and a very low swell. In heavier weather this would be a major challenge!

Commodore and fish



We left that evening and headed back towards Sydney on a trip which was every yachties’ dream with 10 to 15 knots of wind from the north — beam reaching for much of the trip. We covered the last 200 miles in 24 hours which is fast cruising for *Fidelis* and which included a brief stop 100 miles off Port Stephens for a swim in the Tasman in a 22 degree warm current when the wind dropped.

We returned back into Sydney some eight days after departure having added another ocean trip and another 1000 miles to the *Fidelis* log.

Photo courtesy Nigel Stoke

# GEOFF RUGGLES RETIRES

December 2009

Geoff Ruggles is an absentee and country member of our Club but this has not prevented him driving from his home at Kiama to perform race management duties for the past several years every Saturday in *Captain Amora*. Geoff entertained us in *Captain Amora* with many stories of his sailing exploits and with the history of many vintage wooden boats which we would see on the harbour.

Geoff himself is vintage. He is the last surviving member of the crew of the yacht *Wayfarer* which competed under skipper Peter Luke in the first Sydney to Hobart yacht race on Boxing Day in 1945 when Geoff was 21. They finished in 1946 after 11 days six hours and 20 minutes, a record unbroken to this day for the longest time to complete the course.

A full record of Geoff's experiences in this race is given in the December 2007 issue of *SASC News*. Geoff only recently retired as a volunteer at the Australian National Maritime Museum where his knowledge of vintage wooden boats was put to use in updating the museum's data base of these boats.

Unfortunately for us in *Captain Amora* he reluctantly retired from his race management duties on 31 October after race six of the spring season pointscore. Last year he underwent back surgery at Prince of Wales Hospital and now finds the plates, rods, bolts and screws in his back can no longer sustain him for the long journey from Kiama and return every Saturday. We will miss him.

To celebrate the occasion Geoff's son Chris was a guest in *Captain Amora* and witnessed an incident at the finish of Classic Division 1 on Geoff's last day which I'm sure will make it memorable. Geoff was horrified to see three of the Club's beloved wooden classic yachts escape a close

Photo Chris Ruggles

encounter by a miracle. Due to quick reactions there was no collision and no protest was lodged. For Geoff and all of us in *Captain Amora* it was a day to remember — for different reasons.

by  
Tony Barry

Tony Barry,  
Geoff Ruggles  
and starter  
Russ Chapman  
enjoying a story  
about the one that  
got away



## LETTER TO THE EDITOR

Dear Sir

The term Bermudan, applied to a leg-o-mutton mainsail, is incorrect in Jim Davern's letter to the editor. The island population consider themselves to be Bermudians. The English language is always changing and Bermudan will remain in common usage.

The belief that the rig is efficient, high pointing and speedy is correct — the vintage gaff-type rig does not perform well to windward. When *Ranger* is on a windward leg I run the diesel at low revs when not in close company to overcome this deficiency.

It was, I believe, in 1911 that Sir Hercules Langrische commissioned Charles Nicholson to create the breathtaking 15 Metre *Istria*. Hercules was a 'larger than life' character — he was very innovative and gave the Master a free hand. Charles went from spar lacing to tracks and dispensed with the fidded topmast and invented the socketed type which was able to go much higher and also drop the topsail spars.

In order to stabilise this lofty rig it was necessary to fit channels as a shroud base and offer up a very complex wire standing mast rig — wire was very stretchy then.

The wags dubbed it a Marconi rig — radio masts of the day were very heavily stayed. In time Marconi was commonly used for Bermudians, a very different rigging plan. Marconi is correctly applied to a gaff-rigged vessel with a socketed topmast — it can still be seen in Europe in restorations. From about 1925 to 1950 Marconi was commonly used for leg-o-muttons, I almost never hear the term today.

Marni Raprager and Liam Timms contend that my knowledge of Victorian through to Georgian yachting stems from my being alive at the time. The last report of Sir Hercules I have is of him on the Isle of Wight in the very late 1940s in an MG sports car reeking of whisky with a bottle half empty on the passenger seat. He was in his late 80s with a huge, fierce beard — his friend recorded that he seemed to be on his way to visit a lady.

*Southerly*

[*This might just possibly be the last word on this subject — Ed.*]



# SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON AND GOOD SAILING FOR 2010

*BEST WISHES TO ALL OUR STAFF ON BEHALF OF ALL MEMBERS WITH THANKS FOR THEIR SUPPORT AND EFFORTS OVER THE LAST YEAR*

SEASONS GREETINGS FROM MEGAN AND MAGGIE (ADMIN AND RACING), ROD AND STUART (BOATSHED), FRANK (CLUBHOUSE), MIKE, ALLAN AND DENNIS (TENDER DRIVERS) AND THE STARTING TEAMS





Photos John Jeremy

Ariel, Tio Hia, Lahara and Tanami amongst the starters in the first Friday Twilight race on 16 October



Twilight racers bathed in the afternoon light on 16 October (above)  
Maggie Stewart ready for the finishers in *Captain Amora* (below)



# TWILIGHT SAILING IS HERE AGAIN!

Sailing in the SASC Friday Twilight Races is a great way to relax after a busy week. Sail with friends and enjoy a barbeque at the Club afterwards.

Sail regularly and you can win a trip for two to Lord Howe Island, valued at over \$2,000.

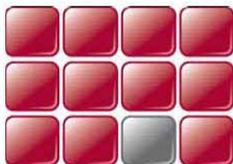
It's simple — to qualify for the draw you must enter for the whole season and complete at least five races.

For each additional race you complete your boat gains one entry in the draw for the trip to Lord Howe Island. The more races, the more chances you have!

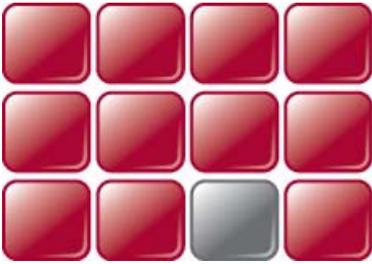
The trip for two will be drawn after the completion of the last race in the series.

## DON'T DELAY — ENTER NOW!

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# FOR SALE

## *Varuna*

Owned by present owner for 66 years — selling only because of ill health  
**Classic 1934 Ranger-style 32-foot family harbour cruiser-racer**



**DIMENSIONS:** 32 feet long (hull), 11 feet beam, 5' 9" draught, lead keel.

**MATERIALS:** Huon pine hull, Indian teak deck, original hollow Oregon mast, US 1.19 stainless steel rigging, electrically-driven roller mainsail reefing, two US roller furling systems forward. The hull is splined, bilges gloss white, 25 HP diesel engine with monel shaft and new Hydralign three-blade feathering propeller.

**CABIN:** Four bunks, wool upholstery, carpet, Stuart crystal decanter and glasses, gas stove and grill, four-speaker stereo cassette player, two-way radio, good galley and external shower.

**COCKPIT:** Seats 12 comfortably with card table. Two speed winches.

**SAILS:** Fraser/Hood sails — new fully-battened roller main and two other mains, Mylar-Kevlar jib, Mylar genoa and ten other sails.

**EXTRAS:** All-over cover, two awnings, current racing safety certificate, spray dodger, Keelby eutectic refrigerator, Autohelm auto pilot and electric toilet.

**RACE RECORD:** Multiple point score winner RSYS/ SASC.

**SHOW RECORD:** Won first wooden boat show, 1992, won CYCA Parade of Sails, 1994.

**LOCATION:** CYCA Sydney

*Maintained regardless of expense*

**PRICE:** \$85,000 ONO

**CONTACT:** Dr John Musgrove

**TELEPHONE:** 9327 2855 (home)



It is with regret that we note the passing of Life Member Ernest Finckh, who joined the club in 1969. Ernest was an active and valued member in our racing fleet through the 1970s to mid 1980s. He thoroughly enjoyed his sailing and was always good company and a friendly competitor.

He sailed his Highlander 25 *Megan* mainly in Division 1, migrating to the Metre Division when it was spun out of Division 1 in the mid-70s. At first the SASC didn't know where to place *Megan* as it was unlike other yachts, being of light displacement for the time with three on trapeze. *Megan* started racing in the Division 3 and half way through the season her handicap was -15 minutes — she was promoted to Division 1.

Ernest's son Martin recalls some eventful races in the boat including two broken masts. "Probably the most dramatic event was when *Megan* broached in a strong southerly, the spinnaker wrapped around the mast and we ended up on the rocks off Chowder Bay.

"We jumped off *Megan* and desperately tried to stop her from being smashed against the rocks. She was badly holed and was taking in water when the police boat rescued us and towed us to the SASC slipway. *Megan* was patched and we were back racing the following weekend".

*Megan* in  
February 1981

Ernest was Clinical Professor of Pathology at the University of Sydney and Director of the Institute of Clinical Pathology and Medical Research at Westmead Hospital. He retired as Emeritus Professor but his love was sailing in *Megan* — the name was an acronym for his family (Martin Ernest Geoffrey Andrew Nancye)

*Megan* moved from Mosman Bay to Manly Cove after he retired to live in Fairlight. After her racing career ended she was kept for social sailing and remained in the family for 30 years.

*Peter Chapman*



Photo John Jeremy



Photos John Jeremy

The Club looked magnificent for the very-successful Flag Officers' Dinner held on 25 September 2009

# FLAG OFFICERS' DINNER

December 2009



Commodore John Crawford entertained the guests with an excellent history of Australian flags, especially the SASC Ensign, displayed below with the help of RANSA Commodore Adrian Grusman

The Commodore mostly used miniatures to illustrate his talk, but a proper Australian White Ensign was displayed to all (below)



The Member for North Shore, Deputy Leader of the NSW Opposition and Shadow Minister for Health, Jillian Skinner, was amongst the guests on 25 September



On 7 November the (then) Ports and Waterways Minister Joe Tripodi called for public comment on proposals that would see the most sweeping reforms to lifejacket rules in more than 30 years.

Launching a discussion paper canvassing new categories for compulsory wearing of lifejackets, Mr Tripodi said that the reforms are aimed at recreational boaters in situations of heightened risk, especially children and boaters in tinnies.

“We are not looking at making the wearing of lifejackets compulsory at all times because not all boating activity has a similar risk,” Mr Tripodi said.

“For example, taking a tinnie offshore has a significantly higher risk than sitting inside a motor cruiser in a quiet bay.

“We’re not about taking the fun out of boating. However we want boating to be enjoyable but safe and we know if there is an accident a lifejacket can dramatically increase your chance of survival.”

Of the 174 boating fatalities in NSW in the last 10 years, just over half resulted from a person falling overboard or a vessel capsizing. Drowning has been the primary cause of death and only 7% of victims were known to have been wearing a lifejacket.

Currently in NSW it is compulsory to wear a lifejacket when:

- crossing a coastal bar;
- riding on a personal watercraft (e.g. jet ski);
- engaged in tow-in surfing; or
- on a canoe, kayak, windsurfer or kitesurfer when 400 m or more from shore.

### **Proposed Changes**

It is proposed the minimum requirement would be for a lifejacket to be worn:

- by children less than 10 years old in a vessel less than 4.8 m in length;
- by children less than 10 years old when underway in the open area of a boat less than 8 metres;
- when waterskiing or wakeboarding;
- when in a vessel less than 4.8 m in heightened risk situations such as at night, when alone and on ocean waters;
- when operating an off-the-beach sail craft in ocean waters;
- on small recreational craft such as kayaks and sailboards, at all times in ocean waters and when more than 100 m from shore in sheltered waters;
- when in a vessel less than 4.8 m on alpine lakes; and
- at times of ‘Skipper Judgement and Direction’ — this approach would give a skipper the right to require passengers to wear a lifejacket if, for example, a change in the weather heightened the risk of a routine boating trip.

The proposals represent the biggest changes to boating safety since the Boating Safety (Equipment) Regulations were introduced in 1975.

Mr Tripodi said the current “coastal bar crossing” regulation for boaters demonstrated how lifejackets can save lives.

“In the six years since the lifejacket requirement for bar crossings was introduced there have been two fatalities on bars compared to 14 in the preceding 11 years.”

Mr Tripodi announced the discussion paper will also seek comment on safety issues surrounding rock fishing, including whether lifejackets should be compulsory in certain conditions.

“While NSW Maritime doesn’t have a role in rock-fishing safety, and regulation would not be easy, stakeholders have asked us to include the issue for discussion.

“So far in 2009 nine people have drowned while rock fishing and this is simply too many.”

The Discussion Paper and online feedback form can be found at [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au) or by enquiring at NSW Maritime offices. Comments close on Friday 8 January 2010.



## Product Safety Recall

**BURKE DELUXE BOSUN CHAIR (BOS201N)  
& STANDARD BOSUN CHAIR (BOS202N)**  
Colour red with black webbing.



Burke P/L is conducting a voluntary product recall of Burke Deluxe Bosun Chair and Burke Standard Bosun Chair purchased nationally after June 2007 that do not display either a production batch number or inspection label.

**Defect:** Burke Bosun Chairs manufactured between July and August 2007 may be fitted with a defective stainless steel lifting ring that if used could split or break causing injury or death.

Due to the potential danger to users and uncertainty on when these products may have been purchased this product recall applies to all Burke Bosun Chairs sold after June 2007.

**Urgent Action is required:** Cease using immediately and contact Burke P/L direct to organise for free inspection and load testing of the stainless steel lifting ring.

### **BURKE**

Burke Pty Ltd, 1/5 Clyde Street, Rydalmere NSW 2116  
[www.burkemarine.com.au](http://www.burkemarine.com.au) Email: [sales@burkemarine.com.au](mailto:sales@burkemarine.com.au)  
Tel 02 9638 4333 & Fax 02 9638 7951

**See [www.recalls.gov.au](http://www.recalls.gov.au) for Australian Product Recall Information**

## CONTAINERISED SAILING

### *Or how to put together an Extreme 40 catamaran*

by  
Jim Chambers

Susan and I finished our trip to Europe with a week in Hong Kong (as you would). As is our want, whilst staying in HK, we stayed at an hotel near the RHKYC, to allow us to use the excellent facilities at the club. When we arrived at the club for breakfast on our first morning, there was an Extreme 40 catamaran being assembled in the boatyard. A 40-foot shipping container on the back of a truck on the road outside indicated this boat was not alone. We subsequently learned that there were to be six of these machines assembled for Round One of their newly-organised Asian circuit. The available area on the club hardstand only allowed two boats to be assembled at once and so, for the next few days, we were able to watch the quite-efficient assembly line of containers being brought in and the boats being unpacked and assembled.

We had some interesting chats with the crews over breakfasts at the club. The final loading on the mainsheet can get up to three tonnes. The final take-up of the mainsheet is achieved with a hydraulic ram!

Their racing the following weekend was held right outside the RHKYC with a tight, windward/leeward course which ran along the typhoon-shelter wall. Each race was twice around the course and they rarely lasted longer than half an hour. It was quite a spectacle and a definite bonus for the end of our holiday.

Step 1 — Bring in  
your container

Photos courtesy Jim Chambers



Step 2 — Don't forget to get off the container

Step 3 — Open the container



Step 4 — remove the boat and gear from the container



Step 5 — Push the hulls apart



Step 6 — Fill in the gaps



Step 7 — Ship the rig and add water



Step 8 — Go sailing



## NEW YEAR'S EVE AT THE SASC

The Club has been approached by North Sydney Police with a request for them to use the SASC clubhouse as an initial briefing point and location where small groups of the police contingent on NYE 2009 can take their meal and rest breaks throughout the evening.

Apart from just being good corporate citizens, we consider there would be a mutual benefit derived from having a police presence at the Club on NYE, most importantly from a security standpoint. After significant deliberation and clarification of several issues your directors have unanimously agreed to grant the request.

Detective Inspector Robert Monk from Harbourside Local Area Command will be NSW Police forward commander at Cremorne Point and will have some 50 police under his charge whose duty it will be to control and ensure the security of the residents, their property and the over 30,000 people expected to visit the area on NYE. The Police Forward Command Post (APEC Stand-down bus) will be positioned in the park above the Cremorne Point Wharf and there will also be a paramedic ambulance stationed at the Police Command Post at Robertson's Point.

The intention is that at 5 pm on NYE Insp. Monk will assemble about 40 police at the Clubhouse for a 30 minute operational briefing. Those police will then be deployed to various areas of Cremorne Point. Police meals will be in the form of meal packs delivered from Taronga Zoo and we anticipate that between 6-10 police will take a meal break at any one time and all police meal breaks will be concluded by 8.30 pm. At most they would occupy a table or two either inside or outside the clubhouse. Apart from this, we will probably find that, from time to time, some police will need to get away from the antics of the crowd for a short break so will probably come back to the Club for a cup of tea or coffee. There will be one of Harbourside LACs 'Volunteer in Policing' staff placed at the Club to facilitate and monitor all of this. The Police are committed to the security of the venue, leaving the Club clean and tidy and not impacting on the membership in a negative manner.

For your information, the entire Cremorne Point area will be an Alcohol Free Zone on NYE which means there will be a prohibition of alcohol consumption on public streets and parks in and around Cremorne Point. Police also intend to enforce a "No Glass" policy on beverages brought into the parks as a public safety measure, but for SASC members there is no restriction on bringing alcohol into the Cremorne Point area for consumption on private premises, or boats for that matter!

Also, be aware that "residents only" vehicle access restrictions come into force from 5 pm on NYE at the intersection of Murdoch and Bannerman Streets and the whole area will be in lock-down with no vehicular access after 8 pm.

*John Crawford*  
Commodore

# WHARF RULES

December 2009

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

Obstruction of the dinghy launching area by moored boats causes considerable inconvenience to those members who use dinghies. Please keep the area clear at all times



## AUSTRALIA'S FIRST VICTORY AT SEA

*The primary object of the fleet is to secure communications, and if the enemy's fleet is in a position to render them unsafe it must be put out of action.*

Sir Julian Corbett, 1911 [1]

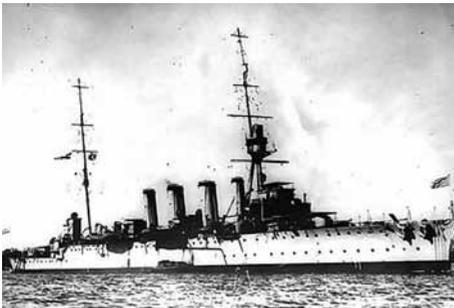
*Major surface combatants, submarines and other naval capabilities, supported by air combat and maritime surveillance and response assets, are necessary to establish sea control, and to project force in our maritime environment (including for the purposes of maintaining freedom of navigation, protecting our shipping, and lifting and supporting land forces).*

Defending Australia in the Asia Pacific Century: Force 2030 [2]

Ninety five years ago the Royal Australian Navy fought its first single-ship action at sea. Celebrated in most accounts as a worthy opening page in the young nation's battle history, the engagement between HMAS *Sydney* and SMS *Emden* on 9 November 1914 has also provided the RAN with an admirable foundation for its wartime traditions. But despite such laurels, it is the battle's immediate strategic influence and in particular its impact on the mobility of Australia's wartime resources, that is of the greatest continuing relevance.

In late 1914 Australia's sea communications were under threat from two German cruisers then known to be at large in the Indian Ocean. The first, SMS *Königsberg*, achieved some limited success harrying trade off Aden before being cornered in German East Africa but the second, *Emden*, proved far more active and difficult to counter. Her captain, Korvettenkapitän Karl von Müller, had rapidly established a reputation for skill and daring. In just two months he had captured or sunk 25 allied steamers, a Russian cruiser and a French destroyer. In a classic example of a successful distraction campaign, by October 1914 more than a dozen Allied warships were out searching for *Emden*, insurance rates were soaring, commodity prices were rising and shipping was being kept in port. Even more worrying to Australian authorities was the danger posed to the passage of the first contingent of

The first HMAS *Sydney* was built in Scotland and was commissioned in June 1913



RAN Photograph

Australian and New Zealand troops, then awaiting transport to the European Theatre.

Initially delayed by concerns over the whereabouts of German warships in the Pacific, the 28 Australian transport ships did not begin assembling at Albany until the last week of October. There they awaited the ten New Zealand transports and four warships directed by the British Admiralty to provide an escort. Convoy 1, carrying 21,528 men and

7,882 horses, finally sailed on the morning of 1 November 1914.

Captain von Müller had no knowledge of the convoy, but was aware from intercepted wireless messages that the search for him was gathering strength. He therefore chose as his next target the British cable and wireless station in the remote Cocos Islands. An attack here would not only interrupt communications between Australia and England, but also might draw the search away from his next raiding grounds, the steamer route between Aden and India.

On the night of 8 November von Müller crossed the course of Convoy 1 less than 40 miles ahead and arrived off Direction Island the following morning. In an attempt to resemble a British cruiser, *Emden* had hoisted a false fourth funnel but the station superintendent recognised the ruse and managed to send out a warning before *Emden* jammed his transmission. A German landing party then set to work destroying machinery cutting the telegraph cables and blowing up the wireless mast, but it was all too late.

Some 50 miles to the north HMAS *Melbourne*, the senior ship of the convoy escort, had intercepted the distress call just after 0630. Accepting that his duty was to remain with the convoy, *Melbourne*'s Captain M. L. Silver RN, ordered *Sydney*, the escort closest to Cocos, to raise steam for full speed and investigate.

*Sydney*, commanded by Captain John Glossop RN, had the edge over *Emden* in speed, range of guns, and weight of metal. Hence the result of the action, one of the few single-ship encounters of the war, was never really in doubt. Nevertheless Glossop underestimated, as did British naval authorities more generally, the effective range of the German 105-mm (4.1-inch) naval guns and just after 0940 *Emden* made the first hits of the battle. *Sydney* suffered four men killed and more than a dozen wounded — fortunately these were to be the only RAN casualties.

Thereafter Glossop kept his distance, eking maximum advantage from his speed and heavier (6-inch) weapons. *Emden* made only a dozen hits all up, and her fire soon slackened as *Sydney*'s gunnery began to tell. By



Photo John Jeremy

The mast of HMAS *Sydney* has been a familiar sight on Bradleys Head since 1934. Now permanently flying the White Ensign, the mast is saluted by every warship as they sail past

1100 only one German gun remained in action and the Australian crew watched in awed fascination as a large fire took hold of *Emden* aft and the enemy ship crumbled under the weight of their shells. First the foremost funnel fell, then the foremast, the second funnel and then finally the third. Incapable of firing back and hoping to save lives, von Müller made for North Keeling Island where *Emden* grounded at 1120.

*Sydney* disengaged and sped after *Emden*'s collier, *Buresk*, which had come up during the action. Overtaking her shortly after noon Glossop was unable to prevent *Buresk*'s crew scuttling their ship to avoid capture. *Sydney* returned to *Emden* at 1600 and Glossop was surprised to find the German ensign still flying. After an inconclusive exchange of signals, he closed in and reluctantly fired two further salvos. The Imperial Ensign immediately came down and the Germans displayed a white sheet on the quarterdeck. Feeling obliged to first check on the situation at Direction Island, Glossop could not render assistance to the German survivors until the following morning.

The German ship had 316 men in her crew and the battle left 134 dead and 65 wounded. Despite the initial delay, the care and consideration subsequently lavished on the German wounded by the Australians certainly helped to dissipate any animosity. Indeed, given the rare chance to associate closely for a few days after their battle, officers from both ships came to the joint conclusion that 'it was our job to knock one another out, but there was no malice in it' [3]. Glossop allowed the German officers to keep their swords and took great care not to offend their sensibilities, but elsewhere the news of the battle was received with unrestrained jubilation. A. B. (Banjo) Paterson accompanied the Australian troops as a war correspondent and even the bush poet felt the exultation:

Arrived in Colombo to find everybody in a wild state of excitement  
... We can hardly believe that Australia's first naval engagement  
could have been such a sensational win, for our people are not  
seagoing people and our navy — which some of us used to call a  
pannikin navy — was never taken very seriously. And now we have  
actually sunk a German ship [4]!

Both sides agreed that *Emden*'s men had displayed consummate bravery when faced with almost certain defeat. Unusually, for a war marked by so much hatred, the general opinion in the Allied press had been that *Emden*'s actions against shipping were 'sportsmanlike' rather than indiscriminate. Admiration naturally found its focus in the character of her captain, whose chivalrous behaviour was said to have ensured that no non-combatant life was lost during the raider's rampages.

With *Emden*'s exploits singled out for praise, the quality of *Sydney*'s victory against a brilliant and cunning foe was deemed all the greater. The world's press remarked on the far-sighted statesmanship that had seen the creation of the RAN, while the journal *Punch* even depicted *Emden* as a fox

in the jaws of an Australian lion. Reflecting the importance attached to the battle, both Australia and Germany did their best to ensure that the names of the two ships lived on. The Germans soon christened a second *Emden* and allowed her to display an Iron Cross at her bow in honour of her illustrious predecessor. The RAN plans to commission a fifth *Sydney* in 2017.

Yet, however much the battle is portrayed as confirmation of the Australian sailor's fighting spirit, the strategic context must not be forgotten. At the cost of a handful of lives, sea power had removed the only immediate threat to Australia's oceanic links. In direct consequence, troop convoys were able to cross the Indian Ocean without escort for more than two years and no Australian soldier was ever lost to enemy action on his passage to the Middle East. In any accounting, this was an extraordinary achievement. Australia's strategic geography does not change over time and, as the 2009 Defence White Paper reminds us, establishing sea control remains a necessary part of any Australian attempt to project power over the sea.

1. J.S. Corbett, *Some Principles of Maritime Strategy*, edited by E. Grove, Naval Institute Press, Annapolis, 1988, p. 343.

2. Department of Defence, *Defending Australia in the Asia Pacific Century: Force 2030*, Canberra, 2009, p. 64.

3. A. Jose, *The Royal Australian Navy 1914-1918*, Angus & Robertson, Sydney, 1935, p. 567.

4. A. B. Paterson, *Song of the Pen: Complete Works, 1901-1941*, Lansdowne, Sydney, 1983, p. 646.

[Reproduced from Semaphore, Issue 16, November 2009 published by the Sea Power Centre, Australia]



Relics of the first HMAS *Sydney* aboard, like this cigarette case made from wood salvaged from the ship when she was broken up at Cockatoo Island in 1929

## AUSTRALIA DAY REGATTA 2010

The 174th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Tuesday 26 January 2010. This popular event is a great way to celebrate Australia Day and SASC members are invited to join the Sydney Harbour fleet. A Notice of Race and entry form is available at [www.sasc.com.au](http://www.sasc.com.au) and copies of the Australia Day Regatta programme are available at the clubhouse.

The Australia Day Regatta Race Management Committee is chaired by SASC Past Commodore John Jeremy and Immediate Past Commodore Charles Maclurcan will be starting the main harbour races again this year. The start and finish will be close to Clarke Island, near the regatta flagship HMAS *Darwin*.

Other attractions on the water on the day will include a tall ships race, an aerial display by the RAAF and a parachute drop into Sydney Cove by Army Red Berets. This year the tall ships race will start off Bradleys Head at 1300 rather than 1500 so the first warning signal for the Regatta will be at 1330.

Activities on the harbour are a major part of the Australia Day celebrations and the Regatta is always well supported by SASC members — so fill out the entry form and come sailing.

A busy start  
during the 2009  
Australia Day  
Regatta

Photo John Jeremy





Photo John Jeremy

*Sayonara* before the start of a Sunday race. By the time you read this *Sayonara* is likely to have left Mosman Bay for the return voyage to her home port of Melbourne



The Gaffers Division makes a fine sight at the start of the first Sunday race for the 2009–2010 season (above)

*Torquil* and *Clewless?* head for the first mark during the first Sunday race (below)

Photos John Jeremy



Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests and then for the shortest time possible. The kitchen and barbeque facilities will be available, but the bar will not be open.

## TENDER SERVICE

No service on Christmas Day, normal service on the following days.

Saturday 19 December 0900 – 1800

Sunday 20 December 0900 – 1800

Saturday 26 December 0900 – 1800

Sunday 27 December 0900 – 1800

Thursday 31 December 0900 – Sunset

Friday 1 January 0900 – 1800

The office will be closed from COB Tuesday 22 December to the morning of Monday 11 January 2010. Racing will be off-line from COB Monday 21 December to the morning of Monday 11 January 2010. The boatshed will be closed from COB Thursday 17 December until Monday 11 January 2010.

## FRIDAY TWILIGHTS

The first Friday twilight race for 2010 will be on 15 January. The evening races continue to be very popular and many people stay for dinner at the Club afterwards.

The order for food for the Friday evenings is based on the number of people who book. To avoid disappointment, members should book tables no later than Wednesday each week.

*No table bookings can be accepted after 1200 on Wednesday*

A booking sheet is also available on the notice board and members are encouraged to use this facility when they are passing

Volunteers are also needed to clean up and ensure a great evening for all — add your crew to the list on the notice board now!

## NEW MEMBERS

We welcome the following new members:

John Bardsley  
Thomas Beregi  
Michael Brennan  
Ian Neil  
Jeremy Sharp

## MISLAID

One spray-dodger strut 1.3 m long, curved pine and cedar lamination with pin one end and yoke the other.

If anyone sees it please put it in *Ranger's* dinghy — second rack, north-east corner of the boatshed.

*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 (2009–2012)	\$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 February 2010 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 January 2010. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

Where have all the small boats gone? This is *Kria* (A57 — M. Lawrence Slater) sailing on Closing Day in April 1973 (an event which included some shenanigans with dinghies).

One hundred and two yachts sailed in the 1972–73 season on Saturdays in seven divisions.

*Kria* won the Gold medal in Division 4 that season



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