



# SASC NEWS

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

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April 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	Bill Hogan
Vice Commodore	Liam Timms
Rear Commodore	Bruce Dover
Captain	Peter McCorquodale
Honorary Treasurer	Greg Sproule
Honorary Secretary	Peter Scott
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Maggie Stewart

**Cover:**

*Weene* and *Celeste* approaching the finish of the Classic Twilight race on 7 February

Photo John Jeremy

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Editor: John Jeremy

email: news@sasc.com.au

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# COMING EVENTS

## SATURDAY 27 APRIL 2013

Classic Rally

## SATURDAY 18 MAY 2013

Winter series point score — race 1

## SATURDAY 1 JUNE 2013

Combined Clubs Race — SASC/RSYS/RANSA

## SATURDAY 15 JUNE 2013

Winter series point score — race 2

## SATURDAY 22 JUNE 2013

Winter series point score — race 3

## SATURDAY 29 JUNE 2013

SASC Annual Prizegiving

## SATURDAY 6 JULY 2013

Winter series point score — race 4

## SATURDAY 20 JULY 2013

Winter series point score — race 5

**NEED  
THE TENDER?**

**Call Mike, Allan or Dennis  
on  
0418 678 690**

Sat: 0900-1800  
Sun: 0900-1700

**On race days  
you can contact the fast  
tender on  
0418 678 819**

## GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A  
GENERAL MEETING OF MEMBERS ON WEDNESDAY  
15 MAY 2013 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 2013–2014:

Joining Fee	\$593
Subscriptions	
Ordinary	\$508
Absentee/Country	\$250
Associate	\$194
Intermediate	\$66
Junior	\$46

*P. Scott*  
Honorary Secretary

Another racing season is drawing to a close. This year we have the interesting situation that the last point score race and the Club Championship are both being held after Easter. The Kelly Cup needs a big winner this year after last year's disappointment.

A big thank you to the whole starting team for getting us through another season's racing. The Club Captain, Peter McCorquodale, Maggie Stewart and the handicappers have worked tirelessly to ensure everything works smoothly each week. The starting teams have got us away and on occasions sent us home with the Wisdom of Solomon.

The Easter holiday period is the signal to join the Bob Brown race to the Basin at Pittwater. Our thanks go to Tony Clarkson and his crew for organising the finishing line and to David Salter for volunteering for tender duties at the Basin. Congratulations to the winner *Mister Christian* (David Salter). *Molly* (Frank Hetherton) was second and third place went to Sticky (Richard Harris).

A number of duties, positions and jobs have become available at the Club over recent times — this volunteer work by Club members is one of the features that makes this Club stand out from other clubs and is the life blood of the SASC.

Firstly duties — for all members. On more than one occasion recently the Clubhouse has been left open late into the evening, probably because members assume that others are still active around the place when they leave. In future, what ever the time of day you leave the Club, if there is nobody around please lock up as you leave.

Secondly the Club requires safety auditors. This only entails helping to check boats' equipment — mostly at the start of the season. All that is required is to attend a half-day course — see details in this issue.

Thirdly, as I will soon retire as your Commodore after three interesting and enjoyable years, a number of new Board members will be required. This job is not overly time consuming. Having the first Wednesday evening free each month to help guide the Board in the right direction is the major time commitment.

Another duty that the Club would appreciate being carried out by a volunteer is boat officer. This would entail looking after the Club's three vessels, checking that the normal maintenance has been carried out and that they are ready to go as required. This would mean working with both the shipwright (Rod) and the Rear Commodore in conjunction with the Boatshed committee. Those who are keen of hearing will have noticed that *Jack Millard* has been fitted with a new 60 HP motor which is so quiet that you have to look behind to see if it is working or not.

Trevor Cosh is organising further work on the Green Shed and ramps over the off season. Big thanks to him and his helpers. Also, on the first weekend of this work, a number of Club members will be trained to hold RSA (Responsible Service of Alcohol) certificates.

After a short break the winter racing series begins on 18 May. Good luck to all.

*Bill Hogan*

# WOODEN SHIPS AND IRON MEN

April 2013

*Despite some late withdrawals, the SASC fleet at the Australian Wooden Boat Festival in Hobart in February was still the largest single contingent of yachts from a mainland club. David Salter reports:*

When you've committed your boat to a 1,400 nautical mile round trip to Tasmania, it pays to start off with a long run-up. The original loose confederation of owners who said they were hoping to take their boats to Hobart for the 2013 AWBF began their preparations at least 14 months before the event — yet most of us were still scrambling to be ready before our nominated departure dates more than a year later.

There were eight yachts on the SASC register who'd indicated their interest in sailing down for the festival: *Lahara*, *Mister Christian*, *Malohi*, *Anitra V*, *Hoana*, *Maris*, *Fidelis* and *Reverie*. In the end, only five would set out on the adventure after the combined pressures of work and time defeated the ambitions of *Maris*, *Reverie* and *Anitra V*.

A yacht which might seem perfectly adequate for afternoon harbour racing or the odd daylight cruise to Pittwater is rarely up to scratch for serious offshore work. Over the past decade relatively few Amateurs' boats have done much regular long-distance blue water racing or cruising, so Category 1 (or equivalent) compliance is rare. Sure, cruising isn't racing — you can pick your weather, sail conservatively and take spells along the coast, but somewhere down that long track to Hobart and back you can be certain your boat and crew will have to meet the challenge of high seas and strong wind for an extended period.

Ben Gray (skipper), Bob Moore and Tom Moulton were the "three men in a boat" for the Sydney–Kermadec passage

All photos David Salter



## SASC NEWS

Being confident of meeting that test involves a major investment of time and money. For *Mister Christian* this included a partial engine and drive-train rebuild, constructing a proper galley and secure locker storage, buying an extra sail and a chart plotter, reconditioning the electrics and borrowing a host of additional safety and communications equipment. Every spare hour and dollar went into this project for months but it was a worthwhile investment for myself and co-owner Ben Gray. Not only did it make the boat more seaworthy, we learned more about how things work (or don't) and how they can be fixed. This accumulation of practical knowledge has value far beyond the time and money expended in its acquisition. I have no doubt the owners of the other SASC yachts who joined the campaign would agree.

Before we knew it, it was time to go. There isn't space here to detail the various trials, tribulations and triumphs of each passage, but a few highlights (or lowlights) should be noted.

\* *Lahara*, despite setting off in late December in the confident expectation of the normally persistent NE systems and favourable current at that time, had a woeful Bass Strait crossing. Mike Warner's beautiful Tasmanian-built sloop took such a pounding she needed the immediate attention of a local shipwright once she reached Hobart.

\* *Mister Christian*, under Ben's command and with Bob Moore and Tom Moults as crew, left in the early New Year and had a blessed trip. She reached Eden in 30 hours and only had to wait out a couple of days in Wineglass Bay (such hardships!) before continuing South to her waiting pen alongside *Maluka* at Kermadie.

*Mister Christian*  
in the dawn at  
Kermadie, wait-  
ing for the sail to  
Hobart





\* *Hoana* left about ten days later and made good time to Eden, only having to turn back for Sydney because of a crisis in Martin van der Wal's family and some minor structural damage inflicted by the Tasman in an angry mood.

\* *Malohi*, which left just after Australia Day, struck similar contrary conditions quite early in the trip, was forced back trying to enter Bermagui, lost their storm jib overboard and knocked crewman Charles Davis unconscious. They eventually found safety in Twofold Bay. As with *Lahara*, Maurie Evans had to seek professional help in Hobart to re-position the engine and fix a leaking stern gland.

\* *Fidelis*, which is always kept splendidly offshore-ready by Nigel Stoke, made the trip without major incident after being pinned down in Eden waiting for a large Southerly pattern to blow through. From their anchorage on the third day of inactivity Stoke sent a signal that they were in danger of running out of grog — and jokes.

So, one way or another, four SASC yachts eventually made it to Sullivan's Cove in time for the start of the festival on 8 February. A profoundly boring health issue prevented me from doing the ocean passages this time, but I wasn't about to entirely give up the pleasures of sailing in Tasmanian waters. Two days before the festival opened I flew down to Hobart with Philip Brown and Tom Murphy. We were picked up at the airport by Mary-Anne and Tony "Biggles" Purkiss, who drove us down to *Mister Christian*, still snug and safe after her three-week holiday at Kermandie.

Tom Murphy  
trimming in the  
D'Entrecasteaux  
— he grew up  
near that village in  
France





There were more than 300 wooden boats on display at Sullivan's Cove

More than 200,000 visitors were entranced by the colour and atmosphere





Early the next morning the five of us set off on one of the most memorable day-sails of my life. First, a glorious light three-quarter up the Huon and through the D'Entrecasteux Channel; then, as the breeze strengthened and backed, a hard reach up the Derwent to Hobart. Eight hours of unforgettable sailing in some of the most beautiful cruising water in the world. (There was an added, if rather perverse, pleasure for me when the donk suddenly died during the trip and I was able to employ knowledge gained during the engine rebuild to dismantle the fuel filter, clear the blockage, reassemble the filter, prime the engine and get her going again – all with the boat still under sail.)

The delights of the festival itself are dealt with elsewhere in this edition of the *SASC News*. I've attended quite a few of these events over the years but this was by far the most impressive, both in the range and quality of the boats on display and the interest shown by the site's 200,000 visitors. In addition to the SASC offshore mob — who traditionally take over Woolmers Inn at Sandy Bay for the duration of the festival — there were an extraordinary number of SASC members who flew down for the four days. It was heartening to see so many familiar faces in Hobart. Our Commodore and Board had graciously presented each of the participating boats with a large club burgee before departure and it was wonderful to see the distinctive Amateurs colours displayed with such prominence at the dock.

*Mister Christian* received a virtually unbroken stream of people who have connections with the boat, some going back almost half a century.

This delightful little sailing tender captured the spirit of the true wooden enthusiast





Some of the detail in the wooden boats showed breathtaking craftsmanship

*Mister Christian* heading home from Hobart the day after the festival ended



We made the acquaintance of three previous owners (or their sons) — shipwrights who'd helped build or repair her and at least ten former crew — all of whom idled away an hour or two in the cockpit swapping yarns as we kept passing up cold Cascades from the saloon. It was the kind of open-hearted, affectionate sailing talk that helps make all the frustrations

of campaigning an old wooden yacht worthwhile. A great and nostalgic time was had by all.

After *Mr C* completed the return passage without misadventure (and with Philip Brown replacing Tom Moulton in the crew), we received a congratulatory message from the General Manager of the event, Paul Cullen. He was kind enough to include the following words:

“The participation of *Mister Christian* and the Sydney boats was a key part of the festival’s success and represents exactly what the AWBF is all about: our maritime heritage, the continuing part it plays in Australian life and the delightful comradery that exists around wooden boats. We do understand the commitment of time, money and effort that our interstate boats must make to attend. Please pass on my thanks to the members of the Sydney Amateur Sailing Club. We look forward to another great festival in 2015 and to welcoming you there.”

As an addition to those sentiments, it’s appropriate here to offer two further observations. The first is to thank the many people of this club — too many to name individually — who so generously gave their time, energy and expertise to help make the whole project possible. It would not have been possible without you.

The second is to note that one of the welcome side-effects of this campaign has been what seems like a modest rekindling of the offshore yachting spirit that was previously so strong in the SASC. Maybe too few of us have the energy or resources anymore to seriously commit to modern blue-water racing but as long as a few wholesome boats and crew keep pushing their noses out into the Tasman the old skills and traditions won’t be lost. Until next time!

**Postscript:** The three SASC boats that elected to linger in Tasmanian waters — *Malohi*, *Fidelis* and *Lahara* — set out on their return passages during the Easter period. They have now all made it home safely.

Having the boat take its place among the other exhibitors made it all worthwhile







The crew of *Lahara* on 28 March before setting sail from Hobart

*Lahara* sailing between the Iron Pot and Cape Roul on the way home

Photos Peter Pangas



# THE 2013 WOODEN BOAT FESTIVAL

April 2013

by  
*Peter Scott*

The most thrilling event as I was growing up was a trip to the Easter show, the noise, the colour and the smell was so unlike everyday life. It was a place where I could see what was going on behind the curtains of suburban life. Well, my first impressions of the Wooden Boat Festival were something akin to that joy of discovery of a world rarely glimpsed.

There was that same overloading of the senses — the noise of ten thousand flags flapping and straining whilst the Pirates of Penzance inveigled, the gamelan music from the Indonesian tent chimed and music hall pianos floated aimlessly around the docks. The rich colours of the hulls offset against the dark backdrop of the cold waters of the Derwent River all revealed in the strong Southern light reflecting off polished brass and bright work. However it was the smell of the festival that was perhaps the most unexpected — the rare perfume of salt, fish and chips, beer and sailors, all well smoked from the bushfires which lurked just over the top of Mt Wellington with just a hint of huon pine shavings to finish.

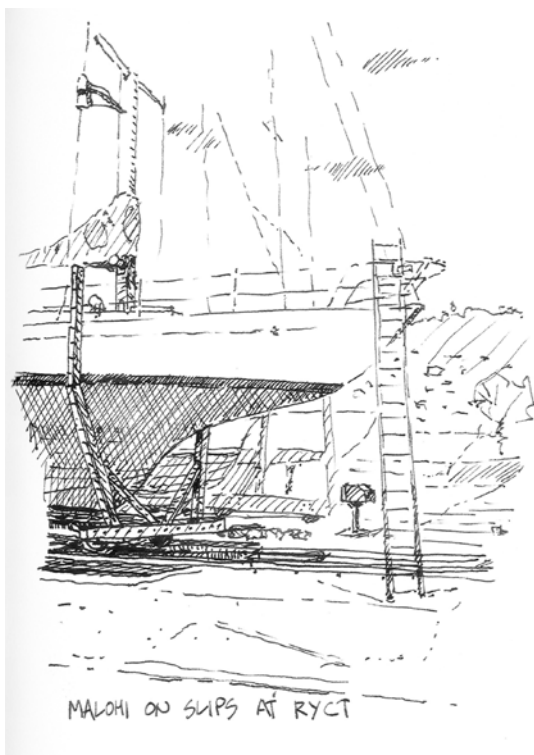
I spent four days wandering around the docks in a daze, ebbing and flowing with the tide of humanity as they in turn responded to the tide in the river below — or was it the tide of hunger and thirst which drew the crowds from one shore to the other. Every so often a familiar face

Reflections in  
Hobart

Photos and sketches by Peter Scott







would appear out of the masses and then after a quick word or two are drawn away again, lost in the sea of flotsam and jetsam that we had all become. It felt at times very much like a dream, there was no sense to it and so I came to wonder why so many people were obviously enthralled.

The boats and the setting of the festival were of course beautiful, but it was not a crowd which was intent upon the pure aesthetics. In time I realised that it was the stories, both real and imagined, that the festival was calling forth. Each of the boats were containers for the stories of lives — working lives, adventurous lives, intimate histories and the families that shared in this common link through the generations. The stories kept calling out to the people as they swayed along, every now and then there would be a contact and the reason for the boats' existence would be justified.

The best of the festival for me was the variety of rides on offer (just like the Easter show), the tall ships were constantly embarking for trips and disembarking but for my money a ten-minute ferry ride on Australia's oldest rowing ferry (*The Admiral*) was value indeed. I think this is where the Festival comes closest to Gaffers Day in feeling, the vision of the ships and boats moving on the water bring them to life and the story telling ashore.

The most popular boats by virtue of the milling throngs surrounding them were *Rusich*, a Viking-like long ship all the way from Russia and *Notorious*, a piratical fantasy at one-third scale all the way from Geelong. Imaginations were set aflame, just looking at these boats and wondering what the driving force of their creation was. The kids knew without thinking, it was so obvious — it was just about adventure and fun!

The “quick and dirty” was the culmination of the festival; for two days teams from local schools and a ring-in (St Fidelis's) designed, built and decorated currachs for a race around Constitution dock. They were required to complete a lap of rowing, a lap of sailing and then a scramble to the finish. In the words of an older team member “old age and treachery will always overcome youth and skill” indicating that



Fun for the youngsters (above)

Yes, that is a piano (below)





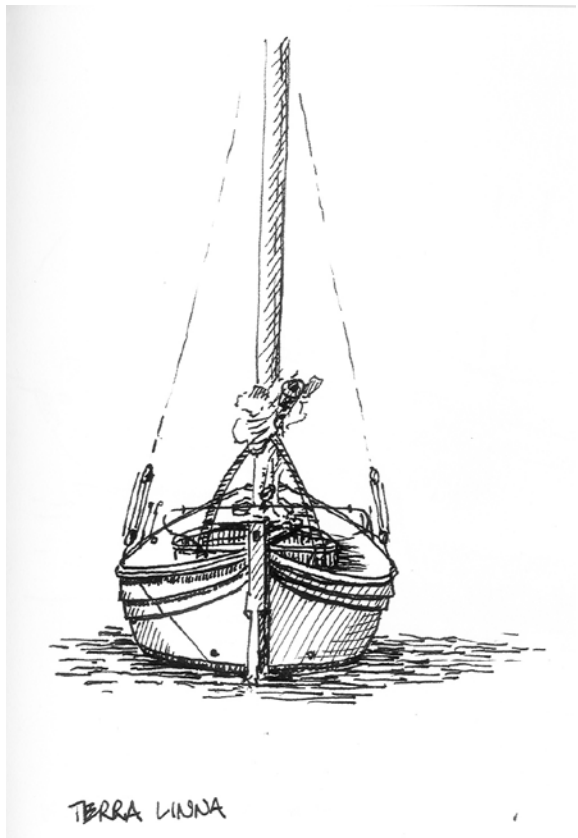
piracy was indeed allowed. The crowd stood four deep all around the dock as the gladiators and their craft were paraded around the festival and launched into the arena.

A quiet descended as the starters took their position and then in a blur of spray and paddles they were off. It has to be said that many were not the most seaworthy of craft, however, at the first mark there was a clear leader with a challenger (St. Fidelis) in hot pursuit. At the top mark sails were unfurled and all paddling ceased lest the vengeful water spirits (scuba guys) drag the cheating boat to a watery grave.

St Fidelis's crew sported a smaller Bermudan-rigged mainsail, no doubt with the seemingly constant heavy winds of the Derwent in mind, unfortunately the winds were light and the square rigged sail of the leader was twice the area and drawing nicely.

Mexican waves rolled around the crowd, water bombs and hoses sprayed the field, all to spur on the competition. In desperation, St Fidelis chanced the paddles but it was a hopeless ploy for the water spirits made an immediate attack upon their little craft and within seconds they were under the water. Only seconds after this drama concluded a roar went out through the docks as the winning boat crossed the finish line.

I think people love the Wooden Boat Festival because it isn't reasonable, it doesn't make sense in this age of technology and it thumbs its nose at modern values. It is a celebration of our maritime heritage, and a testament to the passion of the wooden boat community but it's certainly not a museum. It is a living experience of a world which holds no small claim to re-emerging from a slumber to stake its claim close to the heart of us all.





Contrasts in ages and styles in Hobart 2013

## ON MALUKA

When Sean Langman purchased *Maluka* she had a very weak structure having been neglected by some owners and she had, at one time, been on land for years.

When Sean strengthened and modernised her some traditionalists claimed that her spirit had been lost by his sheathing of the yacht in bi-axial glass. However, her spirit is intact. On the Hobart race recently she had only one bucket of water in the bilge following a 'green water over the deck' slog across the Strait.

On a trip to Lord Howe Island she hove to for some days — the crash as she fell into the troughs was colossal. J. Crawford's teeth are still loose. If she had not been glass clad I am convinced that boat and crew would have been lost.

My first memory of the boat goes back to the very early 1930s. My father advised me to be on the waterfront at the Clark brothers' house to see him bring *Maluka* in under tow by *Ranger* up from Botany Bay. Newly launched by Billy Fisher the new boat was an empty 'skull'. George Clark fitted her out and built the spars, a superb job of work. *Maluka of Kermandie* has a remarkable history which will continue.

*Southerly*



### SASC ANNUAL PRIZEGIVING

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

**Saturday 29 June 2013**

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

**Cost \$55 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 14 June 2013**





Photo Robert Baker

*Charisma* at sea off the south-west coast of Tasmania (above)

*Svanika* at anchor in Indonesia (below)

Photo Simon King



## WE NEED EQUIPMENT AUDITORS

All yachts competing in SASC races require a current Category 7 Safety Equipment Compliance Form as a minimum (the Bob Brown Trophy race requires Category 4, for example). Yachts have to be audited by an auditor accredited by Yachting NSW. Current accredited SASC Auditors are listed in the SASC Sailing Programme book.

More auditors are needed to ease the load at the peak inspection time in August and volunteers are encouraged to come forward to help with this important task.

All accreditations expire on 30 June and to reaccredit present auditors and to accredit new auditors YNSW is conducting a series of courses at yacht clubs in NSW over the next couple of months. The most convenient course for SASC members will be conducted at the Royal Sydney Yacht Squadron on Saturday 18 May 2013. The course, which is free, will run from 9 am to midday.

Interested volunteers are encouraged to register online at [www.nsw.yachting.org.au/courses](http://www.nsw.yachting.org.au/courses) no later than the closing date of 6 May 2013.

## ESSENTIAL WHS

It has been drawn to our attention that some members may be storing fuel in boatshed lockers. For fire safety it is essential that fuel only be stored in the yellow safety locker provided for the purpose.

## WHS OVERKILL?



Photo John Jeremy

Spotted in Brisbane recently. Nothing more to be said, really



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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



Photo John Jeremy

Grevel II (Michael Maxwell) powering across the finish line — first across the line and first on handicap





Photos John Jeremy

*Nocturne* (Greg Dwyer) and *Smoky Cape* (Ian Hansen) during the Classic Twilight race on 7 February (above)

*Sana* (David Mathlin) and HMAS *Yarra* (below)





## SUN SHINES ON BOB BROWN — AT LAST!

Maybe it was the influence of the new Pope, but this year the holiday that straddles the first Sunday after the full moon following the March equinox ('Easter' to the non-astronomically inclined) was, for once, blessed with almost unbroken sunshine. This meant that participants in the SASC's annual Bob Brown Race to Pittwater — and the social relaxations that follow — had a memorably enjoyable and balmy few days away from the pressures of the Big Smoke. But, in typical Easter style, the only short but substantial rain that did fall chose to do so just as yachts in the second half of the fleet were trying to find the finishing line in the 1930 gloom.

Twelve yachts started off Clark Island on Thursday afternoon in a light ENE breeze and it took the fleet almost an hour to clear the Heads and begin the 15-mile offshore windward leg to Barrenjoey. Progress for all but the swiftest entrants was slow. Some crews — the born pessimists — were soon wondering whether they would make the finishing line at Coaster's Retreat before the 2030 time limit. There was the usual division of tactical opinion: most chose to short-tack up the coast, a few took a long dig out to sea hoping for better pressure. In the end, the middle course was most probably best, although the steady wind direction and strength saw all boats sailing pretty well to their handicaps.

But then comes the greatest test of the Bob Brown — getting around the back of Barrenjoey in a fading breeze. As the sun sets and the wind of the day dies, a treacherous Pittwater 'hole' opens up, directly on the rhumbline for the finish on the opposite shore. This is where the Bob Brown is invariably won or lost. Unwary crews cut the corner and can end up parked for half an hour chasing cat's paws; those who've done the race many times know to take a very wide turn. Those frustrations were compounded this year when the dying ENE was briefly replaced by a gentle Southerly, giving some boats an easy last few tacks to the finish as the clock ticked down.

It was a great shame that three boats did not finish this year. *As You Do* retired because, as a 40-footer, she needed to be sure of securing a suitable mooring at an already crowded Coaster's. *Lunacy* and *Hagar* failed — by just a few miserable yards — to beat the 2030 time limit. This was not because they had sailed poorly. In persistently light, then fading, conditions they simply didn't have the boat speed to cover the course distance in the allotted six and a half hours. The winner on corrected time was *Mister Christian*, which competed with a crew of only three — co-owners David Salter and Ben Gray, plus Bob Moore. Second was *Molly* (Frank Hetherton), and third *Sticky* (Richard Harris).



# GAFFERS DAY 2013

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

It is that time again — Gaffers Day will be held on Sunday 13 October.

Plans are underway for another great day of spectacle and fun at the Club and on the water as many classic yachts and gaffers take part in this great SASC tradition.

Join in the sailing or just inspect the boats at the wharf or from the spectator ferry.



More details will be provided in the next edition of the *SASC News*.

Meanwhile, put the date in your diary now!



Photo John Jeremy

The Spanish replenishment ship *Cantabria* arrived in Sydney on 20 February. Fleet Base East will be her home for most of the year. Her deployment to Australia fills a gap while *HMAS Success* has a big refit and allows RAN personnel to get experience with ship's systems similar to those in the RAN's new LHDs and air-warfare destroyers



RAN photo

HMAS *Choules* departing from Garden Island for trials after the installation of six new propulsion transformers. She has recently been seen in Athol Bight conducting Mariner Skills Evaluation prior to rejoining the fleet

In the last edition we showed a photo of USS *Guardian* aground on Tubbataha Reef in the Sulu Sea. Her wreck has already been removed. This photo shows the crane barge *Jacson 25* alongside *Guardian* on 12 March. The superstructure of the minesweeper has been removed

US Navy Photo







The bow section of *Guardian* being lifted clear of the reef on 26 March by the crane barge *Jacson 25*

The stern section being lifted onto a barge on 30 March leaving only the recovery of minor debris from the reef to be completed

US Navy Photos





Photos John Jeremy

The Fred Olsen Cruise Lines' *Balmoral* at Fleet Base East during her visit on 27 February. Last year *Balmoral* retraced the route taken by *Titanic* 100 years before to commemorate the centenary of the loss of the ship, spending a night over the wreck site

A wide selection of passenger carrying options evident during the visit of *Queen Mary 2* on 19 March



## NEW MEMBERS

We welcome the following new members:

Robin Aldis                      Tom Fawcett  
Bernadette Kerrigan   David Perkins  
Alison Wynn

## THREE GENERATIONS OF MEMBERS

Tiare Tomaszewski writes: “I noted in the latest edition of the *SASC News* that the Sproule family now have three generations of members at the Club.

“When my grandfather Jack Earl was alive, we also had three generations of members at the club — certainly from when I joined in the late 1980s to when Jack died in April 1994 and perhaps even earlier as I’m not sure when Ben became a member — Jack Earl, Michal Tomaszewski, Tiare Tomaszewski, Leilani Tomaszewski and Ben Hawke.”

[*Ben Hawke joined in 1983* — Ed.]

## TWILIGHT PRIZEWINNER

Congratulations to Garth Davies and Phil Tanner of *Orient Express*, winners of an unexpected holiday prize donated by new member Alan Quick. The draw was conducted on the evening of the last Friday Twilight race after another excellent series. Our thanks go to Alan Quick and the Quick Plumbing Group for their generous sponsorship of this great prize.

## 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 June 2013 edition. Contributions from members, which are always welcome, should reach the editor by Friday 24 May 2013. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo Australian National Maritime Museum

SASC sailing in the early 1920s — *Mia* (A1 - G H Fitzhardinge) and *Spray* (A41 - L Robertson) in the western channel



# 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](mailto:sales@yachtsalesaustralia.com)**

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



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