



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2002

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

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

Commodore	Charles Maclurcan
Vice Commodore	Robert Evans
Rear Commodore	Randal Wilson
Honorary Treasurer	Fred Bevis
Honorary Secretary	Tony Saunders
Executive Secretary	Faye Buckley

Cover:

Ready for the action - trophies set out at the Club before the Annual Prizegiving on 22 June.

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Editor: John Jeremy

email: news@sasc.com.au

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COMING EVENTS

AUGUST 02

SATURDAY 24 AUGUST 2002

Safety inspections and fire extinguisher service at the Club.

SATURDAY 31 AUGUST 2002

Safety inspections and fire extinguisher service at the Club.

SATURDAY 7 SEPTEMBER 2002

Opening Day Regatta.

SATURDAY 14 SEPTEMBER 2002

Lion Island Race and first race for OK dinghies.

SATURDAY 21 SEPTEMBER 2002

First race for Cavalier 28 Division, Classic Division and Division 2.
Second race for OK dinghies.

SATURDAY 28 SEPTEMBER 2002

Second race for Cavalier 28 Division, Classic Division and Division 2. First race in the Cavalier 28 short series, Division 2 short series and for Division 1. Third race for OK dinghies.

SATURDAY 5 OCTOBER 2002

Idle Hour Race and Endeavour Regatta first day.

SUNDAY 6 OCTOBER 2002

Endeavour Regatta second day.

SATURDAY 12 OCTOBER 2002

Third race for Cavalier 28 Division, Classic Division and Division 2.
Fourth race for OK dinghies.

SUNDAY 13 OCTOBER 2002

First race for Division 6 (non-spinnaker) and Gaffers Division.

SATURDAY 19 OCTOBER 2002

Fourth race for Cavalier 28 Division, Classic Division and Division 2.
Second race in the Cavalier 28 short series, Division 2 short series and for Division 1. Fifth race for OK dinghies.

SATURDAY 26 OCTOBER 2002

Fifth race for Cavalier 28 Division, Classic Division and Division 2.
Sixth race for OK dinghies.

FRIDAY 1 NOVEMBER 2002

First twilight race.

TENDER!

***Call Robbie
on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

On the June long weekend I attended the Australian Yachting Federation Risk Management and Insurance Workshop. The activity was intended to give an overview of the current situation with regard to obtaining satisfactory third party insurance for sailing clubs. We have all heard of numerous activities that have been cancelled as insurance cover has been unobtainable.

I am determined that the SASC will not suffer the same fate. No matter what the true cause of the insurance scare, part of the process of proving that our situation is reasonably insurable is to manage all the risks that are associated with our operations both onshore and on the water. Consequently, pairs of Directors have been challenged to examine specific areas of our operations to prepare lists of risks and assess their likelihood and impact. As we gather the information we will take steps to ensure that a practical program is undertaken to manage these risks. In fact the actions should result in a concise manual of operations for the efficient and safe running of the Club.

Please understand that each and every member will be required to maintain a responsible attitude to the Club and its assets. I cannot think of another club where members enjoy such unfettered access to so much technical equipment. Care must be taken. At time of writing we were yet to receive our insurance quotes for the coming year but hopefully the steps already taken will assist in achieving modest increases in cost.

I hope those that attended the annual prize giving at the Club enjoyed it. We were blessed with wonderful weather and I take pleasure in thanking my fellow flag officers and their wives for helping to make the day proceed enjoyably.

The winter series has been a great success and it is terrific to see so many people back at the Club after the races to enjoy some convivial company.

The Annual General Meeting just held has brought new faces to the Board. I welcome the new directors and thank those who have retired. I selected Bob Lawler as Club Member of the Year for his extraordinary efforts on the Club's behalf over the past 12 months. He has rebuilt a main slipway cradle, replaced the wharf crane pile, rebuilt and restored the *Patrick Wittington*, organized working bees, built a new workbench from leftover timbers and acted as the Club Licensee. In my opinion, no one person better defines the character and class of the SASC.

Charles Maclurcan



It all happened one Saturday morning, before breakfast. Hughie phoned: "...can you come up to Tahiti next Friday and run the boat while I am doing the Tahiti Nui Cup regatta and then help us sail *Havana* to Sydney?" By Friday midday I was on the plane bound for Papeete where I was to stay overnight and fly on to Raiatea to join *Havana*, my luxury home for the next six weeks.

By the time I arrived Hugh was already on his race boat, leaving me to survey my charge. *Havana*, a customised, near new Farr-designed French production 64 foot yacht with complex electrics, electronics and plumbing. Beautiful lines and tasteful detailing. We had everything on board including a dishwasher, air-conditioning, water and icemaker, TV and CD player. All the primary winches were electric. On deck a promenade-deck guests' lounge with a bimini over plus a separate crew's driving cockpit. Down below three double cabins and crews' hide-hole, four heads and a lounge room, big enough for a ballroom.

The Tahiti Nui Cup was organised by Sydney's Trevor Joyce of Mariner Boating who specialise in yachting holidays anywhere in the world. This was his fourth annual regatta in French Polynesia. The very innovative format was designed to suit not only yachties but also their families. The program consisted of four passage races between the islands with lay days between when participants could go and do whatever they felt like in this paradise environment. To add glamour to the proceedings the principal sponsor of the series was one of the biggest black pearl dealers on Raiatea.

by
*Michal
Tomaszewski*

The *Havana* crew
in the Mermaid
Bar, Tonga



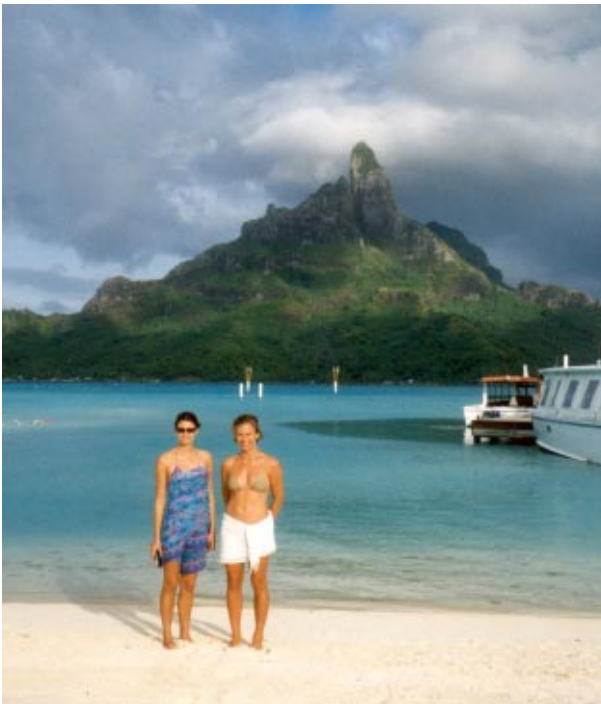
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The owner and his mate joined *Havana* next morning and we started our nine or ten day cruise of some of the world's most beautiful islands in the Leeward Group of the Societies; Raiatea, Huahine, Tahaa and the most spectacular Bora Bora. Some of the time we followed the race fleet of some twenty-odd cruise yachts based in Uturoa, the capital of Raiatea. That first day, after provisioning, we cruised about the lagoons of Raiatea and (on my part) getting to know how to run this luxury vessel. I sure was glad to have Noel on board — he had a great understanding of the ship's mechanics.

After anchoring in a delightful little bay east of Uturoa we watched the race fleet off the start line and through Passe Avemoa on their way to Huahine, a distance of some 20 miles, where the local mayor put on a great feast. Despite the French local government elections he put on huge quantities of guava rum punch, strong enough to tear your head off, great island food and the best Tamure dancing of the whole trip. Oh how I wished my Maris was still alive to see this — she was such a great Tamure dancer herself!

Following day we sailed in a fair NE breeze back to Tahaa some 24 miles. We could not resist a dinner at the infamous Chez Louise. Louise is a great jovial mountain of a woman who fed us literally dozens of what looked like mud crabs except that poor buggers were not much bigger than our Balmain bugs! At this point we decided to leave the fleet, and head straight for the famous Bora Bora.

French Polynesia (like us) has the universal (except in North America) buoyage system — port to port, starboard to starboard going in. Inside the lagoons there was a trap for young players. Red markers were always on the shore (shallows) side of the channel except for the usual cardinal marks denoting obstacles, reefs etc.



Sylvia and Annalese at Le Meridien Resort, Bora Bora

Famous Bora Bora and its resorts. On entering we saw the four-masted cruise ship *Wind Song*. Like the Club Med vessel she is solar and wind powered and we saw her on numerous occasions on the islands.

The first night we anchored off Teveiroa Motu and the Coral Beach Resort (probably Bora Bora's most luxurious) with its bure-type individual thatch-roofed cabins built on concrete poles over the lagoon and architecturally-stunning series of bars, shops, restaurants and sandy beaches.

Bora Bora is reminiscent of our own Lord Howe Island. There are two fundamental differences. The coral reef at Lord Howe is surprisingly much richer and more spectacular but the lagoon at Bora Bora is navigable, huge and leading to some of the nicest cruising grounds in the world and not in the fearsome Tasman Sea — and then there is the climate!

We also anchored off the somewhat run-down Club Med where our Sylvia managed to get hold of a Hobie Cat and a windsurfer. That, plus our own rubber duckie, enabled us to explore the lagoon. As in some other anchorages early in the morning a tinny would pull up offering fresh croissants and baguettes — how civilised can you get!

We sailed back to Raiatea with the race fleet in a beautiful 15-18 knot NE breeze — back to Uturoa the main town on the island and a sumptuous civic reception held in the recently completed dockside complex. Dancing, singing and the presentation of prizes for the races. Of course, our Hugh Treharne made a clean sweep of the regatta winning every race. The race fleet, chartered by Mariner Boating from The Moorings and EastSail at Raiatea were mainly 43 to 54 foot Beneteaus and Jeaneaus and about four or five large cats. Next day we sailed back to The Moorings to provision and prepare *Havana* for the delivery back to Sydney.

We topped up provisions at the Uturoa supermarket, fuelled and motored *Havana* back to The Moorings for final preparations for the trip back to Sydney. My cargo included a slab of Hinano Beer for Bennie and Bikkie to share on my return reminiscing about their adventures in Tahiti some twenty years ago.

The 64 ft *Havana*'s two main fuel tanks held less than 500 l for the 137 HP main engine **and** the diesel generator! As we expected to motor-sail a lot of the time, we had to carry another 900 l in cans for refuelling at sea when and if weather permitted. That was Sunday and we hoped to leave on Monday.

After attending to a million-and-one details we lashed the beautiful Avon hard-bottomed rubber duckie on the foredeck, stowed all the unnecessary sails, cushions, fenders, hard-tucker, extra water etc. and decided to leave early next morning.

We cleared the lagoon of Raiatea by 8 am and motor-sailed out in a light 12 kn NE breeze for Raratonga some 545 n miles away. As we moved away from the islands the breeze moved more to the regular trades of 18-20 kn from the SE. Hugh laid out two elaborately set-up and prepared trawling lines.

Next day the trades were up to 25 kn and we were romping along at 8 kn under full main, very square. Not having a pole (damaged in the last leg) we could not pole out the genny. We got in to Raratonga at 4 am on Friday but waited till daybreak before contacting the harbourmaster and going in through a rather narrow passage with a strong current setting west.

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The harbour at Rarotonga is very small. There are often one or two island trading vessels as well as two or more fishing trawlers. Yachts are expected to anchor and tie up stern to the southern wharf — not an easy operation considering cross wind and inevitable surge from the entrance *Havana* slotted in between a trawler and one of the Blue Water Rally boats already in port. As our bow thruster was inoperative it took all Hugh's skill to accomplish this feat.

We only stayed in the Cooks overnight. Rarotonga is a tiny little island — one main street with a few bars and shops. A part-time expatriate Scot Harbour Master who came 25 years ago and stayed and a one room quarantine station on stilts. It took me little over one hour to circle the island on a hired 100 cc motor scooter. Nothing like helmets or boots, in fact I didn't even see a policeman all the time there. Noel was the only one who 'raged' that night being adopted by a group of touring Aussie travel agents.

In the morning Hugh got us out in great style and we sailed out of the harbour under full sail on our way to the Vavau Group in Tonga on an ESE breeze of some 20 kn which a couple of days later moved to ENE. We gybed the ship and sailed on in beautiful warm, sunny weather with a sparkling sea — beautiful!

I came on deck in the afternoon and saw a greenish shape on our port quarter. Sure enough it was a whale no more than thirty metres away. He was very curious and not much smaller than our *Havana*, probably weighing 60 or more tonnes! To our horror and delight he came up to within a few metres and sailed in company for close to half an hour. We were sailing at 8 kn and the whale had bursts of speed at least twice that.

We saw Beverage Reef (a small atoll) some ten miles off and Hugh's elaborate trawling

The smaller of three mahi-mahi being butchered



tackle paid off with three magnificent Mahi-Mahi. These ones did not get away and were landed into the cockpit. They were beautiful looking fish, with an iridescent blue-green sheen turning grey with the fading life.

We sailed through the reefs and isles of Vavau in the night and anchored in Neiafu, the capital, just before dawn. In the harbour were some twenty odd beautiful cruising yachts, most of them flying the Blue Water Rally flags off their forestays. We arrived on Friday 21 June, a public holiday in the Kingdom of Tonga to celebrate 100 years of the Presbyterian Church there. Everything except the Post Office and the boozers were closed.

During our stay there we made the waterfront's Mermaid Bar and Restaurant our home. Our hostess there, the delightful Enafu, looked after us as if we were royalty. On Saturday night we had a feast including candles, tablecloths and a roasted piglet! We met many interesting cruisers from all corners of the globe at the Mermaid.

Tongans are a delightful people, so laidback that nothing ruffles them. They are happy go lucky, very hospitable, lazy and good-natured. Time means little to them. I was surprised that fresh fruit and vegetables were very hard to find. The Vavau group is very beautiful, yet, unlike in Tahiti, picture post cards were almost impossible to find. Before leaving for Noumea we spent a couple of days cruising and had a delightful evening in the lee of Tapania Island and visited Vavau's only 'Spanish' restaurant, a ramshackle shed on stilts with no walls, a tressle table or two and a bizarre 'Spanish' combo — lots of dancing.

Anyway that was Vavau; delightful locals, interesting cruisers, many beautiful anchorages, snorkeling and sea caves — recommended. We left for Noumea (some one thousand miles) away mid-morning in a complete calm. By that afternoon we were sailing in a 15 kn SE wind and flat seas which was to back to a strong N/NW before dying again to a calm. Some of the nicest weather of the trip, except for the purr of the engine.

Roger 'Clouds' Badham advised us that there are successive fronts moving up but he did not expect them to go beyond 25° south. Well, a day out from New Caledonia, at 18° south we were hit with over 50 kn from the SW which, after a while, settled down to a bit over 35 kn for the rest of the day. Of course the autopilot spat the dummy and it was down to hand steering. The Farr-designed hull behaved very well. We were in lee of the island some 25-30 miles away so the seas were more of a short steep chop. The icy cold spray was, for us from the tropics, very, very hard on the eyes! This was my new life, no more thrashing about in Bass Strait — I thought!

We stayed on the marina at Port Moselle, Noumea, for five days, doing odd jobs of repair: motor, autopilot, port fence, the rubber duckie and its cover. Taking on new fuel and gas — and sight seeing.

Just in front of the marina there is a place called *The Ship Shop*. It is run by a couple of wizards who between them can fix just about anything to do with boats — Dave, a South African Scot (but a naturalised Frenchman) and his pommy partner we christened 'stick insect' because he was so skinny. They were unbelievably good, reliable and relatively inexpensive.

For me the highlight of the Noumea visit was Enzo Piano designed Tjibaou Cultural Centre. A real gem of a building it is the result of a recent international design competition. A real

masterpiece, a simple geometrical concept beautifully detailed — must for all visitors.

The Cultural Centre apart, for me Noumea is a sad place. Scenically it is very beautiful but its population appears very sad. The Kanaks are a dispirited lot with high unemployment and no future. Dispossessed in their country and at conflict with their Melanesian brethren.

On the last day I hired a beaut little Renault car to do a bit of exploring and help with the last minute logistics like clearing customs, gendarmerie and quarantine. Mid-morning Monday we sailed off after fuelling up with all we could fit in. We set course for Cape Morton where we thought we could shelter if we were to be belted by another (and anticipated) SW front. We set up scheds with Penta and were in communication with 'Clouds'.

As expected, by Wednesday the SW hit us — and pretty hard. The seas soon built up to 6 to 7 m, short and steep running in sets of three. Hugh and I hand steered for some hours till we decided that 'George' the auto pilot would cope — and he did brilliantly! The rest of the trip was pretty uneventful. The SW breeze moderated but stayed in, backing West at night and everyday colder.

We made landfall some 20 n miles off Coffs and headed for Trial Bay for a few hours rest and a refuel. As it turned out the anchor windlass decided to go haywire so we just refuelled in the lee of Smokey and kept going arriving off Sydney heads greeted by a spectacular but absolutely freezing dawn.

Arriving in Sydney Harbour at dawn, a rude awakening after the tropics



The Classic Yacht Association of Australia held their second Concours d'Elegance on the weekend of 15/16 June at the Waterways Superyacht Marina, Rozelle Bay, Sydney.

Over 40 classic yachts ranging from 18ft skiffs, Rangers, racing yachts and cruisers were on display with Carl Ryves' dinghy tempting many yachties to have a row.

Along the esplanade magnificent vintage and veteran cars from the Rolls Royce Owners Club and The Vintage Sports Car Club lined up for inspection.

The boats arrived at the Superyacht Marina on Saturday afternoon and were berthed altogether on a couple of pontoons. In the evening a dinner was held at Liquidity, the marina restaurant and afterwards the lucky owners of comfortable boats fell straight into their bunks. On Sunday morning breakfast was served on the wharf as the vintage cars arrived, stealing the show as they took up their positions.

Judging took place from 11am as the yachties looked over and under the cars and the car owners checked out the boats. At about 2.30pm the prizes were announced and as a cold wind was blowing from the west the cars and yachts made their way back to their garages and moorings after what most crews billed as a great couple of days of talking about old boats and cars. The winners were:

Best Boat Overall

Alan Stanton's 30ft *Samiel*, designed by Holman & Pye and built by Hald and Johanssen in Sydney in 1964 from oregon and sapeli mahogany.

Most Original

Ian Hansen's 45ft *Karalee* was the first major design by Alan Payne and was built in Balmain in 1947/52 by Reg and Cyril Morrow for harbour racing.

Best Restoration

Ken Pryor's 35ft *Struen Marie*, designed by Robert Clark and built by Les and Barry Steel in 1950 at Lake Macquarie from Huon pine and spotted gum.

The Classic Yacht Association of Australia's objective is to promote restoration and use of classic yachts. They define a classic yacht as a well designed and built timber yacht built prior to 1972. Replicas built from a set of original plans are also encouraged to register. Rob Evans, NSW state representative of the CYAA and organiser of the event, wants to encourage people wanting to buy a good boat to look at the option of buying a classic boat for long term investment.

by
Kathy
McKenzie
BoatingOZ.com.au





There were many SASC yachts on show at Classic Yacht Association's second Concours d'Elegance at the Rozelle Bay Superyacht Marina on 16 June (left). They included *Vanity*, *Hoana* and *Sylvia* (above) and *Reverie* and *Wairangi* (below).



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It all starts with the pipe “SAFEGUARD, SAFEGUARD, CLOSE ALL RED OPENINGS ... COLLISION IMMINENT”. The ‘S’ word. It’s not the kind of thing you want to hear, not this late at night, not ever; it means this is for real. “STANDBY FOR COLLISION FORWARD ... BRACE, BRACE, BRACE”

The impact is a deafening roar of screeching metal and rock tearing against each other. The ship lurches to one side as it tries to ride up and over the rock. You only realise the ship has come to sudden halt as you stumble headlong into the locker front. You also realise that in that short period of time you’ve cleared your pit and are half dressed — reacting mostly as you have been trained to do. The cold water trickling over your toes is a worry. It’s all gone dark.

“STAND TO, STAND TO ... CARRY OUT BLANKET SEARCHES”. Quickly a loud vocal alarm is raised “FLOOD, FLOOD, FLOOD ... FLOOD in the 4.5” Magazine 5D”. As you shuffle out with your oppo’s, you realise the magazine hatch is distorted and the mess deck is flooding. *Is everyone out? How bad is the rest of the ship? Are we going to sink?*

Within the hundred different things to do while manoeuvring a ship and recovering the helo, something has obviously gone horribly wrong. The CO strides up the ladder three rungs at a time and fears the worst as he makes the bridge, yet is still shocked to see white water all around the ship. The swells are now picking the failing ship up and dumping it back down on the rock. With each impact you can picture the damage it’s doing.

In peacetime the safety of personnel is paramount and the ship comes second, but when you are perched on a rock in the middle of the night, in the middle of nowhere, the two seem inseparable. It’s time to make some pretty big calls — that’s what the CO gets paid for — but on what information? *I need to get off this rock. Have I propulsion... How bad is the damage... will we float when we’re off... how long can have I got, what’s happening down there???*

by
*Lt Kelvin
Wishart RNZN*

HMS *Nottingham*
anchored off Lord
Howe Island
(RNZN Photo)



In the ship control centre the Marine Engineering Officer and his team are piling in — so are the damage reports. Already four floods are confirmed up forward and you imagine the sea now struggling to lift the laden bow section before it crashes back down again. *What is happening outside? We need to stop whatever is happening.*

“Propulsion Manager what’s your status?” “Sir, One Tyne tripped on impact, attempting to restart. Fwd section circuit breakers tripped, bringing additional generators on line now. No flooding reported in the machinery compartments. No reports of shafting or prop damage.” “Understood ‘Charge’. Start both Ollies, I need maximum power available for emergency use.”

A quick brief to Command and the opinion is unanimous. If we wait any longer the weight of the floodwater will fix us here and the ship will tear herself to bits. But will we float if we can get off? Either way this is no place to abandon ship. Full Astern is ordered; Command accepts responsibility for damage to machinery — it’s the greater need.

Throughout the ship everyone hears the engines rising to the challenge and feels the vibrations of the propellers trying to take hold, then on the next swell she suddenly surges astern. Just when you think you can breath again the screeching noise of carnage is back. Both Olympus gas turbines suddenly fall quiet. Fast flooding reports come screaming in from the Forward Engine Room as the engineering crew evacuates the compartment. Serious damage. The ship is plunged back into darkness.

Up forward the emergency teams are struggling to cope with all the action. Need to build a picture of the damage, need to take immediate action, need to get reports through to command, need to get on top of things. Main broadcast not working, what’s happening out there? Suddenly it’s all happening again. Can things get worse? “FLASH MESSAGE, FAST FLOODING IN THE CMR”. Another big compartment lost.

But the ship is now free to face the next impending challenge. In the swells the roll of the ship has taken on a new feel. Never experienced it before, so this is loll. About 15° down by the bow, that’s nearly 2 metres! Reduce power; need to save the remaining propulsion systems to get us to safety, and with the degraded stability we’ll be lucky to stay upright at any speed. Stability calculations won’t save us now. More decisions being made with little or no information. *Is everyone OK?*

Set Priorities. There’s only limited shoring timber and it can’t be wasted, pumping teams are essential. Get the information in, build the picture and act as one. Get the ship into the shelter of the island — it’ll help the pumping and flood teams. They’re going to need it; it’s going to be a long night... a long week.

One can only imagine what the crew have been through. HMS *Nottingham* suffered extensive damage and was ‘lucky’ to survive the first few hours. It was only through the quick actions of the crew and thorough prior training that they were able to cope with such a situation. It is truly amazing that there were no casualties during this catastrophic event.

With at least ten compartments initially flooded the ship had taken on nearly 1,500 m³ of additional water. She has suffered severe structural damage, loss of major systems, equip-

ment and spaces throughout the ship including: forced lube and fuel systems, loss of two fire pumps essential for running salvage eductors, two main propulsion gas turbines, converted power supplies to weapons and navigational equipment, 50% of lighting and electrical supplies, main magazines and countless minor systems.

The event itself is only part of the issue. Once first aid actions had stabilised the situation, sustainability and recovery was paramount. Habitability, stress management, external communications, motivation, morale and safety of the crew go hand in hand with the physical and mechanical repair requirements. Achieving these results draws on every aspect of leadership, skill, determination and teamwork.

While exercises are more realistic than ever, they can never fully substitute for the real thing. However it is only times like this that we realise the true value of the hard work and long hours invested in training.

Lt Kelvin Wishart RNZN is currently the Officer in Charge of the RN Damage Control Training Unit in Portsmouth England. He also instructs Command and Control training in the C3 simulator and is responsible for the training of all Royal Navy NBCD instructors. HMS Nottingham had recently visited both simulators for Ship Team Training as a lead up to operational sea checks prior to deployment

J CLASS YACHTS TO VISIT AUCKLAND

Two of the three remaining J class yachts will be making the long trip to New Zealand this year. Both *Shamrock V* (K3) and *Endeavour* (K4) are expected to arrive in Auckland in December 2002.

This will be a rare treat for the thousands of spectators who are in Auckland for the America's Cup series. These massive J class yachts were the first true class to compete in the America's Cup and are in immaculate racing condition today. Their sleek lines have rightly earned them the reputation of the most beautiful yachts in the world.

Weighing in at around 170 tons, their masts tower 170 feet above deck, with booms more than 60 feet long, and keels drawing 16 feet. 10,000 square feet of sail area can be set in the mainsail and headsails when sailing to windward. Spinnakers are just as enormous, some being as much as 8,000 square feet set on poles 50 feet long.

In keeping with the spirit of the class from the 1930's, *Shamrock V* and *Endeavour* are fitted with state-of-the-art rigs, deck equipment and sails. The J class yachts remain highly competitive, as the many modern performance yachts will find out.

It is anticipated that *Shamrock V* and *Endeavour* will compete in the International Classic Yacht Regatta, Auckland, from the 6 to 9 February 2003, organised by the The Classic Yacht Association of New Zealand. This regatta will take place between the Final of the Louis Vuitton Cup, and New Zealand's defence of the America's Cup.

This visit of two J Class yachts follows the successful Classic event in February 2000, when the other remaining J class yacht *Velsheda* visited Auckland to compete in the Logan Classic Regatta and the Super Yacht Regatta.

During late 2003, a replica of *Ranger* is expected to be launched in Europe.

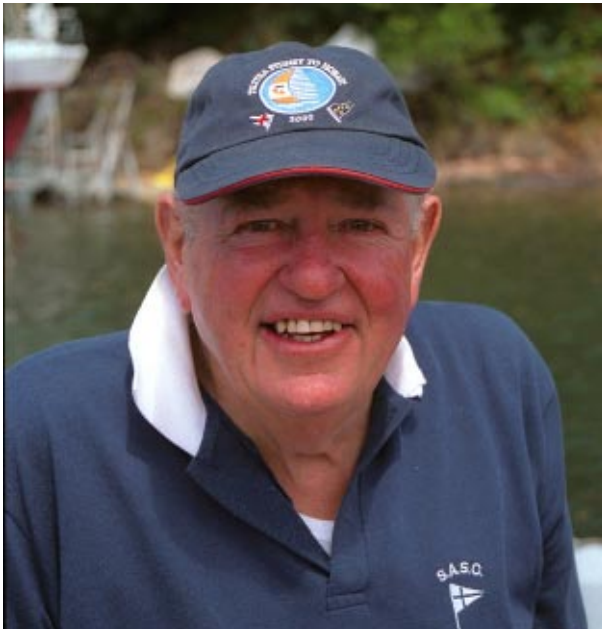
ANNUAL GENERAL MEETING

Sixty-two members attended the Annual General Meeting at the Club on Wednesday 31 July 2002.

After proposing the adoption of the Annual Report, Commodore Charles Maclurcan read to the meeting a letter he had received from a member who was unable to be present. In his letter, the member raised questions about the way the Board had valued the Club's boats, and questioned the valuation included in the accounts. The Treasurer, Fred Bevis, explained the rationale behind the valuation of Club assets, and confirmed that the accounts complied with Australian accounting standards and that the auditors saw no reason to amend their opinion in the light of the questions raised. The matter was discussed at some length before the meeting adopted the accounts as presented.

In presenting his report the Commodore made reference to the work of the many volunteers, both members and non-members, who contributed so much to the success of the Club. In particular, he announced the award of Club Member of the Year to Past Commodore and long-serving director Bob Lawler, who had taken on so many tasks over the years. In the last twelve months he had supervised the construction of a new slipway cradle, the refit of *Patrick Whittington* (doing much of the work himself) and the replacement of the wharf crane. His many working bees had also managed to keep the present pontoon afloat and together during the year.

Bob Lawler —
SASC Club
Member of the
Year 2002



This year the election of officers and directors resulted in some changes with new faces joining the board. Robert Evans was elected Vice Commodore, and the directors elected were Peter Blunt, John Crawford, John Jeremy, Philip Kinsella, Robert Langley, Peter McCorquodale, John Morris and John Sturrock. Commodore Charles Maclurcan, Rear Commodore Dal Wilson, Hon. Secretary Tony Saunders, Hon. Treasurer Fred Bevis and Chairman of Racing Guy Irwin were elected unopposed. Tony Clarkson continues on the board as Immediate Past Commodore.



Bob Lawler, Peter Blunt,
Michael Lawler and Robbie
White dismantling the crane jib
on 10 June (above)



Augmented by further
volunteers, the team removes
the remaining steelwork (left)



'I'm sure I saw some more
down there somewhere!'
(above)

Removing the crane pile
was rather more difficult
than expected, when only
half came out at first pull. It
turned out to have been
very securely potted in the
rock.



Success at last! (right)



Standing like a sentinel over the preparations for *Azzurro's* departure for Southport on 27 July, the new crane pile awaits re-erection of the steelwork.

VALE FRANK TIERNAN

Frank, a regular Saturday member of the team in the Club's committee vessel *Captain Amora* for the past seven years, passed away recently after a short illness.

With his quiet positive approach he could always be relied on even in the heat of the moment. In his business life Frank was chief marine engineer of the Union Steamship Co. and he was respected for his marine knowledge. He was our information centre on ships moving in and out of Sydney Harbour. Never boastful but as a mariner he was always pleased to tell us about some of his experiences as chief engineer in ships, and we enjoyed what he told us.

As a tribute to Frank we quote from the Rime of the Ancient Mariner: 'The mariner whose eye is bright, whose beard with age is hoar — is gone.'

On a recent Saturday, at the conclusion of the Club races, his son Michael with the usual *Captain Amora* team scattered his ashes at sea from *Captain Amora*.

by
Vic Dibben



This year the Annual Prize Giving was held in the Club, and 22 June turned out to be a perfect winter's day. The event proved to be a great success with a pleasant lunch to follow the formalities. Prepared by Dal and Karen Wilson and their team the Club looked magnificent (above)

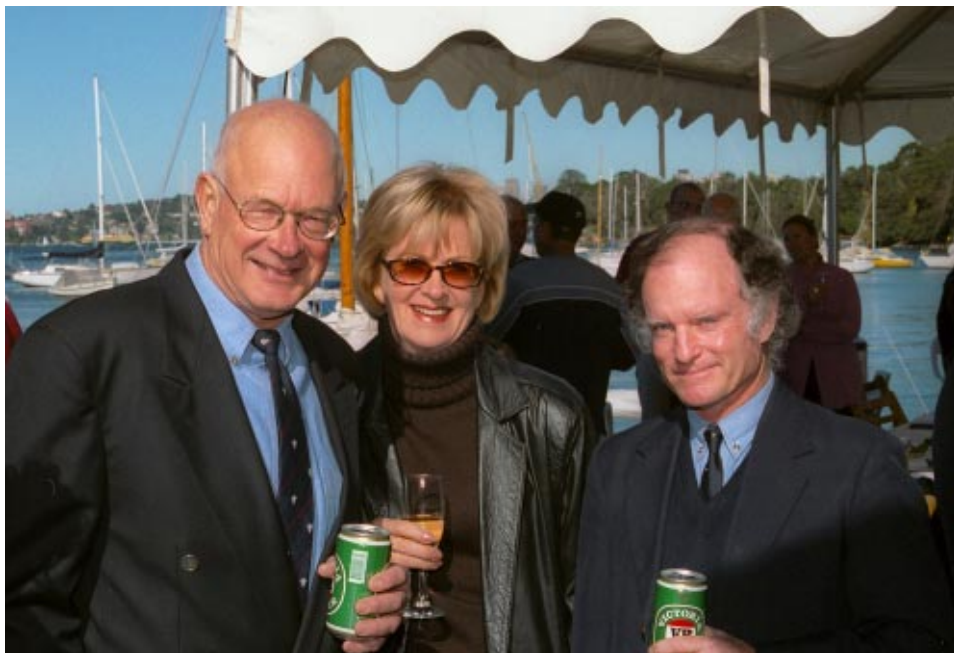
Bob Langley receiving his trophies from Commodore Charles Maclurcan watched by Guy Irwin and Maggie Stewart (below)





Ken Pryor proudly holding the Kelly Cup, won in *Struen Marie*, with the Commodore (above)

The prizegiving was an opportunity to welcome representatives from other Sydney clubs to the SASC. They included Commodore Tony Denham and his wife Sandra from the Royal Prince Edward Yacht Club (below)



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*.

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The marine safety radio service used by most commercial vessels and some recreational vessels operating in waters off the coast changed on 1 July 2002. The former Commonwealth-funded and Telstra-operated Coastal Radio Network closed on 30 June 2002 and has been replaced by a HF and VHF system provided by the Sydney, Newcastle and Port Kembla Port Corporations.

Replacement Services

An integrated network of stations operated around Australia by the States and the Northern Territory will monitor the relevant VHF and HF 'distress and calling' frequencies and broadcast navigation warning and marine safety information relevant to their broadcast areas.

HF Radio

The Sydney Ports Corporation operates a 24-hour, seven days service monitoring the 4125, 6215 and 8291 kHz distress and calling frequencies. This HF service covers NSW coastal waters to at least 200 nautical miles of the shore from a new transceiver site in Sydney. The call sign is COAST RADIO SYDNEY. The Sydney Ports Corporation will also broadcast relevant navigation warnings and marine safety information on 8176 kHz at 1057 and 2357 and when such warnings are received from AMSA. In the event that AMSA issues an urgent navigation or weather warning outside of normal broadcast times, the broadcast will occur on 8291 kHz instead of 8176 kHz.

The Bureau of Meteorology will broadcast marine weather information for NSW 'coastal waters' and 'high seas' from VMC Weather Australia East located at Charleville Qld on the existing working frequencies 2201, 4426, 6507, 8176, 12365 and 16546 kHz. These broadcasts are on a 24 hours, seven days a week basis. These frequencies have been allocated to the Bureau of Meteorology and their use as general working frequencies is no longer practicable.

VHF Radio

The Sydney, Newcastle and Port Kembla Port Corporations are monitoring the VHF distress and emergency channel 16. Local weather and navigation warning broadcasts will be provided on VHF channel 67 at 0733 and 1733 EST. Severe weather warnings will be broadcast every two hours upon receipt of such warnings from AMSA and until such time that the severe weather conditions no longer exist. This VHF service will only cover waters within the vicinity of Newcastle to Nowra.



INTERNATIONAL OK DINGHIES JUNIOR DEVELOPMENT ASSISTANCE

by
Bob Chapman

The OK dinghy is an international class currently sailed in fifteen countries throughout the world. The history of the OK class in Australia and New Zealand began in the early 1960s and the 40th Australian Championship was contested at Wangi over Easter 2002. In past 40 years many sailors of high calibre have been associated with the OK dinghies and many have gone on to achieve international success. During this time Australians have won five World OK Championships and New Zealanders have won nine. This is a significant achievement when one considers that the World Championship is sailed in the Southern Hemisphere just once every four years and usually attracts a maximum of 80 boats each time. It is testament to the support and encouragement given to OK sailors from downunder to pursue development of their sailing experience by competing overseas on a regular basis.

Clive Roberts, from New Zealand, won Australasia's first World OK Championship in England in 1973. Clive was also Interdominion Champion on five occasions between 1967 and 1974 and NZ National Finn and OK Champion on numerous occasions. He was also the inspiration and driving force for the foundation of the Rothmans Youth Training programme in New Zealand. Many of New Zealand's most talented sailors have since graduated from this programme under the guidance of another great ex-OK sailor, Harold Bennett. Sadly Clive's life ended early as a result of a tragic motor accident in 1975 after attending a youth training camp at Thames on the Coromandel Peninsula of New Zealand's North Island.

Because Clive was so highly regarded by members of the Australian OK Association a youth scholarship fund was established in Australia to commemorate his memory and to perpetuate his outstanding contribution to the OK class and the sport in general. Three Trustees who are all Life Members of the Australian OK Association administer this fund known as the Clive Roberts Trust. Contributions to the Trust have come from members' donations over many years. Income from the monies held in trust is used to assist junior Australian OK dinghy sailors to develop their sailing skills by competing in international regattas and such other regattas or sailing seminars as the Trustees consider appropriate. For the purpose of the Trust a junior sailor is any sailor under the age of 21 as at 30 June preceding the current sailing season

The first junior to receive assistance from the Trust was a young Mark Fisher, who later went on to win the World OK Championship in New Zealand in 1986. Mark still competes regularly in OK events and



recently won the Veterans Championship at the 2002 Nationals. The current Australian Champion Roger Blasse was assisted by the Trust to win the World Junior OK Championship in Holland in 1985. Roger was World OK Champion in 1998 and is regarded as one of the most outstanding OK sailors in the world today. Carl Schmidt was successful in winning the World Junior OK Championship in Denmark in 1991 with his assistance from the Trust. The most recent recipient James McAllister was the World Junior OK Champion at the Poland Worlds in 2000, and recently competed at the Napier Worlds in New Zealand, 2002.

Application for assistance from the Trust is made via recommendation from the Australian National OK Association. Such recommendation is made based upon suitable involvement in the OK class and successful performance at state and national regatta level.

Members of the OK Association are keen to assist juniors who may be interested in learning more about the class. The Association has regular club events throughout the season at Drummoyne Sailing Club, Sydney Amateur Sailing Club, Wangi RSL Amateur Sailing Club and Yarra Bay Sailing Club. Inter-club racing is also conducted during the year consisting of Traveller's Trophy events and other various Championships. The next Australian Championship will be held in Melbourne over the New Year period 2002/2003 and the next World Championship is to be contested at Goa, India in 2003.

More information is available from the OK Dinghy International Association at www.okdia.de or from the national president of the NSW Association (and SASC member) Bill Tyler on 9871 1994 or bjtyler@tpg.com.au.

OK Dinghy action
at the mark



The pontoon at the SASC has proved to be a major benefit to members in the fifteen years since it was completed, but in recent years its maintenance demands have been considerable and it is rapidly approaching the end of its life.

A contract for the construction of a replacement pontoon was placed with The Jetty Specialist of Caloundra in Queensland in November 2001, but the start of construction has been delayed by the time taken for construction approval to be granted by the Waterways Authority. That approval has now been received, and the contractor has been given the go-ahead to complete the project as soon as possible.

Fabrication of the steelwork is complete in Queensland. The pontoon will be built in Sydney, but because of other commitments the contractor cannot start work until late September. Site work at the SASC is expected to start in October with the removal and disposal of the old pontoon, and all being well we may have work completed in time for the first twilight race of the season.

The location in Mosman Bay is particularly demanding and considerable strength has been designed into the pontoon. Unlike the present pontoon, which is made from four separate sections, the new pontoon will be in one piece. It will comprise a reinforced concrete deck poured within heavy steel wales. Buoyancy will be provided by polystyrene encased in high-density polyethylene. The pontoon will be supported by the existing piles, which are in very good condition, but the pile guide arrangements will be quite different. Particular attention has been given to reduce noise from the pile guides, and the structure has been designed to permit easy replacement of the pile guides in case of damage or wear.

The present ramp will be replaced by a new aluminium ramp fitted with full handrails. To minimise noise, the ramp will be fitted with nylon wheels at the pontoon end and any sliding surfaces will be protected with nylon wear strips.

Boat mooring and fendering arrangements will be similar to those on the present pontoon, with a designed freeboard of 500 mm.

Completed steel sections of the new pontoon, prior to galvanising and painting



The Sydney Amateur Sailing Club will once again host the Endeavour Yacht Association's October long weekend Regatta. Last year saw an 18-boat fleet enjoy perfect spring nor'easters and naturally we are hoping for the same again. The program is similar to last year, joining the Idle Hour competitors on Store Beach for lunch, after the Saturday race. There will be two races on Sunday followed by a dinner and prize-giving.

We would greatly appreciate being able to use any vacant moorings during this long weekend. Some were provided last year and for this we were especially grateful. If you can help please give Guy Irwin a call on 0438 513 971.

The generous Bevis family will again be donating a holiday at their unit in Port Stephens as first prize in our raffle so if you are about at any time please feel free to purchase lots of tickets.

The Notice of Race can be downloaded from the sailing page at www.sasc.com.au.

IMPORTANT REMINDER

SAFETY INSPECTIONS 2002

Safety inspections will be required for Category 7 Safety Certification for the 2002/2003 Season

Inspections will be carried out at the Club on Saturday
24 and 31 August 2002

BE READY FOR

the

SASC OPENING REGATTA

Saturday 7 September 2002

Join the racing fleet and celebrate the start of Spring
and a new racing season

Welcome to the following new members:

Erica Adamson
Andy Griffiths
Peter Roach
Kenneth Wills

We regret to advise that Donald Adamson (1996 — *Merinda A17*) passed away recently.

ENVIRONMENTALLY FRIENDLY COURTESY MOORINGS FOR NSW

The Easy Rider Mooring System produced by Rotodyne Pty Ltd has recently passed a six month trial by NSW Waterways and NSW Fisheries at Jibbon Beach, Port Hacking. As a result of this trial, Waterways has proceeded to have installed two Easy Rider Moorings at Church Point, Pittwater and five at Towra Point, Botany Bay for use as courtesy moorings.

With over 350 installations in Western Australia and 25 moorings installed or scheduled to be installed in Victoria, the Easy Rider Mooring System has the unique ability to prevent damage to the seabed usually caused by conventional swing moorings.

NEWSLETTER DEADLINE

The next SASC News will be the October 2002 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 18 September 2002. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

One of the world's largest reefer container ships was named at a ceremony at the Overseas Passenger Terminal on 10 July. *P&O Nedlloyd Botany*, seen entering the harbour with a watery welcome, will be one of the largest container ships to regularly call at Sydney. She is the third of ten identical 4.100 teu Albatross class ships that will provide fixed weekly sailings on the Australia/New Zealand, USA, Europe and Asia trade routes.



Our photograph 'from the archives' is of *Dawn*, owned by Oscar Backhouse, taken in the late 1920s. Oscar Backhouse was born in 1870, the son of a foundation member of the SASC. He commenced sailing at the age of ten in an 8-ft canvas dinghy.

The first boat he owned was an 18-footer called *Nell* which he raced with the Neutral Bay Amateur Sailing Club. When he was twenty he joined *Iolanthe* as forward hand, and later sailed as crew in *Assegai*, *Volunteer*, *Isea*, *Culwulla* and *Gadfly*, earning a reputation as a formidable forward hand.

In 1907 he purchased the 'one-rater' *Dawn* which had been built by Fay of Southampton and brought to Sydney by Mark Foy. He joined the SASC that year and sailed with the club for the rest of his life. He replaced his first *Dawn* with the Melbourne-built 28-footer seen below.

Oscar Backhouse was elected Club Captain in 1910 and Commodore in 1911. He became a life member in 1957 and died in 1959. His son Jack (who was one of the first junior members, joining in 1920 with Alwyn Spain) was Vice Commodore in 1935-36.

"Dawn"
Oscar Backhouse





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