



# SASC NEWS

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

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April 2011

**SYDNEY AMATEUR SAILING CLUB**

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Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Maggie Stewart

**Cover:**

*Hoana* running  
before a fresh  
breeze during the  
Classic Twilight  
race on 3 February

(Photo John Jeremy)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

# COMING EVENTS

April 2011

**SATURDAY 30 APRIL 2011**

Classic Rally

**SATURDAY 21 MAY 2011**

Winter series point score — race 1

**SATURDAY 4 JUNE 2011**

Combined Clubs Race — SASC/RSYS/RANSA

**SATURDAY 18 JUNE 2011**

Winter series point score — race 2

**SATURDAY 25 JUNE 2011**

Winter series point score — race 3

**SATURDAY 2 JULY 2011**

SASC Annual Prizegiving

**SATURDAY 9 JULY 2011**

Winter series point score — race 4

**SATURDAY 23 JULY 2011**

Winter series point score — race 5

**NEED  
THE TEN-  
DER?**

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

Sat: 0900-1800  
Sun: 0900-1700

## GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A  
GENERAL MEETING OF MEMBERS ON WEDNESDAY  
18 MAY 2011 AT 2000 AT THE CLUBHOUSE, 1 GREEN  
STREET, CREMORNE, NSW**

At the meeting members will be asked to consider and approve the subscriptions for the following year. The Board proposes and recommends the following fees for 2011–2012:

Joining Fee	\$560
Subscriptions	
Ordinary	\$477
Absentee/Country	\$232
Associate	\$180
Intermediate	\$61
Junior	\$42

*P. Chapman*  
Honorary Secretary

## SIGNALS FROM THE COMMODORE

Another racing season draws to a close and as I write this we have the last point score race to complete. The results of this race will set the entry list for the Club championship, the prize the Kelly Cup. Like others, I have to rely on a good result in the last race to gain entry into this race as the entry requirement is to have achieved a first, second or third place on handicap in any race series over the last year. I am lucky enough to race in both a large and small race series, the Super 30's Short series with up to 30 entrants and the Super 30's Long series with only nine entrants which gives me four separate series to compete in, but I am still struggling to gain a spot. I have my fingers crossed for the last race!

The Easter holiday period is the signal to dust off the Cat. 4 safety requirements and join the Bob Brown race to Pittwater. I am assured that it is not going to rain this year, so pack the swimmers and bring the BBQ tucker. Even if you are not able to race join the gang at the Basin for the BBQ and the prize giving on Good Friday afternoon. I hope to see you there! The traditional bottle of Scotch for the winner will remind previous competitors, and us all, of Bob Lawler who was an ardent supporter of this race.

In this edition of the newsletter you will find details of the working bee program organised by Trevor Cosh in his usual meticulous way. Whilst the Club will still be working as normal over these weekends, there may be a few hold ups as we feed the many volunteers and travel between the Green Shed and the Clubhouse. Feel free to join the work force by enrolling at the office or with Trevor. You never know, you might just discover that the person who you may not normally talk with at the Club is a good bloke (or girl).

The Board is always grateful for members' support, and advice. Please feel free to contribute and to comment on any matter that impacts on your/our enjoyment of the SASC. Praise is nice, but considered critical comment is invaluable in providing input and balance to Board decision making.

As the main racing season draws to a close we owe a great deal to our race management crews. Not the least is that without them, there would be no racing at all. So, a big vote of thanks goes to all our starting teams, to Maggie as Racing Secretary, and to our club Captain Peter McCorquodale. Great job all of you, we appreciate it.

The Spring and Summer racing series may be ending soon, but the Winter racing series begins on 21 May. I hope I'll see you on the water and in the clubhouse then.

*Bill Hogan*



# MOSMAN BOATSHED WORK

April 2011

As members will be aware, the Amateurs' leased property includes the Mosman Boatshed at the end of the bay, the old home of the Mosman Amateur Sailing Club. The Board has long been of the view that the shed is valuable for future storage for member's dinghies and lockers as well as an additional workshop and pontoon area for members to carry out work on their boats.

Unfortunately, the wharf decking at the Mosman Boatshed is now so dangerous that we have to completely rebuild it or close the shed and fence it off to members and the public.

The Board has taken the decision that, to protect and preserve what we regard as a valuable asset, we must rebuild the wharf — using Club labour. We therefore need help from as many members as possible to make this project a success.

This is a massive job — probably bigger than anything we have attempted with a club member working bee. It is estimated to take three full weekends and will require about 20 people each day to complete the work.

## The Plan

### Mid-afternoon Friday 29 April

- timber arrival at Rowers car park

### Friday afternoon and evening

- shift 6 tonnes of timber from car park to hard stand at Mosman shed

### Saturday 30 April — 0800 start and Sunday 1 May — 0800 start

- One team to set up acrow props between sea bed and shed floor to support shed to allow rotten timber beam to be renewed.
- Same team to fit acrow props between floor and roof trusses to support roof while rotten post ends are renewed.
- Second team to start removing deck timbers.
- Third team to start to fiberglass tops of split concrete piles.
- Fourth team to start making up new joists to drawing.
- Plumbing team to remove water pipe system and relocate.

### Saturday 7 May — 0600 start to work with tide which is low at 0630

- Remove rotten beam under shed doors.
- Fit new beam under shed doors and bolt sections together.
- Cut off and fit new end pieces to shed support posts.
- Fit new joists to wharf deck.
- Start to fit new wharf deck planks.
- Remove deck planks from eastern side walkway deck.

## SASC NEWS

### **Sunday 8 May — 0800 start**

- If not already completed, continue to fit new beam under shed doors.
- Continue joist installation.
- Continue deck plank installation.
- Remove side walkway and wharf deck in front of small shed.
- Remove across props.

### **Saturday 14 May and Sunday 15 May — 0800 start**

- Complete installation of main shed deck planks
- Install planks on small shed deck
- Install planks down eastern side walkway
- Install new door sill timbers

#### **There are:**

- Temporary supports to cut to length and install with wedges and jacks to support the shed floor and roof while we replace the main beam and post ends.
- Four lengths of heavy timber beam to fit under the shed doors to support shed pillars, shed floor and the new deck.
- 40 new joists to cut to shape and fit onto the new beam and existing wharf structure.
- 250 deck planks to fit.
- 2500 deck plank screws each 100mm long to drill, countersink and drive.
- Rotten shed support posts to cut off and splice new ends.
- Nine concrete piles to strengthen where the tops are cracked and breaking up.
- The water pipe system to remove for access and to reinstate.
- Several areas of rotten floor boards in the shed to renew.

We therefore need a large team of volunteers to attend over three weekends. The plan is to set up a series of teams with a team leader to run each particular part of the job. To do this we need to identify people with woodworking experience and in particular those who can safely handle a large circular saw, reciprocating saw, chain saw and people who can use air drills.

We need someone who can run the team to cut the joist ends to shape to fit on the new beam — this will mainly involve circular saw work. We also need several groups who can drill the planks and use an air drill to drive the bugle head screws to hold the deck planks in position and someone who can fibreglass the tops of the piles.

Then we need a team of deck dismantlers and carriers to dump the old timber in the barge and to carry the new timbers to the work stations and to the deck and finally we need people who can run the BBQ and man the esky at lunch times so everyone gets fed and watered.

If you are able to help can you please let me or the office know by email if possible when you will be available and what skills you have so that I can set up the teams. More detailed work descriptions will be provided so everyone knows what to do and so we don't waste too much time and can hopefully finish the job within the three weekends.

*Trevor Cosh*

# CLASSIC TWILIGHT

April 2011



The Classic Twilight race on 3 February started in a fresh southerly wind which gave the crews some work to do. *Antares* (below) decided to retire but the crew were still smiling

All photos John Jeremy







*Tanami* with a bone in her teeth during the Classic Twilight race on 3 February (above)

*Celeste* and *Karalee* approaching the finish (below)





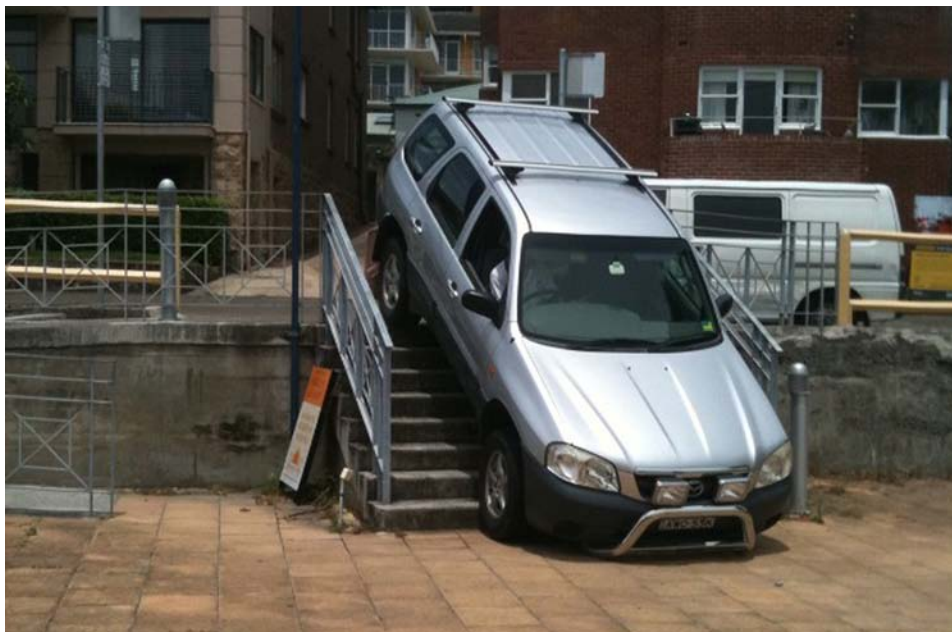


Photo Donna Hughes

On 10 December two well-known SASC members, one a past Commodore, spent a long day delivering Australia Day Regatta posters to yacht clubs around Sydney. Finally reaching the Manly Yacht Club, they were frustrated by the lack of parking when the past Commodore (who won't be named to save him embarrassment so let's just call him Charles) spotted what appeared to be a driveway to a car park, with the result above. An alert photographer recorded the incident which was published in the Little Manly Life Newsletter in February

## **SASC ANNUAL PRIZEGIVING**

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

**Saturday 2 July 2011**

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

**Cost \$50 per head (incl. GST)**

*Put the date in your diary now!*

**Bookings essential — please telephone Megan or Judy on 9953 1433  
no later than Friday 17 June 2011**

## FARR 40 EXPERIENCE

by  
Charles  
Maclurcan

I recently had the opportunity to volunteer for duty on the start boat for the Farr 40 National and World Championships run by the Royal Sydney Yacht Squadron.

This class of yacht enjoys strict competition based on some specific rules. The owners must skipper the boats when racing. Needless to say there are few restrictions on the quality of crew so that the yachts are manned with the absolute pinnacle of able men and women. Observed on the wharf at the RSYS during the series were some of the most talented crews available to yachting.

A specific Race Officer accompanies the class around the world — in this case Peter Reggio (colloquially known as Louis), an exceedingly brash but delightful American who looks after the fleet. He is very familiar with the class and juggles the requirements of the sponsor, the owners and the crew during the events. For the sponsor he facilitates the photo opportunities. For the owners he ensures each is given the appropriate opportunity to succeed. In deference to the ability of the crews he ensures absolute adherence to the rules whilst conducting the competition.

I was impressed with the closeness of the racing. Short start lines, the ends of which were marked in each boat's computer, bunched the contestants together and the fleet lined up like Lasers. Announcements were made over the radio so competitors were up to date with starting areas, start times and even who is over the line prematurely. It is some time since I have witnessed such close racing.

The series was conducted offshore principally because the first work could not be made long enough in the Harbour to ensure safe separation at the top mark.

It was evident from the very first day that the competitors were a very different breed to those who race at club level. There was little calling at the start as there were few, if any, who misbehaved. The mark roundings were magnificent with seemingly impossible overlaps and room requirements generally calmly dealt with according to the rules. Occasionally a little good advice could be heard being shared between adjacent boats.

Sadly the only error in the start procedure during the week was mine. I raised a general recall signal as opposed to an individual. In my defence I was situated on the bow of the start boat with a noisy helicopter overhead. The race was immediately abandoned and restarted without drama. Better than navigating vehicles down stairs!

My heartiest congratulations to the winner *Transfusion* skippered by Guido Belgiorno-Nettis.



Close racing amongst the Farr 40s during a promotional race on Sydney Harbour (above)

A mark rounding during the Farr 40 World Championships, as seen from the start boat (below)

Photos Charles Maclurcan



## PRAISE FOR VANITY

When my father designed *Ranger* in 1933 it was never his intention to race her keenly so she was optimised for cruising with lug main and jib set flying. He told me that her lines would have been different as a racer with her load carrying capacity reduced. She is, in fact, a 24 feet by nine feet five inches tub.

As she passed to me I gradually upgraded her rig and ballast ratio, sail area and rig control. Cliff's great joy in the boat was single handed sailing — he covered thousands of miles so he kept the rig simple.

*Vanity* was conceived and crafted by Sean Langman with high performance in view. She is of modern timber construction and has a much more favourable ballast ratio. Her rig and mast track is more state of the art than the average Bermudian, a first for a gaffer. She competes in the Classic Division 2 and I never cease to be astonished at her ability to windward. I doubt that there is a long-keeled displacement boat in Sydney under 30 feet which could keep up with her up wind in 18–20 knots of breeze.

Rangers are the shortest boats in Classic Division 2 nevertheless *Vanity* recorded fastest time on 12 and 19 February. On 19 February in a north-easterly gusting to 20 knots she sailed a shorter elapsed time than four of the Classic Division 1 boats, each longer by an average of 10 feet. Full marks to John, Sean and Ian.

*Southerly*



Photo John Jeremy

*Vanity and Ranger* in close combat





Photo courtesy Kevin Manie

Greg Sproule was clearly pleased when *Tamaris* came first in the Classic Non-spinnaker Division in this year's RANSA Regatta. *Reverie* was second and *Erica J* third

## FOR SALE

### S80 CLASS YACHT

*Riff Raff*

This excellent Division 2 boat is actively seeking a new owner to enjoy and love her as much as I have. I admit I have been blinded by a new love but that does not diminish the great times I had with *Riff Raff*. She deserves no less than to keep on sharing the good times with a new owner - would that be you?

***So much fun and enjoyment — a steal at  
\$23,000***

To find out more contact  
**Jim Chambers**  
**02 9420 0834**



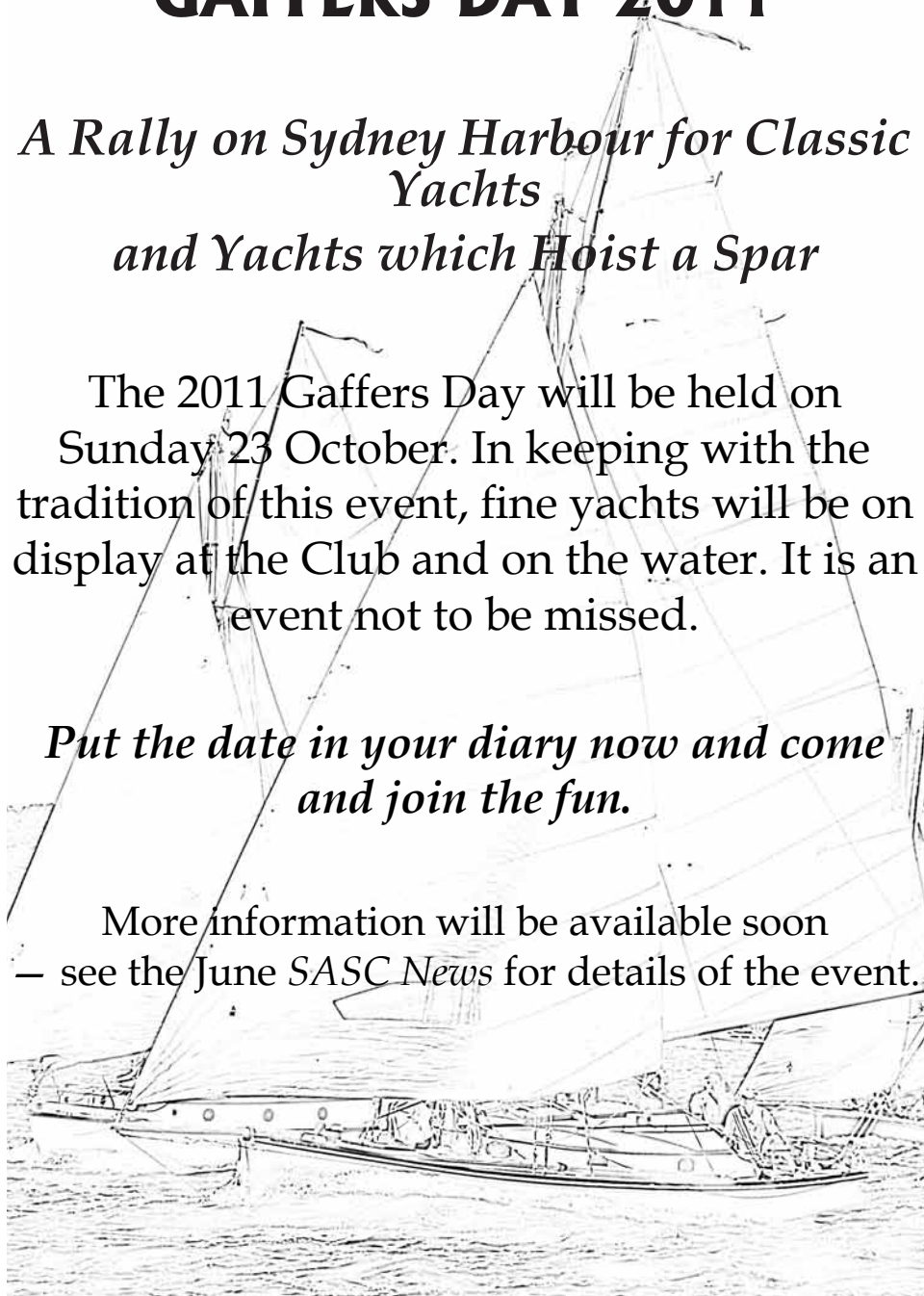
# **GAFFERS DAY 2011**

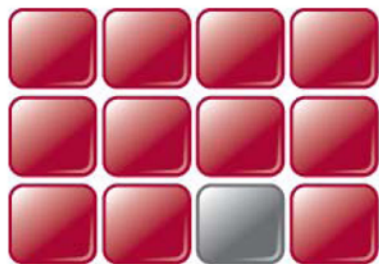
## *A Rally on Sydney Harbour for Classic Yachts and Yachts which Hoist a Spar*

The 2011 Gaffers Day will be held on Sunday 23 October. In keeping with the tradition of this event, fine yachts will be on display at the Club and on the water. It is an event not to be missed.

*Put the date in your diary now and come  
and join the fun.*

More information will be available soon  
– see the June *SASC News* for details of the event.





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*Rambull* beating to windward in a perfect north easterly during a Paul Slocombe Trophy race on 1 February

# PAUL SLOCOMBE TROPHY

April 2011



*Clewless?* chasing *Shambles* around the lower mark during a Paul Slocombe Trophy race on 1 February. *Clewless?* won the Trophy — *Shambles* came third with *Jellicle* second. One Gaffer, *Cherub* (below), competed and came fourth in the series

All photos by John Jeremy





All photos John Jeremy

It must have been warmer than it looks — *Sana* beating to windward during the Sunday race on 6 February



A well-heeled *Malveena* during the Sunday race on 1 February (above)

*Ranger* chasing *Paper Moon* towards the finish (below)







Clewless?, all trim, approaching the finish

OK that's it, lets tack and go home! Actually, to be fair, it looked as if the tack was unintentional



Someone let that sheet off!



All photos John Jeremy

We'll get it sorted in a minute!



# THE RAN'S CHINESE COASTAL STEAMERS

April 2011

With the onset of World War II in September 1939 the RAN began requisitioning merchant vessels to supplement the fleet and release warships for operational duties around the world. These vessels served as coastal patrol vessels, stores issuing ships, amphibious landing ships, in fact, they were employed in any activity where there was the greatest need. Hundreds of ships and small craft were requisitioned into war service throughout the Commonwealth with many of them retaining their original, often colourful, names. Amongst them were HMA Ships *Ping Wo*, *Poyang*, *Whang Pu* and *Yunnan*.

These four ships were coastal streamers owned by Chinese subsidiaries of British shipping companies and were all of a similar size, between 2,600 and 3,300 tons.

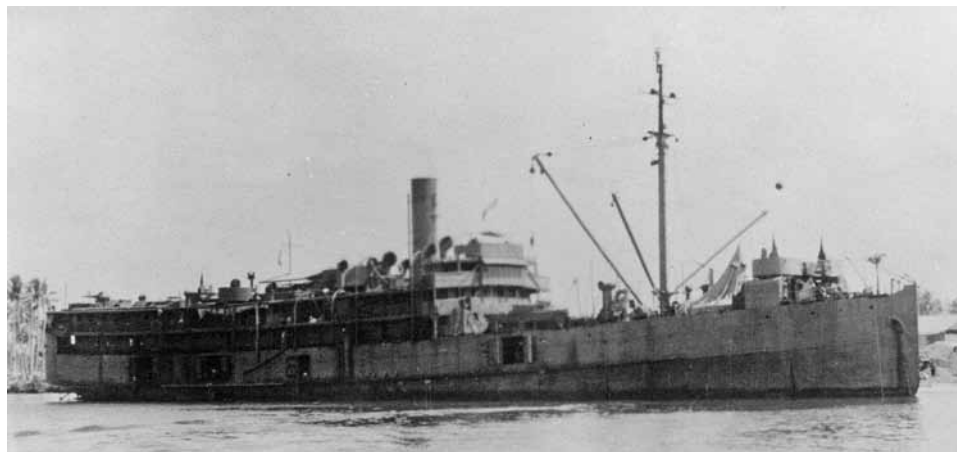
*Ping Wo* and *Whang Pu* had both been requisitioned by the RN in 1942 and were in various stages of refit in Singapore when it became apparent that the island would soon fall to the Japanese. On 2 February 1942 they joined a large number of Allied warships and merchant vessels which were evacuating the port up until the final surrender of the island on 15 February.

The two ships made their way to the Australian west coast with *Ping Wo* enduring the more eventful passage as she participated in the longest tow in Australian naval history. HMAS *Vendetta* was undergoing a refit in Singapore in 1942 and could not be made seaworthy in time to

HMAS *Ping Wo*

All photos from the Naval Historical Collection





HMAS *Whang Pu*

escape the Japanese advance. With only a skeleton crew onboard, the decision was made to tow *Vendetta* from Singapore to Melbourne, a journey of some 8000 km which took 72 days. *Ping Wo* was one of five ships involved and handled the tow from Batavia to King George Sound from 17 February to 24 March. With doubts about the seaworthiness of *Ping Wo* in the rough waters of the Great Australian Bight, the tow was handed over to the smaller but more sturdy SS *Islander*. *Ping Wo* remained in company with *Vendetta* and *Islander* for a time as she continued on to Melbourne and, indeed, nearly fell victim to the waters of the Bight. *Vendetta*'s Commanding Officer, Lieutenant W. G. Whitting noted at one point '*Ping Wo* has completely disappeared. We last saw her running before the gale like a surf board.' [1] But *Ping Wo* did make it across the Bight and was commissioned as HMAS *Ping Wo* on 22 May 1942.

*Whang Pu*, meanwhile, arrived safely in Fremantle on 1 March. She had been fitting out as a submarine depot ship for the RN before the fall of Singapore and spent the next year and a half at Fremantle as an accommodation ship for Dutch submarine and minesweeper crews as the Australian and British naval authorities considered how best to use her.

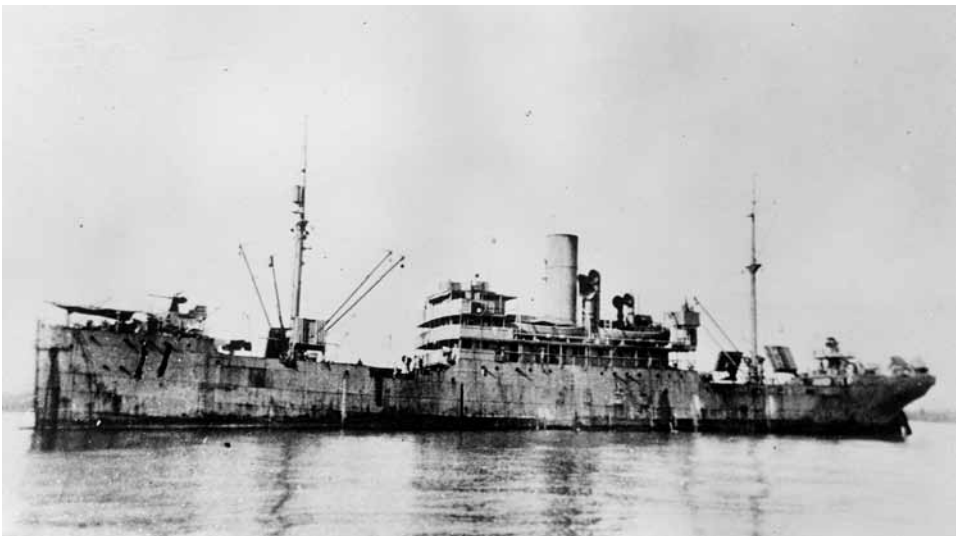
*Poyang* and *Yunnan* did not have to escape the oncoming Japanese in Singapore as they were already in Australian waters. *Poyang* had arrived in Broome from southern China on 19 December 1941 while *Yunnan* had arrived in Fremantle from Singapore on 23 December. Both were requisitioned by the RAN in February 1942 and fitted out as Armoured Stores Issuing Ships in Melbourne before heading to Sydney at the end of April. The two ships operated primarily off the Australian east coast for the remainder of 1942 and most of 1943 making occasional voyages to New Caledonia and New Guinea.

By mid-1942 all four ships were being used by the RAN in some capacity, but *Ping Wo* was the only one which had been commissioned



into the RAN. After fitting out in Melbourne, *Ping Wo* departed for Sydney in June. In September she continued on to Port Stephens to operate as a support vessel to the Combined Operations Training Centre HMAS *Assault*. She was used primarily to transport water and other stores to the Landing Ships Infantry but was also used as a training ship. Some 20,000 Americans and 2,000 Australians received training in amphibious warfare at *Assault* over two years. When the Centre was closed down in October 1943, *Ping Wo* was converted to a repair ship and re-deployed to New Guinea.

*Ping Wo* remained in New Guinea throughout 1944, based mainly at Milne Bay, conducting the unglamorous but essential work of a repair vessel and fulfilling other duties as required. In January 1945 she returned to Melbourne to refit as a works ship to carry out naval construction work at ports where civilian labour was not available. She was underway again that July bound for Morotai in the Moluccas with a directive in force that neither the crew nor the ship's equipment was to be disintegrated in any way without the prior approval of the Naval Board. [2] Such was the parlous state of naval bases in the Pacific that officers at Torokina and Rabaul made enquiries as to the availability of *Ping Wo* to assist in construction efforts there before the ship had even left Australian waters. As it happened, *Ping Wo* experienced engine difficulties and was delayed at Townsville, preventing her from reaching any of those destinations. She instead made for Madang in October where she once again acted as a stores issuing ship until February 1946 assisting in the repatriation of Allied servicemen and former prisoners of war. She then sailed for Hong Kong where she arrived on 8 June 1946, was decommissioned on 24 June and was subsequently returned to her owners.

HMAS *Poyang*

By the end of 1943 two more of the Chinese ships had commissioned into the RAN — *Whang Pu* on 1 October and *Poyang* on 6 December. *Whang Pu* had been causing some consternation since her arrival in Fremantle as neither Australian nor British naval authorities could decide what to do with her. When she finally was commissioned, the original intent was that she become a repair ship for the Fairmile motor launches based at Fremantle. This plan was abandoned and she instead made her way to Melbourne for fitting out as a mobile repair ship. As with *Ping Wo* before her, *Whang Pu* found crossing the Bight most difficult, encountering gale force winds which forced her crew to work round-the-clock to keep her afloat. In April 1944, following her refit, she made her way north to New Guinea.

In July 1944, *Whang Pu* assisted in the construction of the base at Madang transporting equipment and stores as well as providing construction parties and assisting in the clearing and levelling of that part of the base allocated for the RAN. This proved to be a very busy period for *Whang Pu* as, not only did she provide construction parties, but also continued operations as a repair ship and a stores issuing ship. The crew's efforts in difficult conditions were commendable, particularly as they were struck by a number of ailments common to the tropics including several cases of malaria. Their efforts were praised by the Naval Board who noted the less-than-ideal conditions in which they were working. [3]

*Whang Pu* continued to assist construction efforts at Madang until January 1945 when she began conversion to a Stores Issuing Ship, a role she had by then been performing for some time. She was underway again in June and was based at Morotai for the remainder of the year. In spite of officially being a Stores Issuing Ship, *Whang Pu* continued to offer repair assistance to Allied ships in the harbour. She departed Morotai for Hong Kong in February 1946 where she was decommissioned on 22 April and was handed over to the British Ministry of War Transport before being returned to her owners.

*Poyang*, meanwhile, after commissioning in Sydney departed for New Guinea on New Year's Day 1944. She operated off the north coast of New Guinea primarily supplying ammunition to Allied ships. She spent much time in convoy during the year and as part of the Service Force Seventh Fleet – Leyte Gulf Unit provided ammunition and other supplies to ships involved in the Leyte Gulf landings of October 1944, in spite of engine defects which had plagued the ship since construction. [4] Additionally, coal shortages in New Guinea made it difficult for *Poyang* to maintain operations prompting the Deputy Chief of Naval Staff, Commander Gatacre, DSC to question why the ship was sent to New Guinea in the first place. [5]

Following a brief period back in Australian waters in December 1944

and January 1945, *Poyang* returned north and spent the remainder of the war in the New Guinea and Morotai areas and was in Morotai at the end of hostilities on 15 August. She was one of twelve RAN ships which made up the naval force at Ambon when the 33rd Australian Infantry Brigade was landed to occupy the island. She remained in northern waters until 7 January 1946 when she returned to Sydney and was decommissioned on 6 March. She was handed over to the Ministry of War Transport in August before being returned to her owners.

*Yunnan* was the last of the quartet to commission. Having being requisitioned and spending most of 1942 and 1943 in Australian waters, she proceeded to New Guinea in August 1943 to act as a stores issuing ship and returned to Sydney in June 1944 to undergo a refit before commissioning. Upon her return to New Guinea at the end of October, she joined *Poyang* in the Service Force Seventh Fleet. *Yunnan* also suffered from the coal shortages which had affected *Poyang* during this period.

*Yunnan* sailed for Leyte Gulf in December where she remained from 26 December 1944 through to early May 1945 supporting Allied ships involved in the Lingayen Gulf landings of January 1945. For the next three months she operated in waters around New Guinea, the Admiralty Islands, Morotai and the Sulu Archipelago. She returned to the Philippines after the cessation of hostilities before sailing for Sydney in October where she was decommissioned on 31 January 1946. She was handed over to the Ministry of War Transport on 9 May 1946 before being returned to her owners.

The four Chinese coastal steamers are often viewed as something of a novelty; just four strange names consigned to the history books of the RAN. However, their contribution to Allied operations in New Guinea and the Philippines and their assistance in the successful landings at Leyte and Lingayen should not be so readily dismissed. The respective crews worked long hours under adverse conditions with remarkable camaraderie. Their service was, and remains, a credit to the RAN.

*Petar Djokovic*

1. G. Hermon Gill, *Royal Australian Navy 1939-1942*, Australian War Memorial, Canberra, 1957, p. 577.
2. Memorandum from the Secretary of the Naval Board, 9/7/1945.
3. HMAS *Whang Pu* Report of Proceedings, September and October 1944.
4. HMAS *Poyang* Report of Proceedings, May 1944.
5. HMAS *Poyang* Report of Proceedings, August 1944.

*[Reproduced from Hindsight, Issue 2, March 2011, published by the Sea Power Centre – Australia]*

# YOUNG 88 REGATTA



The SASC conducted a regatta for Young 88s on the weekend of 12 and 13 February which proved a popular event for the competitors. *Fast Forward* (below) has the misfortune to collide heavily with *Captain Amora* at the start of the last race, but no one was hurt

Photos John Jeremy





Regatta action at the leeward mark on 13 February







The Young 88 Regatta as seen from  
*Captain Amora*  
(Photos John Jeremy)





The SASC conducted races for non-spinnaker divisions and classic yachts during the Audi Sydney Harbour Regatta on 5 and 6 March. SASC yachts taking part included *Wathara* (above) and *Antara* (below) which came third in the Classic Division







Concentration in *Celeste* (above). She came second in the Classic Division



One of the crew in *Jai-Dee* almost leaving the ship in an unplanned manner. *Jai-Dee* sailed in a non-spinnaker division

The crew of *Holy Cow!* were clearly having a great time during the regatta





Approaching the finish line — *Wathara* (above) — *Suraya* (1295) and *Eudoria* (MH28) (below)





A 'royal' rendezvous — the Cunard liners *Queen Mary 2* and *Queen Elizabeth* arriving in Sydney Harbour early on the morning of 22 February. Completed late last year, *Queen Elizabeth* is on her first round-the-world cruise





*Queen Elizabeth*, looking rather like a block of flats, sailing from Sydney on 23 February.

*Queen Mary 2* (below) looks much more like the traditional ocean liner

Photos John Jeremy



## NEW MEMBERS

We welcome the following new members:

Ben Gray  
 Simon King  
 Robin Landis  
 Alan Perrett  
 Sally Rice  
 Rod Skellet

## TWILIGHT PRIZEWINNER

Congratulations to Garth Davies of *Orient Express*, winner of the trip for two to Lord Howe Island. The draw was conducted on the evening of the last Friday Twilight race after another excellent series. Our thanks go to Concise Systems for their generous sponsorship of this great prize.

## SASC SHOP

(AKA *The Office*)

The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$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	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00

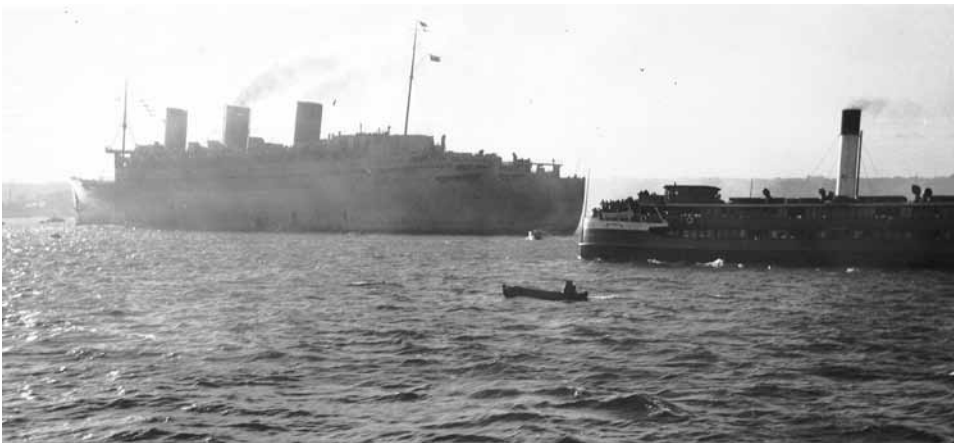
## NEWSLETTER DEADLINE

The next SASC News will be the June 2011 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 May 2011. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





The recent meeting of *Queen Mary 2* and *Queen Elizabeth* in Sydney harbour was spectacular and attracted large crowds of spectators, but Sydneysiders are becoming used to large passenger ships during the summer cruising season. Imagine the impact of the first *Queen Mary*, seen in these two photographs taken during one of her wartime visits to Sydney. She had to anchor in Athol Bight then as there were no wharves large enough for her.





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