



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2013

SYDNEY AMATEUR SAILING CLUB

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Racing (Monday & Friday only)	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au

Commodore	Liam Timms
Vice Commodore	Bruce Dover
Rear Commodore	Sean Kelly
Captain	Christopher Sligar
Honorary Treasurer	Greg Sproule
Honorary Secretary	Peter Scott
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Alice Murphy

Cover:

Alruth making the best of the strong winds on Gaffers Day

(Photo John Jeremy)

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Editor: John Jeremy

email: news@sasc.com.au

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COMING EVENTS

December 2013

FRIDAY 17 JANUARY 2014

First Friday Twilight race for 2014

SATURDAY 18 JANUARY 2014

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser/Racer Division long and short series, Classic Divisions and Cavalier 28 Division. Chaos Cup and Teapot Trophy for Super 30s, Nominated Skippers Race for Cruiser/Racer Division

SUNDAY 19 JANUARY 2014

Point score race for Division 6 and Gaffers Division

SUNDAY 26 JANUARY 2014

178th Australia Day Regatta

SATURDAY 1 FEBRUARY 2014

Super 30/MHYC Sprint Series. Point score races for Cruiser/Racer Division long series, Classic Divisions and Cavalier 28 Division

THURSDAY 6 FEBRUARY 2014

Classic Twilight Race

SATURDAY 8 FEBRUARY 2014

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser/Racer Division long and short series, Classic Divisions and Cavalier 28 Division

SUNDAY 9 FEBRUARY 2014

Point score race for Division 6 and Gaffers Division

SATURDAY 15 FEBRUARY 2014

Point score races for Super 30 Cup, Cruiser/Racer Division long series and Classic Divisions

SATURDAY 22 FEBRUARY 2014

Point score races for Super 30 Cup, Cruiser/Racer Division long and short series, Classic Divisions and Cavalier 28 Division

SUNDAY 23 FEBRUARY 2014

RANSA Regatta. Point score race for Division 6 and Gaffers Division

SATURDAY 1 MARCH 2014

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser Racer Division long series and Classic Divisions

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TENDER?**

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Allan or
Dennis on
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Sun: 0900-1700

**On race days
you can con-
tact the fast
tender on
0418 678 819**



The SASC celebrated a successful Gaffers' Day on Sunday 13 October. The stiff breeze came in and all were reminded by Charles Maclurcan of Mother Nature's intention for the day before we set sail. The conditions tested the many beautiful classics and their crew and delivered spectacular viewing for those enjoying the relative comfort of *Proclaim*.

The members of the Gaffers Committee led by Peter Scott deserve recognition for their great efforts. The Club received many congratulatory messages from our harbour compatriots distilling the success of the day driven by the Club's 'can do' spirit and what a special place The Amateurs is — unlike any other.

Gaffers Day has its special place in Australian sailing recognised by the visiting yachts from Port Phillip, Twofold Bay, Broken Bay and the many great sailors who grace us on the day.

In making this all happen we are so fortunate to have so many volunteer contributors on Gaffers' Day covering everything from start crews, docking, tender service, BBQ, bars and merchandise and every little part that was contributed makes the whole day the success it is and recognised for its special place in sailing. Thank you to all volunteers and the club staff for your efforts.

Thank you kindly Mary and Philip Kinsella and Sarah Scott for tending to the Club's gardens and house floral arrangements. The effort contributed for both the Flag Officer's Dinner and Gaffers Day made beautiful finishing touches.

On the racing front we welcome Alice Murphy as Executive Racing Secretary. Alice has only been with us for a few weeks and is doing a great job pulling together all the strings for our successful sailing program. Please make Alice welcome in her new role; we are very delighted to have her join The Amateurs.

Thank you Captain Chris Sligar for undertaking an extraordinary job in co-ordinating the start of the season, weekly racing programme, fleets and the many other activities to ensure the on water success of the Spring season. Please ensure you extend your gratitude to Chris, this does not need to extend to cutting *Very Tasty* any slack around the buoys!

As the Spring Pointscore draws to close we have digested a lot on water. In the last four months thirty race days multiplied by as many as six divisions all delivered by the very professional and always smiling starters who head out in sunshine, rain or hail without fail every week to make all this possible. Please thank them, say hello on the water and make sure you report in if you retire during the race.

On terra firma we have just had a replacement pile driven for the *Jack Millard* crane. In the coming weeks the re-built crane will be installed. A special thank you to Trevor Cosh for dedicating so much of his time and experience in co-ordinating and supervising this work. It is very enjoyable working with your unstoppable energy and drive — the barge and pile driver has about half the torque you deliver.

Have a wonderful time over the festive season, if you are down at the Club over the holiday period please ensure you clean and stow anything you use and lock up when you leave as there may not be anyone after you. I look forward to seeing you in 2014.

Liam Timms

GAFFERS DAY 2013

December 2013

It was something formidable and swift, like the sudden smashing of a vial of wrath. It seemed to explode all around the ship with an overpowering concussion and a rush of great waters, as if an immense dam had been blown up to windward. In an instant the men lost touch of each other. This is the disintegrating power of a great wind: it isolates one from one's kind. An earthquake, a landslip, an avalanche, overtake a man incidentally, as it were — without passion. A furious gale attacks him like a personal enemy, tries to grasp his limbs, fastens upon his mind, seeks to rout his very spirit out of him.

Typhoon

Joseph Conrad

by
Peter Scott

Gaffers Day is an ideal way to celebrate the living history of yachting on Sydney Harbour, it is a day to be enjoyed by all, those who sail and those who cheer them on. This year we gathered together hoping for a little more wind than we had in 2011. Well, I think we will have to be a bit more careful what we wish for, as during the afternoon, the BOM recorded gusts from the West at over 40 kn. Many of the 93 boats entered wisely chose prudence and must be commended for their common sense as the conditions were challenging for even the most experienced of crews.

If the gasps and the cheers of the spectators on the ferry and from other vantage points were any indication, it shows the pleasure so many

Photos John Jeremy unless otherwise credited

Yachts gathered
at the pontoon on
Gaffers Day





Kelpie and Hoana

people shared in appreciation of the great spectacle. We often like to remark upon our “Corinthian” spirit at the Amateurs and this was the event to prove it. The conditions were certainly demanding; the boats and crews were tested and there was an air of apprehension throughout the day. A great sense of relief washed over all ashore after the sailing. Impromptu swimming at the Green Shed, collapsed wet crew members drying out on the lawn.

Following the drama on the water came the hospitality ashore, an affair involving every club member and guest, whether they were active sailors or just down to see what all the fuss was about. Under the shade of our bush surrounds the Irish band ‘Shindig’ played away in the afternoon sunshine, on the lawn the BBQ’s sizzled, whilst the bar quenched thirsts and the stories were told. The historic 18-ft skiff *Alruth*, having just won its race, capsizes on the work home and spends another hour and a half in the water. The coua boat *J’aime* breaks its mast in a vicious gust, attest to the veracity of the tales.

As Philip Kinsella, with that manic twinkle in his eye, fired the Club cannon, the fleet set off for the start in Athol Bight where Charles Maclurcan and his starting team of André van Stom and Maggie Stewart waited in *Captain Amora* to send them on their way. By start time it was clear that chaos was taking its toll, the spectators had settled into their viewing positions, with the dress circle following the fleet in the historic ferry *Proclaim*.



Souvenirs and sustenance being dispensed on the lawn

Commodore Timms dressed for the occasion





The Club was well sheltered for the morning despite the brisk winds on the Harbour

Ninety three yachts were entered in seven divisions; some travelling from far away times and places. A flotilla of couta boats arrived on Saturday from Pittwater, and with barely an hour's rest set out again taking part in the club race. Special mention must be made of the efforts of the boats *Mathilde* and *Wattle* from Victoria, and *Margaret D* from Eden which travelled up for her first outing on Sydney Harbour. Unfortunately, many boats having made all the effort to be there were overwhelmed by the conditions and we can only imagine what a sight it might have been if the winds had been kinder.

RESULTS

Metre yachts

First: *Fidelis* (Nigel Stoke)

Second: *Tanami* (Anthony Rose)

Third: *Celeste* (Hugh Treharne)

Division 1 — Bermudan

First: *Archina* (Joe Skrzynsk)

Second: *Anonyma II* (Tony Curtis)

Third: *Thara* (Rob Landis)

Division 2 — Bermudan

First: *Narawi* (Andrew Minter)

Second: *Fantasy* (Mikkal Sveum)

Third: *Gina M* (Tim Gilkes)

Division 1 — Gaff-rigged

First: *Sana* (David Mathlin)

Second: *Hoana* (Martin Van der Wal)

Division 2 — Gaff-rigged

First: *Killala* (Les Galbraith)

Second: *Kelpie* (Dougal & Merrin Maple-Brown)

Rangers and Couta Boats

First: *Emily* (Maurice Drent)

Second: *Mathilda* (Colin Mitchell)

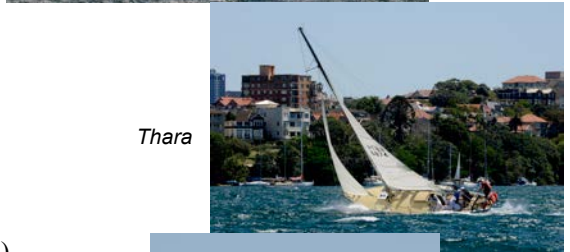
Third: *Southerly* (Terry Moran)

Historic 18-ft Skiffs

First: *Alruth* (Robin Tickner)



Fidelis and
J'aime



Thara



Emily

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. As to the racing, the best description is the slideshow that can be accessed on YouTube under the search title “SASC Gaffers Day 2013”

Prizes for each division included the Gaffers Day poster of the Hal Harper award-winning yacht *Hoana*, drawn up by Dermer Bennett with graphic design by Marni Raprager. There are two further prizes

awarded which recognise the special efforts and achievement of yachts and crews on the day. In particular we would like to acknowledge the generosity of the Maple-Brown family in donating the beautiful Kelpie Trophy to the club.

The Ladies Choice

For the best dressed boat and crew

Kelpie (Dougal and Merrin Maple-Brown)

The Kelpie Trophy

A perpetual trophy awarded for the most outstanding boat on the day
“For the gracing not just the racing”

Vanity (John Crawford)

How can we adequately acknowledge and thank the team behind the success of the day? There were so many members and staff involved in the production, so that in no particular order the honours go to the following:

Megan and Judy cheerfully and calmly saw to all the details and ran the show from the office. Maggie Stewart, having recently retired as executive racing secretary, jumped back in again bringing to bear fifteen years of Gaffers Days’ experience. Alice Murphy, our new racing secretary, helped in every department to quickly come to grips with that for which she had signed on.

*Emily, Ranger
and Cherub*

Our Commodore, Liam Timms, dressed in a style befitting his office welcomed members and guests with a general overview of the day and instructions for finding the ferry. Vice Commodore Bruce Dover setup





Southerly and Alruth



Killala



Tamaris and Hoana

SASC NEWS

and ran the tender service for hours. Rear Commodore Sean Kelly organised just enough alcohol, catering and staff for the day. The rum tent was ably crewed by the experienced team of Mel Godfrey, Dal Wilson and Richard Lamrock.

Mike de Burca, who as dockmaster, calmly and securely guided the yachts to their berths. John and Kirsty Sturrock who had the impossible job of allocating 30 spaces to 50 yachts. Both tenders, *Nancy K* and *Jack Millard* never stopped and their drivers Trevor Cosh, Jim Lawler, Rod Simpson and Bill Hogan 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.

Philip and Mary Kinsella, with Sarah Scott were responsible for the beautiful floral decorations of the Club and for wrapping the prizes, 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, we are sorry to see you go Frank.

The Welcome tent staffed by Sally Rice and Alison with some help from Marni and Peter Scott, ran up record merchandise sales and distributed tickets, information and advice. Merrill Barker was always there to help and in particular his support with the ferry bookings and management. David Salter and John Jeremy, contributed to the Media coverage and the photographs which, as you can see, capture the beauty of our yachts and the harbour.

*Plym, Caprice of
Huon and Tanami*





*Tamaris, Hoana
and Ada II*

Sean Kelly who, with Mindy's calmness and regular staff support, manned the bar in the face of an unquenchable thirst! The morning BBQ was setup and run by Chris Manion (who certainly looked in his element), with Rod Gillespie and Jim Paskalis assisting. In the afternoon a ravenous crowd threatened to overwhelm the BBQ, but Herschel, Catherine and Mark Pearse, had their measure.

Greg Sproule, who kept the committee minutes and quietly ignored all the irrelevancies and Laurence Eastwood who rallied the Pittwater fleet to sail down the coast and join us. There were also reps for each of the seven divisions including; Mark Pearse, Robert Evans, Ian Kortlang, Philip Kinsella, Greg Sproule, and Bill Loader.

The sailing instructions, courses and handicapping were overseen by Peter McCorquodale. To get all the yachts to finish near the same time provided a wonderful show for the onlookers with a cloud of spectacular sail at both start and finish. Entertainment and safety were looked after by Maurie Evans and Mike Warner. Sue from St Johns ambulance was on duty at the club throughout and on the water were the volunteers of Marine Rescue.

Setup and breakdown was managed with a minimum of fuss by Ian Anstee and Ted James. In particular I would like to thank Marni Raprager for her excellent work on all the graphics and merchandising which has lifted the Club's presentation to a new level. As the chairman of the organising committee, I know we have had an outstanding effort



Photo Alison Julian

Beating to the finish

from everyone involved (over 40 members) and as a club we can take great pride in the result.

Lastly, our thanks must go to all members and visitors who prepared and entered their boats. 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.

Three cheers for Gaffers Day.... Hip...hooray, Hip...hooray, Hip...hooray

Entertainment on the lawn

A special thank you to all the photographers who gave the Club collections of beautiful photos taken on the day — far more than we could ever use in the News. To see many of them visit YouTube and search for ‘SASC Gaffers Day 2013’ — Ed.





Hoisting the Red Ensign on *Kelpie*

The Maple-Brown family of *Kelpie* were perfectly dressed for such a memorable day



YACHT SKIPPER FINED IN UK

The skipper of a racing yacht has been made to pay over £100,000 in fines and costs after colliding with a 120,000 ton oil tanker in the Solent. Roland Wilson of Perthshire, Scotland was found guilty in October on three counts of breaching international maritime law at West Hampshire Magistrates' Court.

On 6 August 2011, the yacht *Atalanta of Chester* was taking part in the first day of racing at Cowes Week. Heading towards Southampton Docks was the tanker *Hanne Knutsen*.

Skipper Roland Wilson, who at the time was a Royal Navy Lieutenant, said that he spotted the red tanker when she was five miles away. However, the yacht sailed into the moving exclusion zone protecting *Hanne Knutsen*. Fearing for his safety, a crew member on board the yacht then jumped overboard moments before they collided with the bow of the tanker.

The yacht's rigging then got caught up on the tanker's anchor causing the mast to collapse onto to the head of one of the crew. He later was taken to hospital but wasn't seriously injured.

Roland Wilson was found guilty of failing to keep a proper lookout and impeding a vessel using a narrow channel. He was fined £3,000, ordered to pay a victim surcharge of £15, and made to pay costs of £100,056.68. In passing sentence, Judge Anthony Calloway said, "Fortuitous it was that there was no loss of life. The potential for even greater and tragic consequence is, in my judgment, apparent."

Calloway continued, "This was not some Saturday afternoon jaunt by some inadequate vessel crewed by inexperienced, clueless and foolhardy people who frankly have no business being on the water at all. The yacht took a decision, and as I find the wrong decision, to sail towards the problem into the path of the tanker across a narrow channel. It should have kept clear and in the worst event used her engine."

Captain Jeremy Smart, Head of Enforcement with the Maritime and Coastguard Agency said "Compliance with the international regulations avoids collisions. It was very fortunate that Mr. Wilson's actions did not result in very tragic consequences. This case should serve as a reminder to all who use the water that a good lookout, a full appraisal of the situation and early action is essential to avoid incidents like this occurring."

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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

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Photo John Silgar



1837-2014

AUSTRALIA DAY REGATTA

The 178th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Sunday 26 January 2014. 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 and 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 *Choules*.

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.

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.

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON AND GOOD SAILING FOR 2014

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 ALICE (ADMIN AND RACING) ROD AND KRIS (BOATSHED), PETER (CLUBHOUSE), MIKE, ALLAN AND DENNIS (TENDER DRIVERS) AND THE STARTING TEAMS



A century ago, on 4 October 1913, the battlecruiser HMAS *Australia* led seven ships of the young Royal Australian Navy into Sydney Harbour for the first time. Following her were the cruisers *Sydney*, *Melbourne* and *Encounter* and the destroyers *Parramatta*, *Yarra* and *Warrego*. Their arrival was watched by large and enthusiastic crowds and, less than a year later, they were to be faced by the demands of the First World War.

To mark the centenary of the arrival of the ships, the International Fleet Review 2013 brought together in Sydney 19 Royal Australian Navy warships, 18 visiting warships and 16 tall ships. By Wednesday 2 October the warships had gathered in Jervis Bay for briefing before sailing the following day for Sydney. On Thursday 3 October the tall ships arrived, battling a strong southerly wind, rain and occasional hail.

On Friday 4 October the weather for the arrival of the warships, which took most of the day, was perfect. At 10 am HMAS *Sydney* led six other RAN ships into the harbour by the eastern channel to re-enact the arrival of the fleet exactly one hundred years earlier. The Governor General took the salute from Bradley's Head as *Sydney* fired a 21-gun salute on her way up the harbour.

The formal review took place on Saturday 5 October and Sydney turned on perfect weather for the occasion. Two lines of warships made a ceremonial entry into the harbour — first the small ships led by HMAS *Broome* and then the second line led by HMAS *Sydney*. They steamed up the harbour through the visiting warships and tall ships at anchor or moorings and past HMAS *Leeuwin* near Fort Denison in which the Governor General, accompanied by Prince Harry, took the salute.

The day was rounded off with a spectacular light and firework show with seven participating Australian warships floodlit in Sydney Harbour.

Fleet Reviews are a rare event in Australia — the last was in 1988. Hopefully we will not have to wait another 25 years for an opportunity to enjoy such a spectacular event again.



All Photos John Jeremy

HMS *Daring*, HTMS *Ktabi* and INS *Sahyadri* at anchor in Jervis Bay on 2 October



The Malaysian frigate KD *Jebat* secured to No 4 naval buoy off Darling Point on 4 October



HMAS *Sydney* firing a 21-gun salute as she passes Bradleys Head on 4 October



The Dutch barque *Europa* at Wharf 7 in Darling Harbour with *James Craig*. *Europa* won the Tall Ships race to Auckland which started on 10 October



HMAS *Sydney* in the western channel leading the second review line on 5 October



HMAS *Leeuwin*, carrying the Governor General as reviewing officer, leading the ANMM's patrol boat *Advance*, *Young Endeavour* and the Sydney Heritage Fleet's *Lady Hopetoun* past the Indian frigate *INS Sahyadri* during the Review. *Lady Hopetoun* was the only vessel present which was also there when the fleet arrived in 1913



The Governor General, Her Excellency Quentin Bryce AC, accompanied by Prince Harry, taking the salute from HMS *Daring*

by
Dennis Wood

This is the story of *Intombi*. She has been a working boat for most of her 110 years. Originally she was a pearling lugger in Broome, but these days she plies the tourist trade.

On a trip to Broome in mid year I visited a pearling museum which had an old lugger in the yard. Inquiries as to whether there are any still afloat revealed the existence of *Intombi* and I was lucky enough to go aboard and talk to her current owners.

She was built in 1903 in Fremantle for the Broome pearler Penn Blick, an immigrant from South Africa who named her *Intombi*, which means “young maiden” in Zulu or Swahili.

She was originally 36 feet long with a 4 foot draft and 12 tons displacement, built to last of jarrah and ironbark. In 1925 she was bought by Streeter and Male who were a big pearling enterprise operating in Broome at the time.

Four years later she was largely rebuilt illegally using indentured Asian labour. It was the onset of the depression and there was a ban on using imported labour to do anything other than minor repairs. However Broome was quite remote and there were no 457 visas then. These “minor repairs” resulted in the length being increased by 50% to 54 feet! This allowed two divers to operate instead of one, which greatly improved the economics of the vessel.

Intombi

Photos Dennis Wood



The life of a diver was very hard. Many of them were Japanese. Typically they lived most of their time on the boat. The master would up anchor before dawn and drift astern on a light anchor with the divers below gathering the pearl shells. It was (and still is) dangerous work. There are over 700 divers' graves in the Japanese cemetery at Broome.

In the 1930s *Intombi* was sold and used as a fishing boat. She worked from Geraldton to Albany over the next 40 years including some time in the ownership of well-known Italian fishermen operating out of Fremantle. *Intombi* escaped being destroyed during WWII. Many of the Broome pearling luggers were scuttled or burnt to deny them to the enemy in the event of a Japanese attack.

Interestingly, in the late 1970s, she once again became a pearling lugger for a couple of years in Port Headland.

Private ownership followed. She was relocated to Singapore for five years from where the owner cruised Malaysia and the Indonesian archipelago.

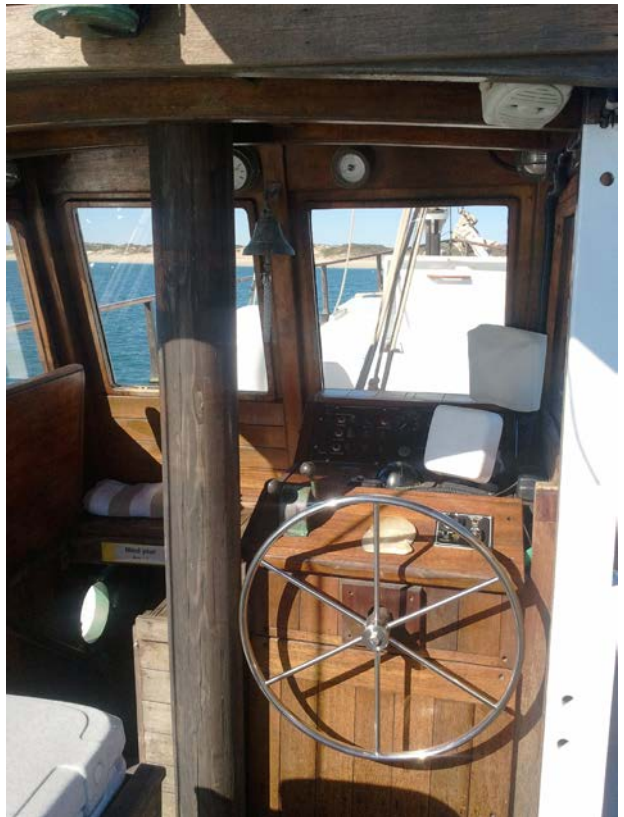
Since 2005, her current young owners have been using *Intombi* for tourist cruises in the turquoise waters off Cable Beach in Broome.

Intombi's
wheelhouse

Today *Intombi* is again being used on a daily basis as a work boat, only the nature of the work has changed. Now visitors to Broome can discover the heritage of this fascinating boat and learn about the industry for which she was designed and built all those years ago.

In writing this article, I wish to acknowledge the help and cooperation of the current owners, Ryan O'Rourke and Amy Risinger of Broome's Pearling Lugger Experience.

[*Intombi* is listed in the *Australian Register of Historic Vessels* — Ed.]



A MEMORABLE DAY IN NEWPORT

by
Michael
Chapman

On an unseasonably mild October day in Newport, Rhode Island, I was privileged to enjoy two unique sailing experiences. The sunny morning found us driving across the connecting bridge to Bristol over calm blue waters dotted with over 100 Lasers which were participating in the New York Yacht Club's Masters regatta.

The first highlight was the Herreshoff Marine Museum. The museum, which was set up in 1991 by the grandson of original owner and himself a veteran of six American Cup crews, occupies part of the original boatyard of the company on the harbour side in Bristol. Sitting on the hard next to the Museum was *American Eagle* in which local Newport skipper Ted Turner won the Sydney to Hobart and the Fastnet races in the 70s.

Nathaniel Herreshoff (1848–1938) was a naval architect responsible for Rhode Island's oldest boat, *Sprite*, (claimed to be the oldest existing private yacht in the US), and *Reliance*, the largest America's Cup

Photos courtesy Michael Chapman

Northern Light



yacht ever. Working in partnership with his brother, he designed and built the first United States Navy torpedo boats, the finest light-weight steam machinery, pioneering fin-keel spade-rudder boats in the 1890s, innovations in boat/yacht fittings, mammoth schooner yachts and the principal one-design racers of the New York Yacht Club. Their most legendary accomplishment was the construction of eight consecutive successful defenders of the America's Cup from 1893 to 1934 which included a series of the magnificent J-class yachts which repeatedly frustrated Sir Thomas Lipton in his goal of winning the Cup.

The Museum is a boatie's dream. Hours can be spent viewing the over sixty restored boats in the shed, viewing the vast variety of memorabilia, looking over the hundreds of models made by Herreshoff while designing his boats and reading the many descriptions, not only the design and construction, but also the stories of the races. Beautifully crafted polished wood, sculptured decking and hulls adorned with the shiny brass fittings make every boat a work of art. The earliest boat dates from 1868. Examples of tiny dinghies to a 50-foot cruiser (which reminded me of a classic Halvorsen) fascinated me.

However, given the recent America's Cup, the most intriguing exhibit was the original racing catamaran designed and raced by Herreshoff in the 1870s. Apparently when he outstripped the field at the New York Yacht Club he was rapidly disqualified. It was to be another century before such designs were accepted as appropriate and now, 150 years on, they have become the standard for the America's Cup challenges. The breadth of his innovation is amazing.

Embedded in the Museum is the America's Cup Hall of Fame. Commenced in 1992, it lists more than 50 of the personalities of the Cup and its races. Australians honoured include Sir James Hardy, John Bertrand (who I discovered is a descendant of Sir Thomas Lipton and so our 1984 victory was final sweet revenge for the family), Sir Frank Packer, Alan Bond and Ben Lexcen. Their stories and those of the challengers are on display and would take a morning to read through.

However our host dragged us away

On board
Northern Light



to Newport Harbour for the second glorious experience of the day. Once again comments on the blessing of the weather were made as we headed off from the pontoon aboard *Northern Light* for a majestic sail up and down Newport Sound. This 12 metre classic yacht was built in 1938. Her wooden hull and deck are in fine condition having been restored in the 90s by a wealthy local philanthropist. Her large sail area filled beautifully in a 10–15 knot breeze and took us along with a heel of 20° despite her 20 ton keel. It was exhilarating. New to a boat with a timber boom, I was surprised at the significant bow imparted by the downhaul and tension on the sail given that it was a good 30 cm thick. They claimed the boom had only been replaced once in 75 years.

My host, along with Ted Turner, is a partner in *Onawa*, a 12 built in 1928. Like many yachts in Newport, she had already been lifted for the winter, but there were still a number of 12s in the harbour. We admired *Gleam* (1937), *Columbia* (1958), *Nefertiti* (1962), *Courageous* (1974) and *Freedom* (1980). We had an amazing sense of history and awe as we gently did a circuit of the moored vessels in the enclosed harbour. By late afternoon when we headed home, I felt very honoured to have been privy to some of the sailing experiences that historic Newport has to offer. A visit is highly recommended.

MARINE RESCUE RAFFLE 2014

Last year's fund-raising raffle was a great success — many thanks to those SASC members, crews and friends who bought tickets. The Marine Rescue Sydney, Terrey Hills 24/7 Radio Base, raised \$20,600. The base has been up-grading radio equipment to enhance its service capabilities which now include the new generation ROIP (Radio Over Internet Protocol) which is used for the Monaro Region. This facility allows Terry Hills' radio operators to provide overnight watch keeping as far south as Eden.

From 1 December an app will be available which will allow a vessel to log a passage from a smart phone and for this data to be captured automatically by the Marine Rescue internet-based tracking sheet which is displayed at each base where a SKED or ETA is logged.

For this year's raffle Marine Rescue has arranged a Quintrex 390 Explorer family runabout with a registered trailer, a Mercury 9.9 hp 4-stroke outboard motor, a boat safety pack of two Maxi Deluxe life jackets, an anchor with rope and chain, a fire extinguisher, a waterproof torch, a collapsible bailing bucket, a V sheet, and two aluminium paddles as the major prize.

Marine Rescue Watch Officer and SASC member Rod Gillespie will be selling tickets from 6 December and looks forward to everyone's continued support.



Mister Christian and smeg at speed

Pictures can often be deceptive, especially when they feature sailing boats captured on a long lens. Frank Quealey of the Australian 18 Footers League snapped this scene on the Harbour a few weeks ago. The champion racing skiff *smeg*, with all guns blazing, appears to be blasting past *Mister Christian* on a broad reach. But is she really? Ben Gray and David Salter assure us that the opposite is the case. Citing her energetic bow wave as evidence, they say that their 1965 Swanson was, in fact, powering through the 18 footer's lee — and all without the aid of a spinnaker. You be the judge. Meanwhile, the Beneteau 50 *Holy Cow* sedately brings up the rear — no doubt with skipper John Clinton, as is his habit, giving the yachts ahead a gentle warning “Moooo!”

A NOVEMBER SOUTHERLY

The forecast was bad — most said “She’ll come late”
What’s there to do, but get on and just wait.

The fleet has gone out, the race has begun,
With luck they’ll be back from a race safely run.

It’s quarter to three, a call on the phone,
Bermudiana dismasted under tow on way home.

Oh *Nancy*, we’ll meet her, raft up to her side
And bring her safely the pontoon alongside.

By the time this was done, her secured and steady
The race fleet was streaming to moorings already.

OK lovely *Nancy* lets go look around
To see if any ready to come home are around.

What’s that? Not a call, but a shout!
I fear that there might be more trouble about!

It’s from *Celeste*, shouting, arms waving
Around look see, its *Antares*, she is almost aground!

Full ahead, there might be a hope
If we get there in time, and they throw us a rope.

Thank God she threw high, I just caught the line
Two turns round the post, I hope she is mine.

Hard to port *Nancy* now and full speed ahead
Let’s away from those rocks, to her mooring instead.

One hand holding rope, one for throttle and wheel
A bit more to starboard and we’ll make it I feel.

Thank you *Nancy*, so much, for your ready response
To throttle and rudder through wind waves and bounce,

Now let’s back to the Club, *Bermudiana* awaits tow to her mooring,
Sans mast and sans rigging, in one sorry state.

Mike Power

Richard Thompson, a former owner of *Mister Christian*, recently sent David Salter two images taken at Constitution Dock after the 1965 Sydney-Hobart Race. Coincidentally, this was also the year of David's first trip south, and of *Mister Christian*'s first Sydney-Hobart, skippered by the late Peter Kurts. For those with an interest in the history of offshore yachting in Australia, these pictures have special value.

The first features the mighty 73-foot South African plywood ketch *Stormvogel* which took line honours (3.20.30.09) that year. She was the standout "maxi" of her day, winning fastest time honours in races around the world. Visible in the distance just beyond her transom is the distinctive Carmen-style stern of *Cadence*, which had surprised everyone by coming third on handicap that year, then went on to win in 1966.

At left is the graceful bow of *Corsaro II*, a Sparkman & Stephens 60-footer sailed by the Italian Navy. No yacht has been involved in more Sydney-Hobart dramas than *Corsaro* during her 1965 campaign. A week before the race her skipper and navigator were injured in a car accident in Sydney. Replacements for both had to be flown in from Italy. Shortly after the start she became entangled with a spectator launch, but without damage or injury. Then, bashing to windward down the NSW coast, she broke her main boom. In Bass Strait, a crewman was pitched overboard when a spinnaker halyard parted. He was miraculously picked up within a few minutes by *Corroboree* and taken to Hobart.

Constitution Dock,
1965





*Freya and
Balandra*

The second image evokes the distinctive look and feel of ocean racing half a century ago. *Freya* sits snugly between *Fanfare* on her port side with *Balandra* to starboard. Designed, built and sailed by Trygve and Magnus Halvorsen, *Freya* completed a unique hat-trick that year by winning the 1963, '64 and '65 races on handicap. She epitomised the strong, simple offshore sloops that were so competitive in Australia under the old handicap system — but only when expertly navigated and sailed by experienced crew. *Balandra* was the “show” boat of the Sydney fleet. A 47-foot sloop designed in the UK by Nicholson she was built by Jock Muir in Hobart for Bob (later Sir Robert) Crichton-Brown. The dockside experts thought the standard of her construction and finish matched that of the British-built *Fanfare* just two berths away. And for those who can remember the mid-1960s, there’s a wealth of nostalgic background detail in these scenes. The old Holdens parked casually on the dock; the bus hurrying past; the Caltex tanker waiting to top up everyone’s fuel for the return trip to Sydney; the motorcyclist sitting proudly on his Triumph Trophy without a crash helmet in sight. Ah, what it was to be young and foolhardy half a century ago!

David Salter

VOLUNTEERS NEEDED

December 2013

Races at the SASC don't just happen by themselves. They need competent race management teams to:

- choose the courses
- lay the rounding marks
- set the starting line
- run the flags and timing boards
- sound the signals
- check all boats have started correctly
- manage any recalls
- decide if the courses need to be shortened
- set the finishing line
- identify and time each finisher
- collect the laid marks
- tabulate the results

— and that happens every race day, around 80 times every year.

Unfortunately the ranks of our race management stalwarts are slowly thinning.

If you have the time and interest to join this crucial band of club volunteers — or would just like to learn what happens out on the starting boat — then the race management team would be delighted to hear from you.

It's an enjoyable and challenging way to spend time on the Harbour if you're not racing that day and to contribute something truly useful to our club. Training will be provided as required. There's even free chips and soft drinks.

Contact Megan or Judy by email at office@sasc.com.au or call 9953 1433.



Photo John Jeremy

Gaffers Day race officer Charles Maclurcan pondering how on earth to handicap *Soren Larsen*.
Luckily, she was not a starter



RAN Photograph

After nine months operating as part of the Royal Australian Navy Fleet, on 1 November the Spanish Armada ship, ESPS *Cantabria* sailed for home from her temporary homeport of Garden Island, Sydney, accompanied through Sydney Heads by HMAS *Success*



RAN Photograph

The Royal Australian Navy Band stands in formation as guests and media take part in a special ceremony for the rededication of the mast of the first HMAS *Sydney* at Bradleys Head on 1 October



US Navy Photograph

The future USS *Zumwalt* (DDG 1000), the lead ship of the US Navy's newest destroyer class which is designed for littoral operations and land attack, was launched in Maine on 28 October. This extraordinary ship incorporates many new technologies in the ship's unique tumblehome hull, including an all-electric integrated power system and an advanced gun system, designed to fire rocket-powered, precision projectiles up to 63 n miles

NAVY SHIPS TO CHANGE COLOUR

The Chief of Navy, Vice Admiral Ray Griggs, has announced that the Navy will progressively change the colour of its surface fleet to meet modern war-fighting and regional environmental conditions.

The Royal Australian Navy has used the present Storm Grey colour since the early 1950s. The shade is equivalent to BS381C: 1948 colour number 631, light grey, which is also widely used in industry and government for things like switchboards and machinery.

The revised scheme and new paint technologies were developed through extensive consultation with the Defence Science and Technology Organisation (DSTO) Maritime Group. The basis for the new scheme is the regionally compatible Haze Grey colour (a colour used by the US Navy, for example), utilising new technologies in polysiloxane paints with Near Infrared Reflecting Pigments (NIRR).

Research has shown that the polysiloxane paints provide improved durability and fire resistance over older polyurethane systems. The use of reflecting pigments in the Haze Grey formulation reduces external shipboard temperatures by up to 20 degrees Celsius compared to the traditional Storm Grey. This contributes to decreased demand on shipboard environmental systems and a reduced infrared signature for the ship which decreases detection ability, a desirable outcome in combat.

The scheme will be implemented by a phased introduction during scheduled maintenance periods and will yield operational improvements as well as reduce costs and improve technical performance.

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.

Members who wish to moor their boats at the Mosman Boatshed for work longer than one day are reminded that it is necessary to make a booking with the office.

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 21 December 0900 – 1800

Sunday 22 December 0900 – 1800

Thursday 26 December 0900 – 1800

Saturday 28 December 0900 – 1800

Sunday 29 December 0900 – 1800

Tuesday 31 December 0900 – Sunset

Wednesday 1 January 0900 – 1800

The office will be closed from COB Friday 20 December to the morning of Monday 13 January 2014. Racing will be off-line from COB Friday 20 December to the morning of Monday 13 January 2014. The boatshed will be closed from COB Thursday 19 December until Monday 13 January 2014.

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 2013

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 on the pontoon by moored yachts causes considerable inconvenience to those members who use dinghies. Please keep this area clear at all times



NEW MEMBERS

We welcome the following new members:

Paul Brogan
Jim LeSage

A NOTE FROM SOUTHERLY

On the first point score race of 1937 the late Geoff McCorquodale and I were in the crew of *Ranger*, and it was my first season.

Geoff's son Peter was on board *Ranger* for the first race of this season, which will be my last.

Geoff remained a very close friend until his passing and it was a wonderful happenstance to have Peter present for the first event of the 2013–14 season.

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	\$50.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2013–2016)	\$40.00
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 2014 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 January 2014. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Caprice sailing on Sydney Harbour in the 1950s

Sydney Yachting Centre has joined forces with Yacht Sales Australia... (Official Brokers to the SASC)

Yacht Sales Australia is the coming together of three successful boat brokerages – Sydney Yachting Centre and Australiawide Boat Sales (Scarborough QLD and NSW) into one dynamic entity - *Yacht Sales Australia*. This exciting development brings together over 30 years boat broking experience, offering buyers access to high quality new and used yachts and power boats. **We're the only Brokers to run a listing and sales register classic yachts!** Our team are all dyed in the wool long term boaties, with passions ranging from racing, cruising and refurbishing boats of all descriptions. We're only too happy to use this knowledge to guide and assist owners and buyers alike when listing or looking for your new or used boat.

The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

List your boat with us for quick results. Every sale earns income for your Club.

For a complimentary valuation on your boat or to list, call 9969 2144 or email: sales@yachtsalesaustralia.com

...we're still at Middle Harbour Yacht Club



**Yacht
Sales
Australia**

...we've got the East Coast Covered!

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www.yachtsalesaustralia.com*