



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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June 2005

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**Cover:**

Winter sailing at  
the SASC —  
*Shambles*  
slipping to  
windward in a  
light westerly  
(John Jeremy photo)

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# **COMING EVENTS**

## **SATURDAY 2 JULY 2005**

**JUNE 05**

Fifth race in the Winter Series

## **SATURDAY 16 JULY 2005**

Sixth and last race in the Winter Series

## **WEDNESDAY 3 AUGUST 2005**

SASC Annual General Meeting

## **SUNDAY 7 AUGUST 2005**

Daydream Shield

## **SATURDAY 10 SEPTEMBER 2005**

Lion Island Race and Opening Regatta for all entries in the Season Point Score

## **SATURDAY 17 SEPTEMBER 2005**

First point score race for Super 30 Division, Division 2, Classic Division and OK Dinghies

## **SATURDAY 24 SEPTEMBER 2005**

First point score race for Cavalier 28 Division and Division 1.  
Second race for Super 30 Division, Division 2, Classic Division and OK Dinghies. First race in Cavalier 28 and Division 2 Short Series.

## **SATURDAY 1 OCTOBER 2005**

Long Weekend — Picnic Race

**GOT TO  
GET  
ASHORE?**

**Call Mike or  
Robbie on  
0418 678 690**

Sat: 0900-1800  
Sun: 0900-1700

# **SAFETY REQUIREMENTS 2005-2006 SEASON**

Safety audits will be required for Category 7 Safety Certification

**SAFETY AUDITS AND FIRE EXTINGUISHER  
SERVICE**

**AT THE CLUB**

**Saturday 27 August and 3 September 2005**



## SIGNALS FROM THE COMMODORE

It is nice to see the slow evolution of how our members see and use the Club. For example the other Sunday I was at the Club, working on my boat as usual, while one of our younger members was having lunch with family and friends and lots of children. The group was a pretty good example of the old adage “one for mum, one for dad and one for the country” somewhat modified in this case to be “one for mum, one for dad and one for the Club”, and a very good example of why a youth development program is so important.

Likewise the evolution of our Saturday winter racing fleet. The last two years has seen this fleet grow from two divisions and twenty odd boats to three divisions with over fifty. It has also seen the “after race get together” become a major event. This has been achieved by responding to the member’s comments with an increase in the number of races, from four to six, better courses that can be changed to suit the conditions and better catering. This is an example of what can be done when we get your feed back on what you would like.

The third instance of the Club evolving to meet the demand was our recent Inter-Colonial. This time when a dozen members of the Victorian Classic Yacht Association headed north for the weekend the Club was able to organise a great race on the Saturday (thanks to Bill Gale and John Crawford who so kindly let the their boats to sail), a great after race get together and a dinner that evening.

And finally, on the first Thursday of every month a dedicated group of our associate members can be found playing bridge in the best venue in Sydney. If you would like to join them just give Patrick a call.

This is how the Club should be used, a great meeting place for members and their friends who share a common interest in sailing.

*Rob Evans*

John Jeremy photo

Winter sailing in Sydney



The Sydney Amateur Sailing Club finally won the Daydream Shield, awarded to the winner of a competition between yachts of the SASC and the Middle Harbour Yacht Club in 2002 after a seven-year absence. SASC convincingly won the Shield again in 2003. We have now held the Shield for three years since there was no challenge in 2004.

The Shield has a long history being first contested in the early 1950s — since that time it has always been a highly prized and keenly sought-after trophy. The recent challenges have seen the racing format changed from a long race between two similar sized boats, to team match-style racing between the same class of boats with three races on a short course.

MHYC members visiting the Amateurs have noticed and reported to their Board that the Shield is firmly bolted to the wall at the SASC, looking very much like a permanent fixture — and they don't like it!

Now, after one postponement this year, the MHYC has thrown down the gauntlet to the SASC and the challenge is now scheduled for 7 August 2005.

The task now for us at the Amateurs is to get crews and one-design boats together to make a decent challenge. Last time the classes were S80s, Cavalier 28s, Adams 10s, J24s, Endeavour 26s and Sydney 32s.

Some of the boats were borrowed from the MHYC, and we lent them some of ours to make up the numbers. This year we anticipate having to do the same thing to get enough one-design boats on the water. We need SASC members to help in crewing and/or beg/borrow boats that could be used in the challenge. Boats that come to mind include S80s, Ynglings, J24s, Adams 10s, Cavalier 28s, Dragons, even Rangers and the Mini-America's Cup boats built by Syd Fisher have been mentioned. Whatever, the skipper of the boat must be a member of their respective Club.

If you can help either by crewing, skippering or lending/begging/borrowing a suitable boat, or even just assisting in the organisation of the challenge please contact Guy Irwin on 0438 513 971. Any help will be gratefully received.

Remember we can't let that Shield go back to MHYC, as apart from the loss of the Shield it would leave nasty fixing holes in the wall.

*Guy Irwin*  
Chairman of Racing



## CLIPPER ROUND-THE-WORLD YACHT RACE

by  
*Richard Falk*

Some of you may have heard of The Clipper Round-the-world Yacht Race. Run with a similar ethos to the Global Challenge it provides the opportunity for 17 amateur crew to join a professional skipper in a race around the world in ten identical yachts. Unlike the Challenge race the Clipper event goes the right way (west to east) and in so doing provides the longest race in the world at just over 35,000 nautical miles. It is also the only amateur race to sail downwind in the Southern Ocean.

The fleet consists of ten identical yachts designed by Ed Dubois and built in Shanghai, China. Sails and spars have been made in South Africa and the whole lot is shipped to Southampton in the UK for final assembly. These new boats are 68 feet long, of foam sandwich construction and weigh in at a considerable 30 tonnes, 11 tonnes of which is lead bulb on the keel. To date on our trial sails the top speed achieved under white sails is 24 knots. The boats are true thoroughbred racing machines complete with coffee grinder winches and all the electronic communication gear Chris Oh could ever dream of and then some!

The naming ceremony for *Singapore Clipper* in St. Catherines Dock, London in March

Why am I telling you all this? After a 14-month selection process that has seen me make three trips to the UK for trial sails, interviews and







probationary employment I am pleased to announce that I have just been appointed as a skipper for the 05/06 Clipper Round-the-world Yacht Race. I have been named skipper of the Singapore entry. After a grueling selection process the initial applicants totaling over 500 professional commercial skippers from all over the world have been whittled down to just ten. The final mix is made up of two Australians, one South African, two Scotsmen, an Irishman and four Englishmen.

Smiles all round when the spinnaker goes up for the first time during training

The race will start on 18 September from Liverpool in England and head from there to Portugal and on to Salvador, Brazil. From there we head for Durban in South Africa and on to Fremantle. Next it is on to Singapore, China and Japan before crossing the North Pacific in spring for Canada. From Canada the fleet heads for the warmer climes of Mexico and then it is on to Panama and through to the Bahamas. From there we head for New York before our third and final Atlantic crossing to Jersey and the final run for home into Liverpool. The race will take ten months.

Over the coming months I plan to keep you up to date with our progress from the commissioning of new boats and training of crews right through to the PR trips to Singapore and the excitement of the crew announcement day where everyone finds out what boat they will be racing on.

In future updates I will fill you in on dates for our various stopovers in Ports and should any SASC members happen to be passing by at an opportune time you will be more than welcome to stop by Singapore Clipper for a chat and a private tour.

For those of you who are wondering Kel and the kids are fine. Hannah has developed an English accent after just eight weeks and the boys are, well, boys. Kel has taken the opportunity to travel and has had two weeks in Spain and then a week in France with me. All in all it is turning out to be quite an adventure.

Should you wish to see more details of the race or follow our progress after race start you can do so by logging on to [www.clipper-ventures.co.uk](http://www.clipper-ventures.co.uk) . If you have any specific questions you would like answered in future articles please feel free to email me on [rfalk@tpg.com.au](mailto:rfalk@tpg.com.au) but please keep the emails to a minimal size and quantity. Until next issue — happy sailing!



*Singapore Clipper* entering the Thames from St. Catherines Dock after the naming ceremony





*Durban Clipper just prior to mast stepping*

## **SOUTHERLY BREEZES**

In 1905 Captain Nat Herreshoff's H. M. Co launched eighteen of the New York 30 Class, 43 feet 6 inches long overall, complete down to the crockery for \$US4,000. These yachts, all with gaff rig, raced with the New York Yacht Club as a class for many years.

Following World War I J. Pierpont Morgan ordered a Bermudan rig for his NY30 *Phryne*. The skipper of another NY30 rammed Morgan's boat stating that as it had a triangular mainsail it was not in class, should not have been on the course and therefore had no right of way privileges.

Peter Scott sails the small partly-decked yacht *Skylark* in the SASC Classic Division. On 11 December last she capsized on a spinnaker run going from Shark Island to the Neutral Bay mark. Remarkably Peter and his crewman managed to right her and complete the course. I have no recollection of similar circumstances and believe it may have been a SASC first.

*Southerly*



## WINTER SAILING AT THE SASC

On Saturday 21 May the Classic Division hosted yet another Inter-Colonial challenge. Sydney turned on yet another perfect (unfortunately rainless) day. The short westerly course set by the starter was spot on, with the challenge being 'find the breeze'. Most of the Victorian contingent was on the two Rangers, *Ranger* and *Vanity*, where they learnt that little gaffers can be as much fun as big ones.

Ewen Bell took some magnificent photos on the day which can be viewed at <http://ewenbell.com/drop/rob.zip>. It's about 20MB, so be patient downloading.

The after-race dinner, as always, ended up with the question 'When are we going to have the next Inter-Colonial?'

*Celeste* running before the light westerly

*Rob Evans*

Ewen Bell photo





John Jeremy photo

*Tamaris, Lahara and Eudoria at the start (above)*

A competitor's view of *Lahara* (below)

Ewen Bell photo







John Jeremy photo

'Follow that yacht!' — instructions from the skipper in *Antara* (above)

*Antara* in action (below)

Ewen Bell photo





John Jeremy photo

*Likalizard and She's Apples Two* crossing tacks (above)

A happy crew in *Mezzaluna* (below)

John Jeremy photo







Ewen Bell photo

*Sparkle on a sparkling winter's day*



Ewen Bell photo

*Warana (above)*

*Pinchgut (below)*

John Jeremy photo





John Jeremy photo

*Wind Shadow* sneaking past Shark Island (above)

Made it! — *Clewless?* at the finish (below)

John Jeremy photo





Winter is upon us and a third of our winter races have passed by already. With our benign climate, sailing in winter is breeze compared to the complete shutdown that occurs in Europe and North America. Just think, our water gets cleaner and clearer in winter and what we take for granted most of the rest of the sailing world only dreams of. So if anyone is thinking of complaining, don't bother because no-one will hear you! Of course the one complaint we can make is that all this continual sailing leaves no time for annual maintenance, what a dilemma!

by  
*John Crawford*

The same problem applies to our Club boats *Nancy K* and *Captain Amora*. *Nancy K* in particular is 'on duty' every weekend of the year, which effectively means that there are five available days between her 'duties' to apply Tender Loving Care. Most week days *Nancy* spends her time assisting Rod and Brett with slipping duties. Both vessels have recently been on the slips, but as always slip time represents income for the club, so club boats are not allowed to linger on the slips. You can almost hear *Nancy* heave a sigh of relief as she trundles up the slip for a water (blast) massage a short rest, a quick antifoul and then back into Mosman Bay.

Have you ever thought what life is like from *Nancy's* viewpoint? Week in week out, up and down Mosman Bay, never allowed in the harbour proper, chased by ferries, trampled underfoot by uncaring members, stopping and starting all day, carting the garbage, towing member's yachts to the slipway and on duty seven days a week rain, hail or shine. *Nancy K* has rattled up over 6,000 engine hours in the last five years or so, with almost nil downtime. This speaks volumes for the Volvo that powers her and for the ongoing maintenance program. Long may it last.

We can all do our bit to keep *Nancy* happy. Treat her with kindness and give her a pat as you step off her after another beautiful sailing day.

*Antares, Tamaris*  
and *Vanity*  
beating to  
windward on  
21 May

Ewen Bell photo



## YA SPECIAL REGULATIONS

Appendix D to the Yachting Australia (YA) Special Regulations and associated amendments to YA Special Regulations have been finalised. Appendix D relates to stability of yachts and the amended Special Regulations relate to moveable and variable ballast. Along with all YA Special Regulations and Appendices, they will take effect from 1 July 2005.

Appendix D and related changes to the Special Regulations are based on rules set by ISAF. In light of new developments in yacht design and construction the Yachting Australia Safety Committee, under the chairmanship of Tony Mooney, has incorporated some variations to the ISAF rules. A lengthy consultation process was undertaken and included much research and advice from experts, namely:

- Greg Waters (involved with hydraulics & engineering of canting keels on *Wild Oats*, *Pyewacket*, *Movistar*)
- Jim Schmicker (Chief Naval Architect Farr Yacht Designs)
- Don Jones (designer of *Skandia Wild Thing*)
- Colin Spence (Naval Architect now working with Ken McAlpine in Western Australia, who is involved with America's Cup and Volvo 70s)

Sailors and owners were also consulted, with draft documents and feedback mechanisms available through the YA website.

Much of the content is similar to that which applied from 2001-2005, with changes designed to increase the seaworthiness of yachts and the ultimate safety of sailors. The new YA rules contain such depth and sophistication of research that they will be submitted to ISAF as the proposed international standards.

Appendix D and the associated amendments to the Special Regulations can be downloaded from this website or obtained from YA NSW.

The original Yachting Australia Special Regulations are printed in the *Racing Rules of Sailing 2005-2008*, available from the SASC Office. YA Special Regulation Part 1, 4.10.3 requires yachts racing in categories 1-7 to carry the current YA Racing Rules of Sailing.

### WANTED

#### Starting Crew at the Sydney Amateur Sailing Club

No experience is needed as all necessary training will be given. Suitable for all and any persons of any age — or members who have given up racing their boats but wish to put something back into sailing. Or perhaps you have a friend or know of somebody who may be interested.

*If you would like to help please contact the Patrick at the Club on 9953 1433.*



## IT'S ON AGAIN — THE LORD HOWE ISLAND BARBEQUE

The Lord Howe Island School has kindly invited visiting yachtspersons, particularly those with Classic Yachts, to attend a BBQ at Ned's Beach on Tuesday 8 November 2005 at 1630.

I will be at the Orient Hotel in George St for a quiet little drink on Thursday 28 July. This will provide an opportunity for other skippers who may want an ocean trip to compare notes and yarns....

*Nigel Stoke*



### SASC ANNUAL PRIZEGIVING

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

**Saturday 25 June 2005**

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

Cost \$30.00 per head (incl. GST)

*Put the date in your diary now!*

**Bookings essential — please telephone Patrick Munn on  
9953 1433 no later than  
Friday 17 June 2005**

## LARGE TRIMARAN COMPLETED

Australian shipbuilder Austal Ships recently completed the largest aluminium trimaran ever built. Designed for the European Ferry operator Fred. Olsen, S.A. *Benchijigua Express* is now in service between the ports of Los Christianos in the south of Tenerife and the islands of La Gomera and La Palma. Ordered in May 2003, the new ship is 126.7 m long overall, the beam is 30.4 m and the draft 4.0 m. She has a crew of 35 and can carry 1350 passengers and 341 cars.

*Benchijigua Express* is powered by four MTU 20V 8000 diesel engines arranged in two separate engine rooms in the central hull. The engines are rated at 8,200 kW each but will be upgraded to 9,100 kW during the first quarter of 2006. The diesels drive three Rolls-Royce Kamewa waterjets, two of which are steerable. Initial full-power trials were carried out in seas of four-metre significant wave height and 45 knots wind speed. The ship achieved a speed of 40.4 knots with a deadweight of 500t. The maximum deadweight is 1,000 t. The trimaran is fitted with sophisticated ride control equipment and a ballast and heel control system for use in port.

Austal is currently working on the design of one of the contenders for the US Navy's Littoral Combat Ship project based on this trimaran design. Up to sixty of these ships may be built, and a decision on the construction of two prototypes to the Austal design is expected soon. The first prototype to the competing monohull design, to be named *USS Freedom*, began construction in the United States recently.

*Benchijigua Express* at speed

Austal Ships photo



# FIRST ARMIDALE-CLASS PATROL BOAT

JUNE 05

The first of the RAN's new Armidale-class patrol boats arrived in Darwin on 10 May 2005 after completing mission trials. *Armidale*, which was designed and built in Australia by Austal Ships, is the first of 12 Armidale-class patrol boats and was launched on 5 January 2005 and formally named on 22 January. Since that time *Armidale* has been undergoing extensive harbour and sea trials.

The mission trial is the final activity under this trial program, which saw the vessel sailing from Henderson, Western Australia on 22 April 2005, initially undertaking a passage to 40 degrees south to test the ship and procedures in cold and potentially rough environments before sailing north with port calls in Dampier and Broome.

The new ship was accepted from the contractor on 17 May and will be commissioned as HMAS *Armidale* at a ceremony in Darwin on 24 June 2005. She will then undergo crew evaluation before commencing operational patrols to protect Australia's borders.

Following the completion of the design work in early 2004, the production work began in April 2004.

The prime contractor for the new patrol boats is Defence maritime services who sub-contracted the design and construction of the ships to Austal. As well as the supply of the ships, DMS will provide maintenance, logistic and crew-training support to the vessels throughout their expected operational life of fifteen years. At 55 m overall length, the new ships are substantially bigger than the Fremantle-class patrol boats they will replace.

Austal Ships photo

The new HMAS *Armidale*



# TRIBUTE TO THE CLARKS



On 15 May a plaque was unveiled on Cockatoo Island to commemorate the efforts of the Friends of Cockatoo Island in saving the island for the public and in particular the outstanding contribution of the late Mary Shelley Clark and Jack Clark. The plaque was unveiled by the Clark's grandchildren Hannah and Christopher (above). Dedicated to Sydney Harbour and Cockatoo Island, Mary and Jack will be greatly missed by all who knew them

John Jeremy photos







John Jeremy photo

*The Hobbit and Ironic sharing a tow home from Warana in very light conditions on Saturday 4 June*



## SASC CLOTHING

*The SASC shop — otherwise known as the office, has a range of clothing and other useful items for sale. All prices include GST.*

Polo shirts, two styles in navy and one in white:		\$36.00
Rugby shirt, navy with white collar:		\$65.00
Club tie:		\$20.90
Club belt:		\$18.70
Club burgees:	Large:	\$25.00
	Small:	\$21.00
Racing flag:		\$10.00



## ***THE AMATEURS***

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

### ***STURROCK'S MARINE PRODUCTS PTY LIMITED***

Providing *The Amateurs* with marine paints and equipment.

Telephone: (02) 9363 1939

Fax: (02) 9363 2877



### ***MACDIARMID SAILS***

Providing *The Amateurs* with ongoing sail maintenance.

Telephone: (02) 9817 4155

Fax: (02) 9817 5829

[www.macdiarmidsails.com.au](http://www.macdiarmidsails.com.au)



# CLUB CHARGES FOR 2005/2006

JUNE 05

The Board has approved the following scale of Club charges for the 2005/2006 year. The new charges will apply from 1 June 2005. The figures include GST.

## BOATSHED CHARGES

Moorings per metre per week	\$5.30
Dinghy storage per week	\$9.00
Locker hire per week	\$4.90

## LABOUR CHARGES

Members, per hour	\$56.60
Non-Members, per hour	\$72.10

## SLIPPING CHARGES

*(Using Club Labour)*

Members	— per metre, first day	\$15.80
	— per metre, subsequent days	\$6.90
Non-Members	— per metre, first day	\$24.00
	— per metre, subsequent days	\$11.50

*(Not Using Club Labour)*

Members	— per metre, first day	\$18.10
	— per metre, subsequent days	\$7.70

## SLIPPING AT WEEKENDS

Members	— per metre	\$22.60
Non-Members	— per metre	\$28.80

## WATERBLAST

Not using Club labour (members only)

First Hour	\$25.10
Subsequent Hours	\$9.60

## SUNDRY EQUIPMENT

Hire, per hour (members only)	\$6.70
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## SUB-CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$6.60 per metre per day will be levied.



## BIRTHDAY FOR QE2

The Cunard liner *Queen Elizabeth 2* marked 36 years of service on Monday 2 May when she arrived in her homeport of Southampton — 36 years to the day after she left the same port for New York on her 1969 Maiden Voyage

In those 36 years she has sailed more than 5.3 million n miles and has carried nearly three million passengers. She has sailed at an average speed of 24.75 knots over the last 36 years. She has made 795 Atlantic crossings and completed 23 full World voyages.

*QE2* was launched by Her Majesty the Queen in 1967 and was the last passenger ship to be built on the Clyde. On 4 September she becomes the longest serving Cunarder ever when she passes the 36 years 4 months and 2 days' record of *Scythia*, which sailed from 1921 to 1957.

*QE2* was also the Cunard flagship for longer than any other from 1969 until she handed over the role to *Queen Mary 2* last year, and in November last year she became the longest serving Cunard express liner when she passed the 35 years 6 months and 1 day record previously set by *Aquitania* which served Cunard Line, in peace and in war, from May 1914 to December 1949.

*QE2* has completed 1,374 voyages at an average speed of 24.75 knots, and she is the largest consumer of caviar on earth!

She cost just over £29 million to build in 1969 — since then Cunard has spent more than fifteen times that amount on refits and refurbishments [*as any boat owner will understand only too well — Ed.*].

John Jeremy photo

*Queen Elizabeth 2* in Sydney



The £100 million cost of re-engining her with diesel-electric machinery in 1986/87 was the largest amount spent on such a project. Her steam turbines had taken her a total of 2,622,858 million nautical miles — the equivalent of 120 times around the world.

Other notable statistics include:

- On 13 June 1999, *QE2* exceeded 175,290 hours of steaming time, exactly 20 years (including four leap years).
- Cunard's first ship, *Britannia*, would fit into *QE2*'s Grand Lounge.
- One gallon of fuel moves *QE2* 49.5 feet; with the previous steam turbine engines, one gallon of fuel moved the ship 36 feet.
- The diesel electric propulsion system produces 130,000 shp.
- *QE2* can sail backwards (full speed astern is 19 knots) faster than most cruise ships sail forwards.
- The ship's fuel-oil tank capacity of 4,381.4 t is sufficient for 10 days' sailing at 32.5 knots, equalling 7,800 n miles.
- *QE2* consumes 18.05 t of fuel per hour – that's 433 t per day.
- Heineken and Becks together account for almost 50% of the beer consumed.
- Approximately 158,520 gallons of beverage are consumed annually.

## SHIPWRECK STARTS TO YIELD SECRETS

During April and May a dive team working off the coast near Bermagui continued study of a World War II Liberty ship, *William Dawes*, torpedoed in 1942.

The survey crew of professional deep wreck technical divers, The Sydney Project, used underwater scooters to aid their recording of the 127 m long, 7000 t freighter. Located in 135 m of water 18 n miles off Bermagui, the wreck diving operations are the deepest undertaken in NSW, and the second deepest in Australia. The recent dives aimed to gain a fuller picture of the complex wreck site and its associated debris field.

*William Dawes* is the only located example of four Liberty ships sunk in wartime action in NSW. One of the divers, Samir Alhafith, said the dive was fantastic despite it being short-lived because the current dragged the shotline 140 m off course. They were, however, able to establish the wreck is intact and that it is lying on its side.

The NSW Heritage Office, as the delegated authority in NSW, manages the shipwreck site under the Commonwealth Historic Shipwrecks Act 1976.

*William Dawes* was a US armed merchant ship carrying war munitions, jeeps and armoured vehicles to the Pacific front. On 22 July 1942 she was struck by two torpedoes fired from a Japanese I-class submarine off Merimbula. The 112 m I-11 submarine had earlier sunk two vessels off Jervis Bay. Five crewmen died in the explosions and resulting fire and today the wreck site constitutes a war grave. Japanese and German submarines sank 19 vessels off the NSW coast during World War II.

The independent diving expedition has been aided by the close involvement of local Bermagui commercial fishing operators who have provided information on previous net 'hook-ups' at the site.

The US Army's experimental Theatre Support Vessel *Spearhead* in Sydney recently. Built by Incat Tasmania *Spearhead* saw service in the recent Iraq war and is in Australia for exercise Talisman Sabre in Queensland waters



John Jeremy photo



## **Sydney Amateur Sailing Club ANNUAL GENERAL MEETING**

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 3 August 2005 at 8.00 pm.

### **BUSINESS**

1. To adopt the Annual Report, balance Sheet and accompanying statements for the year ended 31 May 2005.
2. To elect Officers and Directors.
3. To elect Auditors. WHK Greenwoods, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board  
*Tony Saunders*  
 Hon. Secretary



# ANNUAL GENERAL MEETING PROCEDURES

JUNE 05

## NOMINATIONS

1. All nominations for the Board must be received in the office of the SASC by the due date as stated in The Memorandum and Articles of Association. All nominations submitted must be in line with the Memorandum and Articles of Association.
2. The Executive Secretary will record all nominations in a register and will sign the bottom of the nomination form, and the register with time/date received. The Executive Secretary will check to see if the nominated member, proposer and seconder are paid up in accordance with the Memorandum and Articles of Association and the Special Board meeting held 22 July 2000.
3. The Hon Secretary at the earliest opportunity will sight and countersign all nomination forms and the register.
4. At the time/date nominated in the Memorandum and Articles of Association, the Hon Secretary or his nominated representative, will close off all nominations for the Board and will read out to members the names of those nominated.
5. A list of all nominations for the Board positions will be placed on the notice board in the clubhouse.

## PROXIES

1. Proxies must be presented to the office of the SASC at least 48 hours before the time of the AGM.
2. The Executive Secretary will record all proxies in a register and will sign both the proxy and the register. The register will show time/date received.
3. At the earliest opportunity, the Hon Secretary will countersign both the proxy forms and the register.
4. On the day of the AGM, the Executive Secretary will check all proxies to make sure the person giving the proxy is eligible to vote in accordance with the Memorandum and Articles of Association.
5. During the AGM the Hon Secretary will distribute Proxies to those nominated to vote on a member's behalf.

*Tony Saunders*  
Hon Secretary



**NEW MEMBERS**

We welcome the following new members:

Ordinary Members:

Orion James Alderton  
Barry William Barton  
Michael Chapman  
Sam Atlee Hunt  
Peter Anthony Keleman  
Sarah Jane Winn

Junior Member:

Thomas Andrew Horn

**A PLEA FROM THE BOATSHED**

It must be breeding season again as batteries near the garbage bins and on the rack are steadily multiplying. The garbage contractors will not take them unless requested to do so by the SASC and we are charged extra for their removal.

If you wish to leave a battery for removal please see me in the boatshed so that you can be charged accordingly on your account. The fee is \$8.00. The impost on the club can become considerable when there are many batteries to be removed.

The garbage contractors will not remove any old oil, fuel or paint cans *at all*. Please take them home with you for disposal. And, please don't think these items might be useful in the boatshed as they are not! Thanks but no thanks.

Sorry for the whinging.

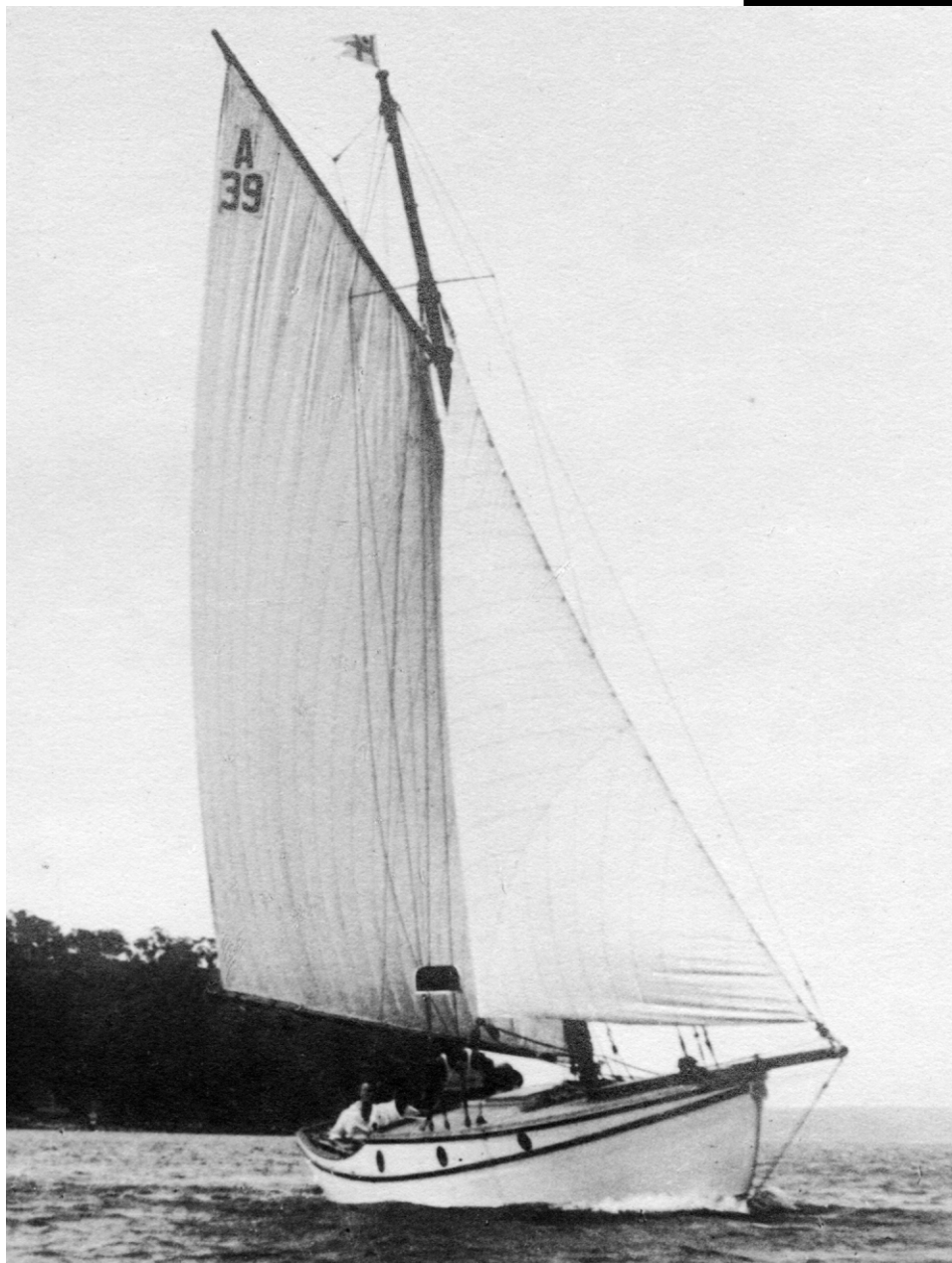
Happy sailing

*Rod Phillips*

**NEWSLETTER DEADLINE**

The next SASC News will be the August 2005 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 July 2005. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





*Wyuna* sailing on Sydney Harbour about 1930. Her owner was C. W. Robson, then Vice Commodore, who joined in 1913 and was Commodore from 1934 to 1938. A tireless worker for the SASC he never competed in a club race — he always raced with the Middle Harbour Cruising Club, later the Middle Harbour Yacht Club



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