



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2014

SYDNEY AMATEUR SAILING CLUB

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Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Alice Murphy

Cover:

Quambi and
Centaurus beating
to windward
during the Sydney
Harbour Regatta
(Photo John Jeremy)

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COMING EVENTS

April 2014

SATURDAY 26 APRIL 2014

Classic Rally and Concours

SUNDAY 27 APRIL 2014

Ranger sprint series

SATURDAY 17 MAY 2014

Winter series point score — race 1

SATURDAY 31 MAY 2014

Winter series point score — race 2

SATURDAY 14 JUNE 2014

Combined Clubs Race — SASC/RSYS/RANSA

SATURDAY 21 JUNE 2014

Winter series point score — race 3

SATURDAY 28 JUNE 2014

SASC Annual Prizegiving

SATURDAY 5 JULY 2014

Winter series point score — race 4

SATURDAY 19 JULY 2014

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 con-
tact the fast
tender on
0418 678 819**

GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A
GENERAL MEETING OF MEMBERS ON WEDNESDAY
14 MAY 2014 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 2014–2015:

Joining Fee	\$609
Subscriptions:	
Ordinary	\$522
Absentee/Country	\$257
Associate	\$199
Intermediate	\$68
Junior	\$47

P. Scott
Honorary Secretary

1937 was a memorable year for great sporting accomplishments. Don Bradman scored 270 against England and went on to retain the Ashes, Hubert Opperman cycled from Freemantle in Western Australia to Sydney in an epic 13 days 10 hours and 11 minutes.

Harold S. Vanderbilt successfully defended the America's Cup in the 135-foot Super J *Ranger* defeating *Endeavour II* four–nil at Newport, Rhode Island. It was the last time J-class yachts raced for the America's Cup.

1937 was also the beginning of one of the greatest sporting careers in history. A shy 11 year old D W (Bill) Gale began crewing on his father's yacht *Ranger*. With only few unplanned interruptions like World War II and medical training Bill has just completed his 62nd season of competition on Sydney Harbour and will again be a force to be reckoned with in the Kelly Cup. On *Ranger*, Bill has sailed the earth's circumference, 62 seasons of Spring, Summer, Winter and Sundays, at least 35 races a year would equate to 21,700 n miles, 60 n miles greater than the earth's circumference.

Bill is a great competitor and a great ambassador with a fountain of passion for all things gaff rigged and The Amateurs. We are fortunate to enjoy Bill's energetic drive, his breadth and depth of influence is inspiring. The recognition Bill receives from sailors of international standing is testament to this.

By comparison I have only had a short 17 years of crossing the same start line and admiring Bill's encyclopaedic appreciation of the harbour and all her moods. It is so enjoyable to watch as he finds the sweet spot with all the elements and slips away, it still makes me smile as I quietly reflect 'how did he do that?'

The Bill Gale 'Ladies lunches' are legendary, particularly receiving Bill's little instruction on provisioning. The Race Committee have considered noting these dates in the Sailing Programme as they have become a regular fixture. This would no doubt drive fear into the fish of the Harbour as they were hoping of hearing of a retirement plan; the enhanced bow wave of *Ranger* is actually quivering fish.

Bill, we enjoy your humour and laughter and the post-race deliberations sitting back at The Amateurs. Your spirit is the spirit of The Amateurs and has made us the small club with a big heart, best wishes in the Kelly Cup which is still to be sailed as I write this.

We look forward to sailing to the moon and back, three cheers for Bill, Hoop Hooray, Hoop Hooray, Hoop Hooray!

As you cross the line on Saturday, please extend your appreciation to the Start Crew, they are part of a small and very valuable group that have set course, started and finished us for 67 races since the last Kelly Cup and they have done a magnificent job in ensuring we have had the highest quality racing on the harbour.

Liam Timms

10 April 2014



The start of Division 6 on Sunday 9 February 2014 (above)

Sana, Reverie and Ranger after the start of the Gaffers Division (below)

All photos John Jeremy





A century of yacht development was on show when *Kelpie* joined the sports boats in an event being conducted by the CYC on 9 February



It was a perfect Sydney day but *Kelpie* could have used a little more wind (above)
Concentration in *As You Do* (below)





Hotspur 2 and Clewless? after a very close finish (above)

Magic approaching the finish (below)





Anitra V

LETTER TO THE EDITOR

Dear Sir,

As a Country Member for now 13 years, I have unfortunately lost track of a number of people and one of those was Peter Gray. It was only through the notice in the February *SASC News* that I became aware of his passing. I'd like to note that, prior to owning *Honey Bee*, Peter took great pride in his timber Top Hat 25 *Good Times*. He raced on any occasion he could including Saturdays, Twilights and several Bob Brown's to Pittwater.

The name of the boat was apt. Although never a major threat to the Championship winners, Peter enjoyed every minute he was on the boat or at the Club. The only competitor for his loyalty was the Sydney Swan's home games. I'm happy he got to see his team successful after the early "drought" years.

The most important memory is of a Saturday morning when the occasional drop-in, non-sailing visitor arrived at the Club looking for a chance to sail. The officer of the day or a committee member would, more often than not, make the first approach to Peter to take them on for the race. It was very seldom they didn't get the chance to sail. I hope there are other skippers today who are prepared to give a novice a chance. Those who remember those days will recall that Peter somehow always seemed to end up with more female crew than men! Gone but NOT forgotten.

Paul Brown

Formerly *Hot Ice* (A71)

AN EVENING WITH SYD FISCHER OBE

After the formal part of the General Meeting on 14 May has concluded, David Salter will interview Syd Fischer, Australia's most experienced offshore yachtsman and veteran of five challenges for the America's Cup.

Now aged 87, Fischer has a reputation as a fierce competitor but he's also been a generous supporter of young sailing talent. From his pioneering days as an Admiral's Cup skipper to the current maxi battles for Sydney-Hobart line honours, Syd has always approached the sport with total commitment — and strong personal opinions.

Make a diary note for 14 May — an evening of yachting insights not to be missed.



INVESTIGATOR FOR AUSTRALIA

April 2014

The team of Sembawang Shipyard of Singapore and Teekay Shipping Australia will soon hand over the new Scientific Research Vessel *Investigator* to her owners, the Commonwealth Scientific and Industrial Research Organisation (CSIRO).

Investigator will be among the most capable and quietest non-naval research vessels in the world. She will serve Australia in diverse scientific operations ranging over an area from the equator to the ice shelf of Antarctica and spanning almost a third of the circumference of the globe. An area this large is hugely diverse and the types of research to be undertaken are numerous and demanding, resulting in the need for a very flexible, capable and seaworthy research vessel.

The design and build contract for construction of this ship was awarded to a team led by Teekay Shipping Australia and Sembawang Shipyard of Singapore. The design was developed by RALion, a joint venture between Vancouver BC Naval Architects, Robert Allan Ltd, Alion Science and Technology of Alexandria, Virginia, and Alion Canada of Ottawa. The contract was awarded to this international team in January 2011. An extensive program of model testing and design work was completed by November of that year. The vessel was launched on 21 July 2013 and then officially named *Investigator* at a ceremony in Singapore on 5 September.

Investigator
approaching
completion

CSIRO photograph



SASC NEWS

Investigator has been designed to handle the heat and humidity of the tropics and the cold and ice of Antarctica while working safely and effectively in the broad expanse of the Great Southern Ocean separating these extremes. This ice-capable vessel has also been designed to meet the underwater radiated-noise requirements of the DNV “Silent R” notation up to 11 knots — a capability which enables her to undertake the most sensitive types of environmental research.

Investigator is fitted out with a full range of scientific laboratories, science and fishing winches, coring equipment, air and water sampling devices, and acoustic systems. She is capable of general-purpose oceanographic-survey operations in coastal and deep-ocean areas, including the physical, chemical and biological oceanography, multi-discipline environmental investigations, ocean engineering and marine acoustics, coastal hydrographic survey, marine geology and geophysics, bathymetric surveys and fisheries research.

In support of these missions, the ship is extensively equipped to perform all the following tasks:

- Acoustic habitat mapping
- Acoustic surveys in support of bathymetric, geomorphological and biological research using a combination of hull-mounted, drop-keel mounted, and towed transducers
- Acoustic surveys of marine species
- Acquiring geological samples of the ocean bottom in depths of up to 5000 m
- Acquisition of benthic samples of the ocean bottom at depths up to 6500 m
- Acquisition of up to 20-30 m core samples of the ocean bottom at depths up to 7000 m
- Bottom trawling to depths of up to 4000 m
- Calibration of ship-mounted transducers
- Conduct horizontal or oblique plankton tows over the stern or over the side of the vessel
- Conduct oceanographic sampling with rosettes of up to 36 bottles and CTD instrument packages to >6500 m depth while continuously sounding
- Freeze and cold store samples for further analysis at shore based facilities
- Launch/tow/retrieve a broad variety of active and passive sensors and sensor platforms including magnetometers, hydrocarbon sniffers, sonar tow fish, AUVs and UUVs
- Launch/tow/retrieve a variety of egg, larval, juvenile and adult fish sampling systems
- Marine mammal and seabird enumeration, identification, tracking, and bio assessment
- Mid-water and surface trawling

To accomplish these scientific missions, *Investigator* is fitted with a gondola and two retractable drop keels to house the extensive scientific sonar and transducer suites, supplied by Kongsberg. The vessel is fitted with a stern ramp to support fisheries research activities. The 93.9 m long vessel is twin screw, powered by an integrated diesel-electric propulsion and ship-service plant provided by L3 Marine Systems. Three Mak 9M25C diesel generators provide a total electrical output of 9 MW at 690 V. To meet the noise requirements of DNV Silent R notation, all three diesel generators are double resiliently mounted on a raft system engineered by RALion and supplied by Mak. The L3/Indar 690V AC 2600 kW propulsion motors feature a resiliently mounted rotor and other design features to meet the noise requirements. These propulsion motors are believed to represent the first use of AC motors of this size range in a research vessel to meet DNV Silent-R requirements. Wärtsilä provided

the 3.5 m diameter 5-bladed propellers, which are specially designed to be cavitation free at 11 kn, and the complete shaft-line from motors to propeller. The ship is also equipped with an azimuthing, retractable bow thruster, Thrustmaster model TH1500MLR, rated at 1200 kW and with Becker Flap type high-lift rudders, all creating a vessel with much enhanced maneuverability at low speeds.

Investigator was docked recently in preparation for delivery.

MOORINGS IN NSW

RMS is undertaking a review of the policy and regulatory framework governing the administration of moorings in NSW.

The Maritime Management Centre (MMC) within Transport for NSW has produced a report covering a range of issues and possible reform options for boat moorings in NSW.

The MMC is seeking feedback on the report including:

- the number of moored boats allowed in a particular area,
- how boat owners should be maintaining a mooring,
- modernising the regulatory and policy framework, and
- improving priority waiting lists.

Yachting NSW has contributed to the preliminary framework for this paper through its role on the Ministerial Maritime Advisory Council. It is clear that there is scope to increase both utility and capacity through better practices and approaches.

In order to ensure a positive outcome it is important that concerns and suggestions are captured.

The closing date for feedback is 1700, 20 June 2014. Comments can be sent to mmc@transport.nsw.gov.au.

Roads and Maritime Services is also undertaking a state-wide study of existing boating facilities and safety measures to inform the development of Regional Boating Plans for each of the major waterways in NSW.

The study will identify the actions required to enhance the boating experience across NSW by improving boating safety, boat storage and waterway access on our major waterways.

A comprehensive stakeholder engagement program has been developed to capture input from a variety of stakeholders ranging from high-level industry and stakeholder groups to everyday users of boating facilities.

You can have your say by completing one of the surveys at www.transport.nsw.gov.au/engagement/nsw-regional-boating-plans.



RAN photograph

NUSHIP *Canberra* approaching Sydney Heads for the first time



The first of Australia's two LHDs, *Canberra*, visited Sydney in March for a docking at Garden Island before continuing her sea trials and returning to Melbourne for completion. *Canberra* and her sister ship *Adelaide* will be the largest RAN ships ever when commissioned.

Canberra berthed at Fleet Base East on arrival, dwarfing ADV *Ocean Shield* (below)

Photos John Jeremy





There were Gales at the Club on Saturday 29 March when Bill's son Chris went sailing in *Ranger* for the first time in many years (above)

New tender driver Mitch Kornman under instruction from Mike Power (below)
Photos John Jeremy





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

Special rates for SASC Members

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Photo John Silgar



The AC45-class catamaran *Oracle Team USA* sailing on Sydney Harbour on 13 March



Photos John Jeremy

Starboard! Actually there was no problem as *Team Australia* and *Oracle Team USA* trained in AC45s for the 2017 America's Cup during the Sydney Harbour Regatta

Oracle Team USA at speed in a light breeze on 13 March. It is clearly a different type of sailing when the crew wear helmets



HMAS AUSTRALIA (I) IN 3D

Last October the International Fleet Review commemorated the arrival in Sydney for the first time of the RAN's Fleet Unit, led by the battlecruiser HMAS *Australia*. On 10 October last year Tracey Avery, Director of the Heritage Division at the NSW Office of Environment and Heritage (OEH) announced that sophisticated multi-beam sonar technology has been used to create up-to-date images of the wreck of the battle cruiser HMAS *Australia* off Sydney. In her statement, which was rather overshadowed by the events of the time, Ms Avery said that the images were captured on board *Australia*'s Marine National Facility research vessel, *Southern Surveyor* off Sydney Heads, close to the location where the ship was scuttled in 1924.

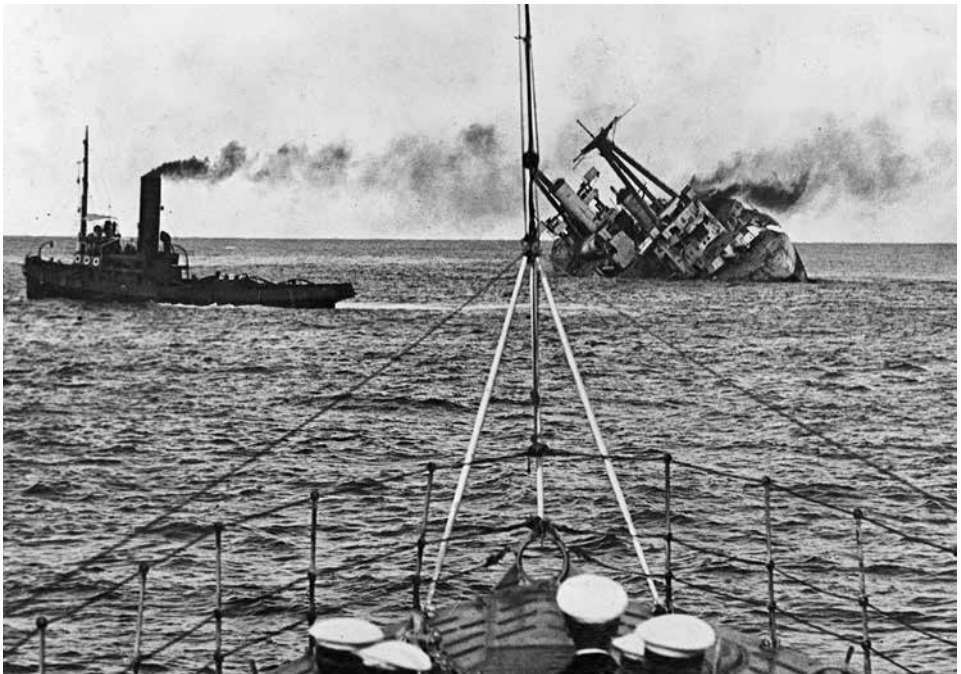
"HMAS *Australia* was launched in 1911 and commissioned as the flagship of the Royal Australian Navy (RAN) in 1913," Ms Avery said.

"The ship led the fledgling fleet into Sydney Harbour on 4 October 1913, at the end of its delivery voyage from England, along with six other vessels.

"This highly-significant vessel was Australia's only battlecruiser and she is considered the 'grandmother' of the RAN and was instrumental in preventing German aggression in the South Pacific during World War I.

"The arrival of the flagship HMAS *Australia* and the newly formed Royal Australian Navy in 1913 was highly significant, as it symbolised

The battlecruiser *Australia* on the way to the sea floor on 12 April 1924



Australia's coming of age as a nation which could protect itself with its own Navy, and the end of the reliance on British protection.

April 2014

“Amid great controversy, the British agreed to decommission the vessel under the terms of the 1922 Washington Treaty and HMAS *Australia* was scuttled with full military honours, a move that was designed to limit the spread of a naval arms race in the Pacific region.”

Although a previous video inspection of sections of the site was undertaken in 2007 by the RAN, a complete and detailed survey of the extent of the wreck site had never before been undertaken.

OEH was provided with research time on board *Southern Surveyor* to locate and capture the first 3-D images of the shipwreck, which sits in 390 m of water and was discovered in 1990 during a commercial survey.

The Australian Marine National Facility is funded by the Commonwealth and operated by CSIRO. OEH Maritime Archaeologist Brad Duncan said research time was obtained aboard the *Southern Surveyor* during a September 2013 transit voyage from Brisbane to Hobart.

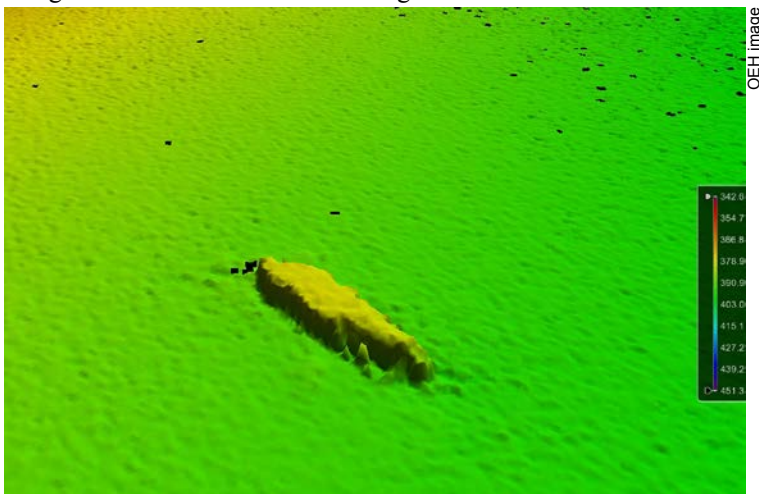
“The multi-beam imaging carried out on-board, provided more comprehensive images of the wreck than were previously available and they build on previous research in 2007, when a video inspection of the site was carried out,” Mr Duncan said.

“As HMAS *Australia* sank, loose items fell off (including the gun turrets), and the wreck caused an underwater landslide when it collided with the seabed which spread wreckage over a vast area.

“The images confirm that the ship came to rest upside down on a gentle slope. It is lying north-west — south-east and has a slight list with the bow nearest to the surface. There is also evidence of a debris field around the hull.

“This survey, which shows that the vessel has not degraded significantly since it was first located, will add significantly to our understanding of how the wreck site was formed.”

HMAS *Australia* is listed as a protected historic shipwreck on the Australian National Shipwreck Database, and is managed by the Office of Environment and Heritage under delegation from the Commonwealth government.



The sonar image of *Australia* as she lies today, ninety years after her scuttling



Cavalier 28s on the run during the Sydney Harbour Regatta on 8 March



All photos John Jeremy

During the Sydney Harbour Regatta on 8 and 9 March the SASC conducted racing for Super 30s (above) and sports boats

John Sturrock and Brian Guest on duty in *Jack Millard* during the Regatta (below)





Emma Peel displaying her speed during the first race of the Sydney Harbour Regatta (above)

Emma Peel and *Barely Legal* rounding the bottom mark in the first sports boat race (below)





Starts for the sports boats were keen during the Regatta (above)

Centaurus, scratch winner in the Cavalier 28 Division, beating to windward (below)





Quattro (above)

Quattro and *Scuttlebutt*, Cavalier 28 series winner on PHS (below)





Centaurus on the run



U2 on a windward leg during the Sydney Harbour Regatta

RANGERS GALORE

April 2014

Sean Langman's *Vagrant* is now competing in Classic Division 2 races on Saturday afternoons. *Vanity*, *Cherub* and *Ranger* are in the same division, the first time in SASC history that four Rangers have raced in the Saturday point score.

They are 24 feet loa but vary in beam, depth, keel profile and sail area. *Vagrant* is near-scratch boat in the division — she and her sisters are the shortest entries. Our handicapper often has them finishing closely on the last leg — several people have told me that they make a real statement on the Harbour in this circumstance.

Corky has been skippering A1 recently with notable success.

On Sunday 27 April there will be two or three sprint races (short with spinnakers) for the four Rangers. Some members may wish to come and watch. The start of the first race will be about 1100 with a windward start.

Southerly



Photo John Jeremy

Rangers 'en masse' during the Ranger 'World Championships' of 2005

BOATSHED CHARGES 2014–2015

The Board has approved the following scale of Club charges for the 2014–2015 year. The new charges apply from 1 May 2014.
(Prices include GST)

	\$		\$
BOATSHED CHARGES:			
Moorings per metre per week	6.40	Per Quarter (13 weeks)	83.20
Dinghy Storage per week	10.80	Per Quarter (13 weeks)	140.40
Locker Hire per week	6.00	Per Quarter (13 weeks)	78.00
Casual Mooring per metre per week	12.70		

LABOUR CHARGES:	
Members, per hour	70.25
Non-Members, per hour	91.90

SLIPPING CHARGES:*(Using Club Labour)*

Members	- per metre, first day	18.90
	- per metre, subsequent days	8.80
Non-Members	- per metre, first day	29.20
	- per metre, subsequent days	14.10

(Not Using Club Labour)

Members	- per metre, first day	21.70
	- per metre, subsequent days	9.25

SLIPPING AT WEEKENDS:

Members	- per metre	27.00
Non-Members	- per metre	N/A

INSURANCE RISK EVALUATIONS- CLUB MARINE ONLY:*(Inspection fee excludes slipping. If required, slipping charged at SASC Club rates as above)*

Vessels under 30'	330.00
Vessels over 30' and under 44'	440.00
Vessels over 44'	550.00

SUNDRY EQUIPMENT:

Hire, per hour (<i>members only</i>)	7.80
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SUB CONTRACT LABOUR:

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$8.10 per metre per day will be levied.	8.10
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GOLD RECOVERY FROM HISTORIC SHIPWRECK

April 2014

The deep-ocean exploration company Odyssey Marine Exploration, Inc., has been awarded the exclusive contract to conduct an archaeological excavation and recover the remaining valuable cargo from the SS *Central America* shipwreck located approximately 160 miles off the coast of South Carolina, USA. The ship, which was immortalised in the best-selling book, *Ship of Gold in the Deep Blue Sea*, sank in 1857 with one of the largest documented cargoes of gold ever lost at sea [see the SASC News of February 1999 for a review of this book — Ed.].

Odyssey was selected for the project by Ira Owen Kane, the court-appointed receiver who represents Recovery Limited Partnership (RLP) and Columbus Exploration LLC (CE). The contract has been approved by the Common Pleas Court of Franklin County, Ohio, which has jurisdiction over Recovery Limited Partnership and Columbus Exploration LLC. Kane is charged by the court with overseeing the recovery project and has the benefit of a permanent injunction and exclusive salvage rights over the SS *Central America* shipwreck granted by the US District Court for the Eastern Division of Virginia.

“We are excited about returning to SS *Central America* and welcome the opportunity to work with Odyssey Marine Exploration on this historic undertaking. We are confident that Odyssey’s unparalleled experience, superbly qualified personnel and state-of-the-art equipment will build on the successes of the first recovery effort, which has been characterised as a story of American initiative, ingenuity and determination,” stated Kane.

“After conducting an exhaustive review of the extensive amount of available historical research our experts estimate that the shipwreck still holds a commercial shipment of gold which was valued at approximately \$93,000 in 1857, as well as a substantial amount of passengers’ gold valued in 1857 between \$250,000 and \$1,280,000. The expert we retained to analyse the extensive collection of records and contemporary accounts of the shipwreck places the most likely 1857 face value of the total remaining passenger and commercial gold at \$760,000. The ultimate value of the recovery can only be determined once the total quantity, quality and form of the recovered gold is known,” added Kane.

The archaeological excavation, valuable cargo recovery and ship-board conservation will be conducted and underwritten by Odyssey. In return, the company will receive 80% of recovery proceeds until a fixed mobilisation fee and a negotiated day rate are paid. Thereafter, Odyssey will receive 45% of the recovery proceeds. Odyssey expects the recovery vessel, *Odyssey Explorer*, to begin work on the site in April 2014.

The SS *Central America* shipwreck site was discovered in 1987 at a depth of approximately 2,200 m and less than 5% of the site was investigated at that time. An extensive collection of gold coins, bullion and raw gold were recovered from the site during the following years. The salvors have not returned to the site for more than two decades as lengthy legal battles played out. In May 2013, the court appointed Kane as receiver to supervise the resumption of recovery operations.

“Our teams have been studying the extensive research and records of the earlier work accomplished on the site as well as research from our own archives,” noted Mark Gordon, Odyssey’s president and chief operating officer. “We expect the project to move forward

SASC NEWS quickly since we have access to all the previous records and images, which provide us with a great overview of the shipwreck. This has allowed us to begin planning operations that will focus on the most interesting and prospective areas of the site after we have completed a pre-disturbance survey and high-resolution photomosaic.”

Greg Stemm, Odyssey’s CEO, commented, “SS *Central America* is one of the greatest shipwreck stories of all time. We’re very familiar with mid-19th century paddlewheel shipwrecks, as well as the range of artifacts which are likely to be on the site. We have extensive experience with the tools and techniques required for this archaeological excavation, which will be very similar to the successful recovery of more than 51,000 coins and 14,000 artifacts from SS *Republic* completed by Odyssey 10 years ago. We’re also experienced in working at extreme depths. SS *Central America* is less than half the 4,700 m depth of SS *Gairsoppa*, from which we successfully recovered nearly \$80 million in silver over the past two years.” [See the SASC News of August 2013 — Ed.]

“The SS *Central America* project builds upon our pipeline of existing shipwreck recovery contracts, where our compensation rights are secured and legal issues resolved prior to cargo recovery,” added Gordon. “As previously stated, we intend to target one or more shipwreck cargo recoveries each year totalling at least \$50 million annually, with the intention of generating a substantial and dependable flow of revenue for many years to come. We plan to pursue other shipwreck projects in 2014, and the *Central America* project provides a great addition to our schedule.”

SS *Central America* was a wooden-hulled, copper-sheathed, three-masted side-wheel steamship launched in 1852 as *George Law*. The ship was in continuous service on the Atlantic leg of the Panama Route between New York and San Francisco. Owned and operated by the United States Mail Steamship Company, *Central America* was caught in a hurricane and sank on 12 September 1857.

When she was lost, *Central America* was carrying a large consignment of gold for commercial parties, mainly in the form of ingots and freshly-minted US \$20 Double Eagle coins. Because of the large quantity of gold lost with the ship, public confidence in the economy was shaken, which contributed to the Panic of 1857.

Great personal fortunes were lost as well. *Central America* carried 477 passengers, mostly miners and businessmen returning east from California with their personal possessions and fortunes in gold accumulated after years of prospecting during the Gold Rush.

The SS *Central America* shipwreck site was confirmed in 1987 and over a three-year period more than 1,000 hours of bottom time, a large quantity of commercial gold was recovered from approximately 5% of the shipwreck. This gold was ultimately marketed and sold in a series of auctions and private sales.

Gold previously recovered from *Central America* included rare territorial coins and many highly sought-after mint-state Double Eagle \$20 gold pieces and rare ingots. The coins and ingots from the site have seen continued strong interest from collectors over the years.

Eric Haun

odysseymarine.com



Photo John Jeremy

How ships have changed!

Soren Larsen passing *Costa Deliziosa* moored in Athol Bight on 1 March 2014



SASC ANNUAL PRIZEGIVING

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

Saturday 28 June 2014

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 13 June 2014

NEW MEMBERS

We welcome the following new members:

Christopher Arnold
Jonathan D'Arcy
Rhys Hughes
Leanne Gould
Rosalie Jenkel
Fleur Winten-Dare

YACHT PARTNER SOUGHT

Ivan Resnekov is seeking a change from *Impi* and, to maximise value of usage and amortisation of costs, is looking for a partner interested in acquiring a new or late model, comfortable and well-found 40–42 foot sloop.

If you are interested in this project, please call Ivan Resnekov on 0411 500 240.

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	(out of stock)
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top (2XL only)	\$49.00
Sweat Shirt	(out of stock)
<i>The Australia Day Regatta</i> (book)	\$70.00



NEWSLETTER DEADLINE

The next *SASC News* will be the June 2014 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 May 2014. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Ian Collis collection

The ferry *Karingal* making her way up a peaceful Mosman Bay some time in the early 1950s. Note the ample space for moorings in the bay

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!

**See our range of Classics
plus others at:
www.yachtsalesaustralia.com*