



# SASC NEWS

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

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December 2011

**SYDNEY AMATEUR SAILING CLUB**

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Captain	Peter McCorquodale
Honorary Treasurer	Tony Clarkson
Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Maggie Stewart

**Cover:**

*Kelpie and Hoana*  
adding to the  
spectacle on  
Gaffers Day

Photo John Jeremy

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# COMING EVENTS

December 2011

## FRIDAY 13 JANUARY 2012

First Friday twilight race for 2012

## SATURDAY 14 JANUARY 2012

First pointscore race for the summer season for Super 30 Division (long and short series) Division 2 (long and short series) and Classic Divisions

## SUNDAY 15 JANUARY 2012

Pointscore race for Division 6 and Gaffers Division

## SATURDAY 21 JANUARY 2012

Pointscore race for Super 30 Division (long series), Division 2 (long series) Classic Divisions and Cavalier 28 Division

## THURSDAY 26 JANUARY 2012

176th Australia Day Regatta

## SATURDAY 28 JANUARY 2012

Pointscore race for Super 30 Division (long and short series) Division 2 (long and short series) and Classic Divisions

## THURSDAY 2 FEBRUARY 2012

Second Classic Twilight Race

## SATURDAY 4 FEBRUARY 2012

Pointscore race for Super 30 Division (long series), Division 2 (long series) and Classic Divisions

## SUNDAY 5 FEBRUARY 2012

Pointscore race for Division 6 and Gaffers Division

## TUESDAY 7 FEBRUARY 2012

First two races in the Paul Slocomb Trophy twilight series

## SATURDAY 11 FEBRUARY 2012

Pointscore race for Super 30 Division (long and short series) Division 2 (long and short series), Classic Divisions and Cavalier 28 Division

## SUNDAY 12 FEBRUARY 2012

Summer Regatta

## TUESDAY 14 FEBRUARY 2012

Second two races in the Paul Slocomb Trophy twilight series

**NEED  
THE TEN-  
DER?**

**Call Mike, Al-  
lan or Dennis  
on  
0418 678 690**

Sat: 0900-1800  
Sun: 0900-1700



Gaffers Day is one of the great events on the SASC calendar. This year was no exception with many beautiful yachts reminding onlookers of what the Harbour would have been like in times gone by. Details of the day appear later in this *News*.

I would like to acknowledge and thank all those who volunteered to help prepare for Gaffers Day. Special mention must go to two husband and wife teams. Herschel Smith led the team sprucing up the paintwork on the clubhouse and he was ably assisted by his wife Catherine, a *painter extraordinaire*. Mary and Philip Kinsella did a colossal amount of work preparing the clubhouse and making sure the gardens were at their best. I did, rather factiously, offer to help Philip arrange the weather too but he insisted that I leave that detail to him. I'm glad I did. It was a glorious day, one of the best Gaffers Days I have known since I joined the Amateurs in the late 70s.

During each Commodore's term of office there is a lunch at the Club for Past Commodores, Life and Honorary Life Members. This year's lunch on Thursday 17 November was organised by Tony Saunders with the support of Megan in the office. Thank you to both of them. This year we even had entertainment by a magician. I think a good time was had by all.

We have had some interesting sailing lately. On Saturday 12 November the starter (at last) let us go to Manly. A cool and clammy sea fog enveloped the Harbour and the fog horn on Bradleys Head sounded all race long and just about drove us mad, but seeing the sea fog roll up and over South Head and the Gap was an experience not to be missed. It was an amazing feeling to be sailing in Sydney Harbour, but out of sight of land.

There was a huge roll up at the North Sails sail trim night. The Club was booked to capacity with 80 people attending the seminar. All SASC classes of vessels were represented. Not only did the presenters take us through the organisational skills needed to make a vessel competitive but also imparted local knowledge gained over many years of competitive racing on the Harbour. For example, where the lifts are and why and how they interact with the tide ebbing or flooding (going out or in, in modern speak). The first of the summer north-easterlies have arrived and have provided a few heart-stopping moments. Sailing in the biggest fleet at the Amateurs (the North Sail Super 30s) I hope to be able to put some of the things I learnt at the seminar into practice.

It's been a great year for our Club and an eventful one. I would like to wish all members, our great staff and our teams of volunteers a happy and safe Christmas on or off the water. I look forward to seeing you all again on Saturday 14 January 2012 at the start of the Summer Series. Here we go again — a great new year of sailing for us to enjoy.

*Bill Hogan*



# GAFFERS DAY 2011

December 2011

A strong nor'easter's blowing, Bill!  
Hark! Don't ye hear it roar now?  
Lord help 'em, how I pities them  
Unhappy folks on shore now!

*The Sailor's Consolation*

by  
*Peter Scott*

At its heart Gaffers Day is a celebration of the living history of our Club. It's about the classic yachts; their polished brass and bright work and the people who sign up for a sailing life, where their choices are governed by the heart. Wending down through the bush, our emotions rise on viewing the scene and we are given a rare insight into the intangible question of why these yachts are so loved. In the glorious sunshine, with flags giving coded signals that no one understood, we witnessed the melding of the material vessels with the diverse characters of the people who own, sail and maintain the yachts.

It was a day for all ages to enjoy; the spectacle, the drama and the hospitality, an affair involving every Club member and guest, whether they were active sailors or just down to see what all the fuss was about. There were birthdays (of yachts), rum and ginger beer, breakfast rolls washed down with champagne and orange, gunpowder and cake. Sydney Harbour was at its best — calm in the morning for the yachts to assemble around the pontoon and moorings, and just enough wind (for most) to contest the course marks in the afternoon sunshine.

The calm conditions early on Gaffers Day were ideal for the display of yachts at the Club

Photo John Jeremy





Photo John Jeremy

Yachts of all sizes  
at the pontoon

This year the spirit of Gaffers Day (or was it the rum) transcended its home in Mosman Bay to restore some essence of yachting on Sydney Harbour through the ages. We were in the presence of ghosts of races going back a hundred years when the character of this maritime city was being forged. It was no simple parade however, this day there were races to be won, bets to be laid and age-old scores to be settled such as — which boat is faster the Ranger or Couta? Or the Club's favourite dilemma — which is the superior rig — gaff or Bermudian?

Over ninety yachts were entered in six Divisions, some travelling from far-away times and places. A flotilla of Couta boats arrived on Saturday from Pittwater but special mention must be made of *Wattle*, a 1928 Queenscliff Couta boat brought up by Russell Barrett from Victoria especially for the day. It was very heartening to see the Australian National Maritime Museum generously allowing one of our national yachting treasures, the Couta boat *Thistle* and crew, to join us on the day.

The firing of the Club cannon (actually the Les Ardouin Trophy) set the fleet off for the start in Athol Bight where Charles Maclurcan and his starting team waited on *Captain Amora* to send them on their way. By start time the spectators had settled into their viewing positions, with the dress circle following the fleet in the historic ferry *Proclaim*. Patron of the day, Bill Gale, dressed in original Club jacket and cap, kept the passengers entertained with the history and description of the yachts as they circled around for their respective starts.



Photo David Jeremy

There was varnish aplenty at the pontoon on the morning of Gaffers Day (above)

*Monsoon* and *Warana* rafted alongside *Antara* for a triple birthday celebration — eighty for *Monsoon* and *Warana* and sixty for *Antara* (below)

Photo David Jeremy





Photos John Jeremy

A school of Coutas at the wharf (above)

The firing of the Les Ardouin Trophy signalled the start of sailing (below)





Photos John Jeremy

*Captain Amora* and crew, alert and ready for anything (above)

Commodore Bill Hogan (below, right) explaining the finer points of gaff-rigged sailing on board *Proclaim*





The start of the Ranger and Couta Boat Division

Photo John Jeremy



Photo John Hancox

The first Division away saw eighteen similar-sized gaff-rigged yachts, Couta boats and Rangers, hit the line en masse for a beautiful flying start, a sight not seen on the harbour for close on a hundred years [*Perhaps* — Ed.]. The subsequent five Divisions started on a less complicated timed start, with four courses around the harbour, designed to suit the performance of such an enormous range of yachts.

Gaffers against the skyline of modern Sydney — the start of the Ranger and Couta Boat Division

## RESULTS

### **Division 1 — Bermudan**

First: *Mister Christian* (Ben Gray)  
 Second: *Juana* (Grahame Wood)  
 Third: *Wathara* (Bill Loader)

### **Division 2 — Bermudan**

First: *Warana* (Fred Bevis)  
 Second: *Yumsing* (Mark Hunter)  
 Third: *Wairangi* (Anthony Davis)

### **Division 1 — Gaff-rigged**

First: *Monsoon* (Robert Anderson)  
 Second: *Hoana* (Martin Van der Wal)  
 Third: *Reverie* (John Barclay/Nigel Berlyn)

### **Division 2 — Gaff-rigged**

First: *Zena* (Malcolm Boyd)  
 Second: *Betty* (Philip Wallace)  
 Third: *Serenity* (Ian Smith)

### **Rangers and Couta Boats**

First: *Southerly* (Terry Moran)  
 Second: *Ranger* (Nicky Bethwaite)  
 Third: *Cherub* (Ian McDiarmid)

### Historic 18-ft Skiffs

First: *Scot* (Dick Notley)

Second: *Australia* (Chris Haskard)

Third: *Australia IV* (Ric Priestly)

Prizes for each Division included the Gaffers Day poster of the Pittwater-based Cousta boat *Sylvia*, composed and drawn up by Dermer Bennett. Dermer has done many of these posters in the past and we have now signed collector's sets available from the office. Additional prizes included copies of the SASC history *The Second Century Begins* and monogrammed sets of Club wine glasses. For the historic eighteen footers there was an added inducement; they were lured to the start by the generous donation of a liquid prize by Tony Clarkson.

How can we adequately acknowledge and thank the team behind the success of the day? There were many members and staff involved in the production. In no particular order honours must go to the following: Megan Keogh, Judy Wogowitsch and Maggie Stewart who saw to all the details and ran the show from the office. Maggie, executive racing secretary, with her experience of 13 Gaffers Days pointed us in the right direction and built the foundation for the success of this premier Club event. It was Megan's second Gaffers Day as executive secretary and with the support of Judy she cheerfully and calmly brought order out of chaos whilst tactfully fielding all the late entries and unreasonable requests from the committee members and entrants alike.

*Tanami, Killala and Kelpie* on the way to the first rounding mark

Photo John Jeremy





Photo John Jeremy

Vice Commodore Liam Timms orchestrated the complex boatshed and wharf arrangements. Rear Commodore Bruce Dover organised the alcohol, catering and staff for the day. Dockmaster Mike de Burca calmly and securely guided the yachts to their berths. Both tenders, *Nancy K* and *Jack Millard* and their drivers Rod Phillips and Dennis Sullivan worked tirelessly to get us all to and from our boats before the rum tent ran dry.

Rod and the boatshed staff did a splendid job preparing the trot moorings and generally readying the waterfront for the press of visiting yachts. Rod, in particular, deserves praise for his skill in using *Nancy K* as tug to chaperone the larger yachts in the complex docking manoeuvres with a minimum of fuss.

Our Commodore, Bill Hogan, dressed in a style befitting his office, welcomed members and guests with a general overview of the day and instructions for finding the ferry. Bill's cheerful response to all our phone calls and e-mails gave the leadership which is necessary to pull off such an event and set the tone for a happy day. Mention must also be made of Past Commodores, Rob Evans and John Crawford whose experience in running previous events was so valuable to us.

Mary Kinsella, Beverley Bevis and Kathryn Evans were responsible for the beautiful floral decorations at the Club which contributed so much to the welcoming atmosphere when we first arrived on the day. This was also helped by Frank's careful preparation of the Club grounds and gardens. The Club looked at its best having recently been painted by

*Archina* heading for the first mark in style



Photo John Sligar

*Sao and Hurrice V*

a dedicated team of volunteers led by Herschel and Catherine Smith.

John Sturrock, merchandiser par excellence, set up the running of the Club regalia sales. Merrill Barker was always there to help and in particular his support with the ferry bookings. John Jeremy, our strategic adviser, whose photographs, as you can see, capture the beauty of our yachts and the harbour. Mark Pearse will be cataloguing and archiving all the images of this year's boats and the many photos of boats and crews from years gone by.

Sean Kelly with Mindy's support manned the bar in the face of an unquenchable thirst. Greg Sproule jumped in to help the staff placate a ravenous crowd threatening to overwhelm the BBQ tent. Peter Scott kept the committee minutes quietly ignoring all the irrelevancies and Simon Sadubin rallied the Pittwater fleet to sail down the coast and join us.

The sailing instructions and courses were developed by Captain Peter McCorquodale who also undertook the impossible task of leading the handicapping committee. Having all the yachts finish near the same time provided a wonderful show for the onlookers — a cloud of spectacular sail at both start and finish. Of course, each year the conditions play their part in varying the order of finish and the lighter winds this year brought a different group of skippers onto the podium.

The returning crews were welcomed by the Riverside Jazz Band of Peter Johnson's Trio and another of Bruce Dover and Liam Timms's sausage sizzles to ward off starvation on the long and arduous journey back to the rum tent.

Coutas and  
Rangers (mostly)  
at rest after the  
day's sailing

Photo John Jeremy



## SASC NEWS

There was one Club member who more than any other must be held responsible for the great success of this Gaffers Day, the chairman of the organising committee, Phillip Kinsella. With immeasurable patience, disarming humour and, by calling in all the favours owed to him, he ensured we had the best of all possible days and could take pride in the effort.

Lastly, our thanks must go to all members and visitors who prepared and entered their boats — many bays in the Harbour and at Pittwater released their treasured boats to join us on the day.

The collective effort of getting these wonderful boats prepared and sailing is a tribute to the men and women who treasure them and without them Gaffers Day would not be.

### **Some correspondence following the event:**

“It reminded me of the fifties and sixties when the Commodore, resplendent in white trousers, yachting jacket, SASC brass buttons, Club tie and cap greeted the guests as they arrived at the gangway of the ferry for closing day, in competition with the Vice Commodore and his mates rolling two barrels of beer from the pub at the quay and struggling up the gangway at the same time!

“Again thank you and congratulations to all concerned.”

*John Jackson*

Past Commodore

“As a retired NSW Maritime Officer and now the part-time Captain of the Rosman Ferry *Proclaim* may I offer my appreciation for the lovely time we all had last Sunday. Bill has a fantastic wealth of knowledge and it was a pleasure to have him in my wheelhouse for the event. I know that I was paid by Rosmans to be your skipper for the day on *Proclaim* but, really, I would do it for nothing. Please pass on my thanks to the Commodore, Committee, Bill Gale and of course your membership

“See you all next year or sooner I hope.”

*Graham Forsaith*

Master, Rosman Ferries

“Thanks Megan, Judy and all the others involved in making Gaffers Day such a wonderful day. The sailing was spectacular and being able to follow on *Proclaim* with Bill’s commentary made it a day to remember.”

Photo John Jeremy

Kind Regards

*Alison*



Time for a beer (or two)

# SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS  
EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR  
A HAPPY CHRISTMAS SEASON AND GOOD SAILING  
FOR 2012

*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, JUDY AND  
MAGGIE (ADMIN AND RACING) ROD, JEFF AND ROB  
(BOATSHED), FRANK (CLUBHOUSE), MIKE, ALLAN  
AND DENNIS (TENDER DRIVERS) AND THE STARTING  
TEAMS



# 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.*

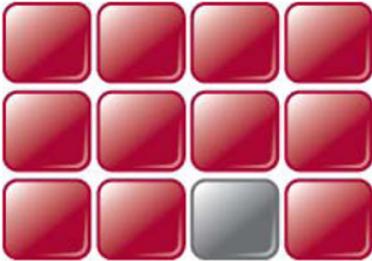
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*To qualify for the draw you must enter for the whole season and complete at least five races. For each additional race which you complete your boat gains one entry in the draw for the trip to Lord Howe Island. The more races you complete, the more chances you have! The trip for two will be drawn after the last race of the series.*

*Friday Twilight sailing with the SASC is always popular and space at the barbeque is limited. Table bookings are essential and must be received no later than midday on the Wednesday of each week. Catering is based on the number of people booked — so don't miss out!*



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## LUNCH AT THE CLUB



Photo John Jeremy

Past Commodores, Honorary Life Members and Life Members gathered with the Commodore and Captain under the photo of Captain Amora on 17 November

A lunch was held at the Club on 17 November for past Commodores, Honorary Life Members and Life Members. Organised by Tony Saunders, the lunch was the usual success. Explaining the presence of a photograph of our first Commodore, Tony told this story:

“Our club was founded in 1872 during Queen Victoria’s reign and our first Commodore was Captain Joseph Horatio Amora, from 1872 to 1875. From our Centenary book, published in 1972, we find that he was born in Chile, the son of a master mariner and an English mother. Joseph married a local girl in Waverley in 1867 and settled here in 1869.

“Other sources reveal rather more. On 10 June 1882 the Marine Board suspended Captain Amora’s license for three months for causing the loss of the steam collier *Llewellyn* at Wollongong. On 22 May the vessel had left Sydney, lightly laden, for Wollongong. She had a few passengers on board. In slight seas and heavy fog the vessel hit Bellambi Point and ran up on the rocks. The passengers and crew were all rescued but when Captain Amora was coming ashore in a basket he was dumped in the sea and narrowly escaped drowning. The vessel broke up amidships. She was reported as being insured for £4,000, half her value. *Llewellyn* was described as being a three-masted timber schooner of 290 tons, 151 feet in length and built in 1875. Captain Amora’s license may have been suspended for longer but it was noted that in a previous incident with *Llewellyn* when she had lost her rudder, he had shown considerable judgment in saving the vessel.

“In *The Queenslander* of Saturday 30 July 1892 it was announced that Captain Joseph Horatio Amora had just been appointed Honorary Chilean Consul in Sydney. Subsequent reports in 1896 record that he

was also the Vice Consul for the Netherlands, Consul for Nicaragua and “other states.” December 2011

Now for the juicy bits.

“According to a newspaper article headed *Chilean Consul*, on Monday 8 February 1897 Captain Amora was charged with misappropriation in the Summons Division of the Water Police Court in Sydney. He was charged at the insistence of Mr Graham Kerr, Manager of M’Cloud and Co. of York Street, with the misappropriation of £290. This was part of a sum of £600 entrusted to him by Mr James Kerr and Mr B. B. Wise to purchase the schooner *Oscar Robinson* on their behalf. He pleaded not guilty. Mr James Kerr was a trader in the New Hebrides and it appeared that his agent for the purchase was Captain Amora.

“On Thursday 25 February he was found guilty of stealing £290 and was sentenced to two years imprisonment by Mr Justice Cohen. On behalf of the prisoner, certain points were reserved for consideration of the Full Court. I have been unable to find out what subsequently happened.

“Captain Amora must have then fallen on hard times. In a newspaper article dated 13 Sept (the year is blurred on the Internet) it was reported that a Captain Joseph Amora had not paid his rent to a Mr William Lloyd for a house in Moore Park Road and whilst the Captain and his wife were away the house was entered, his goods were taken and sold for £22. It was reported that the Captain had been a tenant for some time and due to illness was some £17 behind in rent. Subsequently, the Captain took William Lloyd to court to recover compensation for wrongful trespass and damages were laid at £1,000 — a bit of a try on? I haven’t been able to find out what happened with this matter.

“Captain Joseph Horatio Amora died on 27 December 1902 in Lewisham hospital aged 56. “So ends the tale of our first Commodore. God save Her Majesty Queen Victoria!”

Past Commodore John Jackson was moved to respond on behalf of all later Commodores, as reproduced below.

Tony Saunders Esq.  
Most venerable member  
The Sydney Amateur Sailing Club.

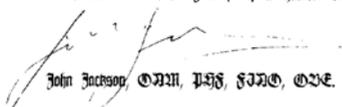
Sire

As a most humble member of the historic sailing club of this colony, may I with the deepest respect offer to you my most sincere thanks and gratitude for the invitation to lunch in the most ambient of locations on the shore of the finest of harbors’ capable of offering shelter to our colonial fleet of sailing vessels.

My fellow Commodores’ were somewhat concerned to hear and listen to the somewhat dubious background of our founding Commodore, we can assure you that no such behavior would be or has been tolerated since that time. I can also assure you that all Commodores since that ghostly fellow held office are and were gentlemen of the highest caliber.

Again, my thanks for bringing together some of the finest gentlemen of the colony, men of whom I am sure our gracious Majesty would be proud.

I am and will remain Yours far from humble servant

  
John Jackson, OAM, JHS, FJMC, OBE, etc. etc. Commodore 210



Photos John Jeremy

*Tio Hia* and *Cherub* after the start of the Gaffers Division on Sunday 6 November (above)

Sunday 6 November was 'Try Sailing' day and a number of visitors joined SASC yachts for the day's racing and had a great time. It was all smiles in *Torquill* (below)





RAN Photograph

The crew of Royal Australian Navy Patrol Boat HMAS *Broome* prevented an environmental and maritime disaster off Papua New Guinea on 24 October by providing assistance to a commercial container ship which was adrift without power. Despite MV *Vega Fynen*'s large size compared to the patrol boat, HMAS *Broome* was able to slowly pull the ship away from immediate danger. The Armidale-class patrol boat, dwarfed by the container ship, kept the ship under tow for six hours until passing the tow line to a commercial tug better suited for the role.

We don't often see submarines in Sydney these days but HMAS *Dechaineux* recently visited Fleet Base East. She is seen here at No. 3 Naval Buoy being saluted by the crew of *Flying Brandy*.

Photo courtesy Marco Tapia



## THE STARTER'S DAY OUT

by  
Tony Barry

All of us old blokes on *Captain Amora* have had lengthy sailing careers, as one would say, both in competition at the Amateurs and other places. Some months ago, in a bid to revisit my youth, I asked Chris Sligar, the Super 30 Division representative and owner of *Very Tasty*, to take me for a ride on a BIG Saturday — a heat of the North Sails Super 30 Gold Cup. The stipulation was that I wouldn't be asked to do anything, just come for a ride when I could organise a replacement for my regular Saturday starting duties and take a few pictures. Several months ago we chose Saturday 5 November. Little did I know at that time it would turn on a blistering 20-knot-plus Nor-Easter.

Quite different from my previous boats *Ben Boyd Road* and *Wimaway*, a Duncanson 35, *Very Tasty* is a Hick 30, a skiff-like fibreglass-lined hole in the water — a regular greyhound. No fence on this baby. Last time I was on a boat without a fence was on my VJ *Tamy* at Lake Macquarie in 1958.

This was going to be quite a challenge for someone three score and ten, plus some, just to stay on board in what was to be a blast.

There were 26 starters on the day, a scratch start as usual, and the usual jockeying for position before the start was intense. I had taken a place in the middle of the boat with a handy hiking strap available

Photo Tony Barry

The crew at work  
in *Very Tasty*





Photo Tony Barry

between the skipper Chris and behind big Al, the mainsheet hand, who I had hoped would provide shelter against the possibility of me being washed off the deck.

About this time the boss suggested it might be best if was to sit behind him.

The stern had just been vacated by Simon whose job was bowman — “wasn’t he supposed to be on the foredeck?” He had been kneeling at the stern holding the backstay watching the wake as we cruised back and forth behind the start line, perhaps this was the secret of not falling off this greyhound. Was he checking that the outboard had really been removed and not fallen off? I suspect it had more to do with the dent the crew had already made in that carton of stubbies.

Didn’t the boss know I was VERY close to the sloping stern of this flyer, just centimetres from effortlessly sliding off for a swim? Not much to hold onto here, a mooring cleat on either quarter, the imprints of which I still have on my hands and a deathly grip on the backstay, a lesson I had learnt from Simon, and I was supposed to take some pictures. Was this guy trying to get rid of me the Starter? Surely not me, who could call him OCS for the next ten races in a row.

My trusty replacement starter, Russ Chapman, sounded the horn and the *Captain’s* Cameron hauled down flag V and we were away. A pretty

The Super 30 fleet beating to windward in the fresh north easterly

## SASC NEWS

mediocre start if I might say so, at the pin end and buried under 90% of the fleet all racing away on starboard tack. We starters, as you would probably guess, are experts on starting. As a recognised expert I was a bit disappointed not to be asked for advice but then I did say I didn't want to do anything, just take a few pictures.

On the first beat to the Lady Bay YA buoy the guys proved what they were about and got there first. Perhaps the skipper didn't need my starting advice after all. The slight problem was that *Tasty* touched the buoy and by the time we had executed the penalty turn *Zippier* raced past. What a mighty effort never the less.

The downwind legs under spinnaker were exhilarating, did I see 14,15 or was it 16. There were calls for "move back, move back, move to the back" as we surged forward on the plane. "Hey what about me" — I was at the back, a few more centimetres and I would be swimming. But what a ride it was, if I could only hang on — just fantastic. There were Tigers falling down all around us and *Zippier* was like a Maserati on water.

After a couple of hours of this we got to the finish in Taylor Bay. What, no gun for an absent Starter? *Zippier* was just too good, one minute and 34 seconds in front.

What an adrenalin pumping day — I didn't fall off, got some pictures but missed the coffee break.

You can see the pictures on [www.YouTube.com](http://www.YouTube.com) — search for Very Tasty @ sasc.

Skipper Chris texted me later that week "fantastic, what a cracking day", and it was. Thank you ball boys, thank you players and thank you *Tasty*.



Photo Tony Barry

*Tigger* having some spinnaker fun allowing *Shere Khan* to overtake on a run

# 176TH AUSTRALIA DAY REGATTA 2012



The 176th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Thursday 26 January 2012. 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 [www.australiadayregatta.com.au](http://www.australiadayregatta.com.au) and copies of the Australia Day Regatta program are available at the clubhouse and on the web.

The Australia Day Regatta Race Management Committee is chaired by SASC Past Commodore John Jeremy and 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 *Sydney*.

Following the success of last year's event, a sausage sizzle will be available at the SASC after the Regatta.

***Members are asked to keep the pontoon, piles and holding moorings clear for visiting yachts on the afternoon of Australia Day.***

Touch-and-go for dropping off guests will be possible at the end of the pontoon.

Other attractions on the water on the day will include an aerial display by RAAF F/A 18 fighters, SAR demonstrations by a RAN Sea Hawk helicopter and a parachute drop into Farm Cove by Army Red Berets.

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.

*The Australia Day Regatta is proudly sponsored by*

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# CHOULES ON THE WAY



UK MOD(N) Photo

ADF Ship *Choules*, previously RFA *Largs Bay*, left South Africa recently on the last leg of her delivery voyage to Australia. She will be commissioned as HMAS *Choules* in Fremantle on 13 December and will arrive in Sydney before Christmas. Although now bearing her Australian pennant number she is still painted in RN grey making her a distinctive addition to the RAN



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Rob Landis, SASC Member and owner of *Thara*, is a Marine Surveyor specialising in timber yachts for pre-purchase and insurance surveys

*Special rates for SASC Members*

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## FIVE OLD FARTS (AND JEEVES) HEAD 060°

*For offshore enthusiasts, nothing quite matches the special pleasure of going to sea with good mates. David Salter reports*

A few days before our scheduled departure on the 9th annual BBQ Classic Cruise to Lord Howe Island the shipwright was still fiddling about below, we had no stove, the radio and aerial tuner were in bits, the mainsail was at the sail loft for repairs, very little of the required safety gear was on board, the galley had no utensils and the chart plotter – when we finally got it working – seemed to be at least 2 degrees out. In other words, situation more-or-less normal. Any outsider might think there was no way we'd get as far as Watson's Bay let alone complete the 420 nautical mile passage to the Island, but for we mob of offshore veterans this was a pretty familiar routine. Order would eventually emerge from chaos, and we'd be off again on the best adventure sailing can offer: an extended ocean voyage with good mates.

You know it's a cruise when the crew already has a drink in hand before departure

Our ride was Hugh O'Neill's latest conveyance, a sturdy Cavalier 37 re-named *The Indefensible* (which is, apparently, a direct quote from his wife when she was finally informed of its acquisition). Some SASC members may remember the boat when it was previously owned by Ian Anstee and named *Caballero*. We knew it to be a well-found, sensible

All photos by David Salter



yacht more than equal to the demands of an 840-mile round trip. The same, perhaps, did not apply to the crew. Supporting Hugh O'Neill as skipper was the rather ancient cohort of Dal Wilson, Mike "Tomo" Tomaszewski, Charles Davis and myself. The best that could be said of our decrepit ship's company was that what we lacked in strength and stamina was more than made up for by our collective experience. We'd all sailed a squillion offshore miles together in various permutations on a variety of boats. But it was sobering to reflect that our average age was on the wrong side of 68 – and even more disturbing to learn that I (a grandfather!) was the youngest.

Still, this was a cruise, not a race. Without the pressure of constant sail changes to push the boat to its maximum performance, there wasn't much to go wrong. Trim the rig into balance, steer 060° from North Head and we'd eventually get there. And the key word was "eventually". After a series of early scrappy rain squalls on our departure day the breeze evaporated into 0-4 knots from the NE and we had to set *The Indefensible* up for motor-sailing: main strapped on hard and 2000 rpm on the donk. "Everyone happy with that? Great. Jeeves can take over from here. Press the bloody button!" Jeeves — the ever-reliable autohelm — was the hardest working member of our crew. For the next four days he steered tirelessly, keeping a far truer course than any of us could have managed on the helm. His unflinching efforts also allowed us to adopt a very generous watch system through the nights: two hours on and *eight* hours off. This was luxury compared to racing schedules,

Much of the passage to Lord Howe was one long reach





Tomo off watch in the VIP forepeak reading room

but we soon learned how boring it can be alone on deck at 0400 with only the faint click of the autohelm for company.

The downside of all this motor-sailing was our rising concerns over fuel consumption. We had three 20-litre jerry cans of top-up diesel, but cruising at 5-6 knots was consuming at least 2.5 litres per hour and there were still around 300 miles to the Island. Without a decent breeze soon we'd have to ration – or completely stop – our motoring to conserve enough fuel to approach the Lord Howe reef safely and navigate into the lagoon. Meanwhile, for sheer entertainment value, it was difficult to top Hugh's supervision of re-fuelling. So paranoid has The Mighty Helmsman become about spilling a drop of diesel into the cockpit that the simple task of topping up the tanks was transformed into a bizarre *danse macabre* featuring a huge siphon, various pourers and funnels — and plenty of coarse language.

And just when we contemplated emptying the last jerry can, in came a glorious 15-knot reaching breeze that let us roll out the jib, ease the main and steer a straight, comfortable course for the Island. For the next two days the motor was only kicked into life to charge the batteries, run the fridge and provide sufficient juice for Jeeves to keep up his tireless trick at the helm. This was genuine champagne sailing over long, gentle swells and under brilliant blue skies. Plenty of time for cockpit yarns, reading, drinking and the customary arguments over the best way to boil rice at sea. (This fierce debate has been going on since *Mark Twain* days and seems no closer to resolution.) Conditions were so benign that at one stage Dal and Chas combined to cook a lamb roast — with all the trimmings.



Re-fuelling mid-Tasman became something of a ritual

Picking up your mooring in the narrow North Passage is always a challenge





Ten cruising crews assemble for the annual Ned's Beach formalities

Hugh O'Neill was delighted to receive the 2011 Classic Cruising Yachtsman of the Year award



Too soon we sighted the twin peaks of Lord Howe about five degrees off the port bow. Now making almost 7 knots, our ETA at the entrance to North Passage was well after sunset so we settled into the well-worn routine of just mooching back and forth at a safe distance waiting for first light and a favourable tide. *Fidelis*, the other participant with SASC connections, had beaten us in by a day, but any impatience to get ashore was adequately tempered by the liberal application of Mr Bundaberg's finest brew. (And how thoughtful he was to package his excellent product in square-section bottles so that it doesn't roll around in the bilge!) By 0600 we were chatting on the VHF with harbourmaster Clive Wilson who's known most of the crew for decades and deftly guided us to our allotted mooring. "Pack up! Clean up! Let's get off this thing, lads, and have a shower!"

The following evening the crews of ten cruising yachts assembled in perfect weather at Ned's Beach for the traditional BBQ fund-raiser for the local school. More than \$2,300 was raised on the night and Nigel Stoke, the unofficial organiser of the event, noted that more boats completed the cruise this year than had competed in the race to Lord Howe the previous week. And to add special value for Amateurs members at the gathering, our skipper Hugh O'Neill was awarded the Classic Cruising Yachtsman of the Year trophy. Hugh has sailed to Lord Howe more than 20 times on at least four different yachts. For once, as he accepted his award, *The Mighty Helmsman* was lost for words.

# WHERE DID THE OIL GO?

December 2011

The recent grounding of the container ship *Rena* off the New Zealand coast drew considerable attention to the pollution of the pristine environment by the heavy fuel oil which leaked from the stricken ship. Fortunately the quantity released was quite small — had the ship been a tanker the environmental damage would have been considerable.

There have been concerns for some years about the potential release of the large quantities of oil in ships sunk during World War II. One wreck of concern was the tanker *Montebello*, torpedoed off the coast of California in December 1941. It was thought that the approximately 10,000 tons of oil that the ship took to the bottom with her in 270 m of water might leak from the wreck and pollute the coast about 6.5 nautical miles away.

An examination of the wreck in 1996 revealed that, apart from her bows being detached, the ship was sitting upright and in quite good condition. By the time of another inspection in 2010 the wreck had deteriorated raising the possibility that the cargo could soon be released.

In October this year Global Diving and Salvage were contracted by the US Coast Guard to find out if any oil actually remained in the wreck. Over 11 days of survey work Global's Cougar XT ROV was used to conduct a visual and sonar inspection of the wreck for 3D modelling. Other work included thickness gauging of the hull, physical sampling of cargo tank contents and sampling of the sediments around the wreck site. A neutron back-scatter tool, a non-invasive sensing device, was also used to detect the presence of oil and any oil/water interface.

This detailed survey showed that no oil remained in the wreck of *Montebello* and there was no trace of it in the surrounding sediments. Where did it go? Most likely it simply leaked out gradually, unnoticed over the last seventy years to be naturally dealt with in the environment.

These findings pose interesting questions about potential pollution threats from World War II wrecks. Oil is known to be slowly leaking from wrecks in Truk Lagoon, for example, but nature may, in part, be dealing with the problem posed by deep sea wrecks.

Photo Vancouver Maritime Museum



The tanker *Montebello*

## HOLIDAYS AT THE SASC

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 barbecue 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 17 December 0900 – 1800

Sunday 18 December 0900 – 1800

Saturday 24 December 0900 – 1800

Monday 26 December 0900 – 1800

Tuesday 27 December 0900 – 1800

Saturday 31 December 0900 – Sunset

Sunday 1 January 0900 – 1800

Monday 2 January 0900 – 1800

The office will be closed from COB Thursday 22 December to the morning of Monday 9 January 2012. Racing will be off-line from COB Monday 19 December to the morning of Monday 9 January 2012. The boatshed will be closed from COB Thursday 22 December until Monday 16 January 2012.

## MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense**.

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

**Please** — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.

# WHARF RULES

December 2011

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 yachts causes considerable inconvenience to those members who use dinghies.

Please keep the area clear at all times



## NEW MEMBERS

We welcome the following new member:

David Rossiter

### HELMSMAN WANTED

I know of a magnificent timber Dragon whose owner is keen to race in SASC Classic events, hopefully in Classic Division 2. She is ready to go, crew and all, however the owner requires an experienced helmsperson to skipper her — a chance of a lifetime!

Interested parties are invited to phone me on 9266 0931.

*Southerly*

### MORE RANGERS

Our member Ian Smith will begin construction of a Ranger-class gaffer this coming winter. Her scantlings will be identical to A1 and she will be for his personal use sailing under the sail number A6.

Marcus Cranna, also a qualified shipwright, lives at Murwillumbah on a property with a large shed. In this facility he is soon to start building a Ranger. She will be of cold-moulded double-diagonal construction and will be lug rigged with less sail area than A1. She will be used for family coastal cruising.

*Southerly*

### SASC SHOP

*(AKA The Office)*

The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$30.00
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	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00

### NEWSLETTER DEADLINE

The next *SASC News* will be the February 2012 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 January 2012. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo Stanton Library

The ferry *Kulgoa* at the original Old Cremorne Wharf, about 1910. The site is now, of course, the home of the Sydney Amateur Sailing Club



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