



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2008

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Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh

Cover:

The crew of
Buck (winner of
the Kelly Cup)
celebrating with
Commodore John
Crawford at the
prizegiving on 28
June

(Photo John Jeremy)

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COMING EVENTS

August 2008

SATURDAY 23 AND 30 AUGUST 2008

Safety audits and fire extinguisher service at the Club

SATURDAY 6 SEPTEMBER 2008

Opening Regatta for the 2008–2009 Season

SATURDAY 13 SEPTEMBER 2008

Lion Island race

SATURDAY 20 SEPTEMBER 2008

First point score race for the 2008–2009 season — all Saturday Series Divisions

SATURDAY 27 SEPTEMBER 2008

Pointscore race for Super 30 Division, Division 2, Classic Division, and Cavalier 28s

SATURDAY 4 OCTOBER 2008

Idle Hour Race

SATURDAY 11 OCTOBER 2008

Point score race — all Saturday Series Divisions

SUNDAY 12 OCTOBER 2008

First point score race — Sunday Divisions

FRIDAY 17 OCTOBER 2008

First Friday Twilight race

**LOOK-
ING FOR
THE TEN-
DER?**

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

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2008–2009 SEASON

Safety audits will be required for
Category 7 Safety Certification

SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 23 and 30 August 2008

**PFD SERVICE ALSO AVAILABLE — LEAVE IN
BIN AT CLUB PRIOR TO AUDIT DAYS**



SIGNALS FROM THE COMMODORE

I don't suppose anyone needs reminding that the SASC's Opening Regatta of the 2008–2009 sailing season is on 6 September. That will be in approximately three weeks, by the time you get this. It's hardly fair, we have no down time, no time to relax into a contemplative mood and plan the next season's activities, there's not even time to let a coat of varnish dry before the clarion call of next season is upon us. Sailing, sailing, sailing, nothing but sailing, God its good, how lucky are we..?

Thank you all for your support at the Extraordinary General Meeting for the changes to the Club's Memorandum and Articles. While they were mainly housekeeping matters, to tidy us up and ensure that our operations are in step with the current company's rules, there was one item that warmed the hearts of the Board.

In his travels through the minutiae of the M&A, Tony Saunders discovered that in the past the SASC had a Captain. This rather quaint position had in recent times been superseded by the position of Chairman of Racing, so ably managed by Guy Irwin until he decided this year that someone else should have a go and that he would retire from the position.

In true Amateurs' tradition your board unanimously agreed to a suggestion by Tony Saunders that the position of Captain be restored to club's register of Flag Officers and that as a Flag Officer the position also carried a 'Flag'. This too has been restored and was presented to Peter McCorquodale at the Annual General Meeting just held.

In summary, for those of you who don't know, Flag Officers burgees are swallow-tailed SASC flags with an identifying ball in one of the cantons, in descending order, Commodore, no balls, Vice-Commodore, one ball, Rear-Commodore, two balls and Captain three balls. I shall leave you to your own deliberations on this delightful bit of trivia, suffice to say I welcome Peter McCorquodale to the role and thank Tony Saunders for his suggestion. It is a very 'Amateurs' thing to do and further reinforces SASC history and tradition which is one of our greatest assets.

I'm looking forward to my second year as Commodore and if anyone has any grumbles please see the Vice-Commodore. Cheers and see you all at the Opening Regatta on 6 September.



THE 2008–2009 SAILING SEASON

August 2008

The new season is almost upon us with safety equipment audits and fire extinguisher inspections scheduled for Saturday 23 and 30 August. The SASC Sailing Programme should be available in hard copy by the time you read this and it is also available at www.sasc.com.au. It is important that all skippers read the sailing instructions for this coming season — don't assume that they are the same as last year because there have been many changes, including to courses.

In particular, there has been an important change to Clause 22 of the General Sailing Instructions, which now reads:

'22. SAFETY CERTIFICATION

All SASC races require a current safety certificate Category 7 (YA Special Regulations Part 1 Section 2) unless otherwise specified. **All yachts which do not have navigation lights permanently fitted are additionally required to comply with YA Special Regulations 3.23.4 and 3.23.5 and carry portable navigation lights capable of being attached to the boat.** All yachts must have lodged a copy of their safety equipment audit form with the Sailing Office before they are eligible to race.'

Recent accidents on the harbour have underlined the need for all vessels to have adequate navigation lights when on the harbour in poor visibility or after dark and skippers are now liable for a fine of \$5,500 for failure to do so. The Club is concerned that yachts caught out after a race in a failing breeze and after sunset should have proper navigation lights available for the safety of the skippers and their crew and this requirement has been introduced for the coming season. It has been added to the Category 7 Safety Equipment Audit form sent out to members with the entry form and it is also available on the Club's website.

Other changes for the coming season include an earlier start for Saturday and Friday Twilight races. The new start times should enable yachts to finish earlier and have some extra time at the Club on Saturdays. The Friday changes may help reduce congestion at harbour marks and enable yachts to be off the harbour while there is still light, particularly during the extended period of daylight saving.

A non-spinnaker division is being offered as part of the Saturday series this year and, to encourage participation in the event, the first race in the Audi Sydney Harbour Regatta in March 2009 will be a point score race for the Classic Division, Super 30s, Division 2 and Cavalier 28s.



SASC ANNUAL PRIZEGIVING



Photos John Jeremy

With another perfect day, the prizegiving on 28 June was very well attended and, as usual, the clubhouse looked magnificent. The prizegiving was completed with alacrity and proper honours for the winners giving plenty of time for everyone to enjoy a magnificent buffet lunch in the winter sunshine





As is becoming a tradition, the proceedings for the prizegiving were opened by a shot from the Les Ardouin Trophy, under the control of Gunner Philip Kinsella. The wadding for the first shot included a fresh muffin (don't ask why) seen here being loaded by the SASC Gunner. The resultant bang was somewhat muffled (muffined?) but the second shot later in the day was a much better rigging rattler

THANKS FOR A GREAT DAY

The annual SASC Prizegiving held on 28 June was, as usual, a brilliant and happy event. The meal was excellent and the procedures faultless. On behalf of all present on the day I extend special thanks to Maggie Stewart, Megan Keogh, Liam Timms and others who worked so hard to create such a successful day.

Southerly



The clubhouse all dressed up and ready for the annual prizegiving guests to arrive

An Extraordinary General Meeting of the SASC followed by the Annual General Meeting held at the clubhouse on the evening of 30 July was attended by 66 members in person and many more by proxy.

The Extraordinary General Meeting rapidly passed the proposed amendments to the Memorandum and Articles of Association which bring the articles up to date and re-establish the position of Club Captain for the chairman of the racing committee. Copies of the revised Memorandum and Articles will be available from the office in the near future.

At the AGM the Commodore and other Club officers reported on the activities of the Club in the past year and the meeting adopted the Annual Report and Accounts for the year ended 31 May 2008.

The meeting paid tribute to Guy Irwin's busy and successful seven years as Chairman of Racing. He has stood aside for Peter McCorquodale, who returns to the Board as Captain.

Elected unopposed for the coming year were Commodore John Crawford, Vice Commodore Bill Hogan, Rear Commodore Liam Timms, Captain Peter McCorquodale, Honorary Treasurer Tony Clarkson, and Honorary Secretary Peter Chapman. Robert Evans continues on the Board as Immediate Past Commodore.

The Directors elected unopposed at the meeting were Val de Burca, Bruce Dover, Guy Irwin, John Jeremy, Philip Kinsella, Herschel Smith, Garth Stewart, and John Sturrock.

WINTER RACING

Another very successful winter racing series is finished, with some 44 entries in the three divisions. The winter weather was, as usual, variable, but despite frequent light winds the series was enjoyed by everyone who took part.

Congratulations to the winners; in Division 1 *Ticket of Leave* (Matthew Prentice) followed by *Pam* (Peter McDonald) and *Lady Bug* (Erin Mander); in Division 2 *Rapier* (Tony Saunders) from *Clewless?* (Guy Irwin) and *Wait for What* (Michael Morris) and in the Classic Division *Anomya II* (Tony Curtis) with *Hoana* (Martin van der Wal) second and *Celeste* (Robert Evans) third.

AWARD FOR PAST COMMODORE JACKSON

Congratulations to Past Commodore John Jackson (1966–1969) for his award of the Medal in the Order of Australia in the Queen's Birthday Honours. John was honoured for 'service to the optical dispensing industry, particularly through the development of education and training programs, and through professional leadership roles in professional organisations.'

VOLUNTEERS WANTED

August 2008

The National Marine Safety Committee is asking boaters from around the country to volunteer for its National Boating Usage Study, the first long term diary study of its kind in the world.

A key area for marine safety research and policy development is determining how the amount of time spent boating is linked to incidents.

NMSC CEO, Ms Maurene Horder, explained that they are aiming to recruit at least 4,000 boaties over the next three months to participate in this 18-month study. Volunteers will be asked to fill in an on-line diary each time they go boating between September 2008 and May 2010.

‘This study differs from other studies in this area that have asked boaties to recall or predict their boating activity over a given period of time.’

National Boating Usage Study volunteers will be asked to fill in diary details such as the number of hours spent on the water, the purpose of the trip, the number of people on board, and whether the boat was involved in an incident.

To ensure that the study represents Australian boating, NMSC is inviting owners and operators of all types of recreational craft including runabouts, ski/wake boats, cuddy, half- or full-cabin cruisers, sailing boats, jet skis and personal watercraft to be part of the study. Study results will be used by the NMSC and marine agencies to develop policies to tackle boating safety issues.

‘We will be able to identify high risk boating periods, and risk to boaties in terms of the number of hours spent on the water,’ explained Ms Horder.

Volunteers will be provided with regular study updates, exclusive product discounts and chances to win great boating and fishing prizes.

What’s involved?

1. A one-off anonymous survey that asks general questions about your boating behaviour.
2. A Boating Diary, which you will be asked to briefly fill in each time you go boating.

All information collected is confidential and personal details will not be identified or released.

If you would like a registration form call the NMSC (02) 9247 2124 or go to www.nmsc.gov.au to register on-line. The NMSC aims to achieve nationally uniform marine safety practices and is made up of the CEOs of Australia’s marine safety agencies.

FLAG OFFICERS’ DINNER

The Flag Officers’ Dinner this year will be held at the Clubhouse
on Friday 19 September

*This is always an outstanding evening and an opportunity to welcome Flag
Officers from other Sydney Clubs to the SASC*

Numbers are limited — book early — telephone Megan at the Club on 9953 1433

Cost \$60.00 per head (incl. GST)

C-185 TO KING ASH BAY

Andre van Stom, a regular member of the starter's crew and owner of Feyona III (A96) is an airman from way back, and shares with us his recent return to the skies in a 1962 Cessna.

I had stopped flying in 1992 after 30 years but when an old friend called and asked if I'd be interested in a flying tour to the Corner country, the Dig Tree and the Gulf, all the old flying instincts came flooding back.

Three weeks later saw three senior pilots at Lake Keepit soaring club near Gunnedah, loading up VH MIE, a 1962 Cessna 185, for the first leg to White Cliffs. Chief pilot and owner of MIE, Ian Barraclough with Ian Roache and me alternating en-route flying or back-seat snoozing. The two Ians navigated using a total of 4 GPSs. I kept them honest with my desert road maps and DR eyeball.

The weather was glorious and the forecast brilliant. A huge high-pressure system covered the continent and looked like remaining for most of our two week trip — the only drawback was headwinds for most of the way northwest and then, as the high finally began to move, more headwinds on the way back — a small price to pay for day after day of clear blue from horizon to horizon.

On the way to our first overnight at White Cliffs we flew over Charlton Station, Brewarrina where I jackerood in the early 50s when it was 130,000 acres and carried 30,000 sheep, not so big today but still a great old property.

MIE tied down
outside the pub in
Milparinka

Photo Ian Roache



Fuel at Bourke and then on to White Cliffs over country that had recently received a lot of rain — water as far as the eye could see — all the lakes and billabongs full, and the country very green.

White Cliffs is completely surrounded by old mine workings with craters everywhere — we buzzed the pub before landing, and in a few minutes Graham Wellings appeared in his SES Landcruiser to ferry us into town. Graham *is* White Cliffs — he runs the airstrip and the fuel, owns the pub, heads SES and RFS and ended up cooking and serving dinner and breakfast. Remarkable. Although we were weight restricted Ian Barraclough had bought a case of wine for emergencies and it came in handy at dinner that night.

Away early and on to Milparinka via Packsaddle Road House on the Silver City highway and Pimpara Lake station, whose owners are responsible for the restoration of some of the historical buildings in Milparinka. We landed early afternoon and tied MIE down right beside the pub, where we were encouraged to soothe our parched throats with ice cold XXXX.

The local roo-shooters invited us to see them dressing out the nights kill of 130 kangaroos but we declined, preferring to explore the beautifully restored courthouse, jail and barracks before continuing our research into the differences between XXXX heavy and light.

The whole town and a few tourists saw us off next morning — there was a crowd of at least 10 people — and, after a farewell flyby, we headed, via Tibooburra and Cameron Corner for Epsilon, an 850 square-mile cattle station in SW Queensland.

Epsilon is a substantial operation owned by a young couple, Colin and Sharron Betts who also own the 2400 square-mile Mungerannie Station on the Birdsville Track where my son Christian and I had camped in 2003. Epsilon had that day butchered five pigs, a steer and two sheep and that night we feasted on barbecued steaks, pork chops, sausages and lamb backstrap with all of Epsilon's people and several neighbours — it was quite a party. Our emergency wine stock was suddenly looking very depleted.

Next morning saw us en route to the Dig Tree on Nappa Merrie Station where we landed on a very good strip at about 9.30 am. There was no wind and on the bank of Cooper Creek at the Dig Tree it was extraordinarily quiet and still — for the first 15 minutes we were the only people there and we all had a sense of being in a very special, almost sacred place.

The honorary ranger of the Dig Tree, 85 year old “Bomber” Johnson then arrived together with a few tourists and the spell was broken. “Bomber” gave us all a very interesting briefing on the history of Burke and Wills and other characters and events. The Dig tree is a place we'll remember for a very long time.

Back on board MIE we headed for Birdsville for fuel and lunch. An overfly before landing revealed a lot of development since I was last there in 2003.

We lunched on ‘award winning’ pies at the smart new bakery before a brief visit to the famous Birdsville pub and the one working Telstra phone before heading off for Boulia and our next overnight at Wirrilyerna Station.

Most of our en-route flying was between 5,000 feet and 8,000 feet and at that altitude our country looks magnificent with a constantly-changing and highly-colourful land surface. To and from Birdsville we were flying over the Simpson Desert and while it can be tough going on the ground, from the air it looks just beautiful.



A comfortable view of the Simpson Desert

Photo Ian Roache

Our reliable navigators brought us directly to the Wirrilyerna homestead, but we could not find the strip, which Google said was three miles east, so after 15 minutes stooging around with no joy, we headed for Boulia, where we phoned Trevor Jones, Wirrilyerna's owner, who told us the strip was actually 3 miles west. Trevor was waiting for us at the strip and after settling into our rooms we sat around a fire enjoying a beer and nibbles with him and his two dogs. We were surrounded by a vast purple gibber plain — at ground level we realised we could have landed anywhere, even right at the house but not according to Google!

Next day a two-hour flight with a half-hour fuel stop at Mt Isa brought us to Adels Grove, an astonishing oasis near Lawn Hill Gorge in the middle of the Boodjamilla National Park. The resort is on the banks of a small fast-flowing river and totally overshadowed by beautifully-dense trees and shrubs. We were given very comfortable platform tents right by the river and slept to the sounds of the bush and water running over rocks. The food was excellent and plentiful, and the wines were just what three weary pilots needed. Perfect!

Next morning we lingered over an excellent breakfast before pre-flighting MIE and taking off for Pungalina station, where we were greeted by the owner's son and guide, Rob Davies. Rob drove us to Pungalina Safari Camp which has replaced cattle as the main source of income. It was a real camp — everything under canvas and again very comfortable platform tents. After lunch Rob drove us through dense bush to Bubbling Sands, a crystal-clear spring which bubbles up through



Photo Andre van Stom

a sandy bottom and is the immediate source of a small river which flows from the spring at over 1000 litres a second. Quite incredible.

Champagne and nibbles at Calvert River

Sunset found us on an escarpment 500 feet above Calvert River gorge surrounded by endless miles of bush, with young Rob offering us champagne and nibbles as “ the sun sank slowly in the west”.

Back at camp, a delicious roast beef dinner from the camp oven was followed by dessert, coffee and tall tales around the fire.

Next morning we trolled unsuccessfully for fish in a nearby river, but did sight a freshwater crocodile basking in the sun on shore.

By 11 am we were back in MIE bound for King Ash Bay with a fuel stop at Borroloola. Seven minutes after takeoff from Borroloola we were overhead King Ash Bay and were met at the tie-down by Terri Turner, owner of King Ash Bay Lodge, a very comfortable set up with individual bedrooms and a large central space with kitchen, living and dining.

Terri had arranged 2 days fishing with Greg and Di Quayle, local crabber/charter operators, and 7 am next morning we were on board a 17 foot tinny skippered by Damien, a part-aboriginal Searanger who runs charters on his days off. Although we were in the tropics, on the Gulf, going down the MacArthur River at 20 knots through a low mist just after sun-up was definitely not tropical. The fishing grounds

SASC NEWS

were among the mangrove lined creeks and inlets at the mouth of the MacArthur River just south of the Sir Edward Pellew group.

Damien pulled into a small beach and within minutes his cast net had produced a bucket of small live mullet which, once on our lines, generated a fast and furious response from the local fish. By lunch time we had caught quite a bag including mangrove jack, queen fish, cod, flathead and one lone, but superb, barramundi.

Di had packed us lunch, comprising doorstep sized ‘meat’ sandwiches. As Damien handed around our sandwiches he casually asked “ever eaten dugong before?” None of us had but I can report that dugong tastes and eats exactly like quality roast beef — maybe that’s why they’re called sea cows.

After our excellent lunch we caught a few more fish and headed back to Di and Greg’s camp where we gave them over half our catch. Greg said “you might like to try these”, giving us a large bucket containing five of the biggest fattest mud crabs we’d ever seen.

Back at the lodge, Ian Roache, who’d caught the barramundi, prepared an amazing fish and crab feast which along with some beer and wine ensured a sound peaceful sleep.

Damien (left) with Ian Barraclough, Andre van Stom, Ian Roache and Di Quayle in the morning mist

Photo Terri Turner



Next day was a repeat of day one with one exception. We only caught five fish. No matter, we still had fish from day one and three of the muddies which Ian dissected into a large bowl. We then enjoyed as entrees “crab butties” — two slices of buttered bread stuffed with at least an inch of crabmeat (delicious!) followed by flathead, roast mangrove jack and cod.

However all good things must come to an end and next day we had the longest flight of our trip from King Ash Bay to Winton, with fuel stops at Adels Grove and Cloncurry — five hours and 48 minutes.

At Winton we overnighted at the legendary North Gregory Hotel, which alas has fallen on hard times. From being the famous place where Banjo penned the words to ‘Waltzing Matilda’, this once great hostelry provides dinner but not breakfast and hot water only at night. Quite tragic; the few locals we spoke to could not believe what is happening to their icon.

Our last overnight stop was Eulo in south West Queensland and after a 4 hour flight via Charleville we were picked up by Bill Prentice, owner of the ‘Eulo Queen Hotel’ in his quite original, FJ Holden Special. We had heard that the Eulo Queen had an excellent wine list, but when we asked if we could see it, Bill said “Don’t have one – the whites are in the fridge and the reds are in the dining room cupboard”. They were – five whites and five reds in total! But we found one or two quite acceptable, and the Wolf Blass shiraz went very well with the inch thick, foot long “Eulo Queen Special” sausages, two to a plate, with mash and veg.

We were booked into one of the two cabins, and it was the first time on the trip that we shared accommodation. However any concern about snoring was overcome by the wall air-conditioning which produced so much noise snoring was not an issue.

Before we left Eulo on our final leg to Lake Keepit an extraordinary cavalcade rolled into town — 40 Chamberlain Super 90 tractors en route to the Top End and back to eastern NSW via Eulo, Birdsville, Katherine, the Gulf and Queensland. 8000 kms on no springs at 50K!

Not for us we thought, as we took off from Eulo for our final three hour leg.

After the freedom of flying for two weeks over the great, broad spaces of the never-ending outback, the farms and stations of the central west appeared almost suburban — then, over the cowling, Lake Keepit hove into sight and our Boys’ Own Adventure was over.

MISSING SPINNAKER POLE

Pole — 2.1 metres long, 75 mm diameter

Cannon Beaks each end

Left in rafters in boatshed near slips about 18 months ago

If you have taken in error or know of its whereabouts please return
or contact:

Tom Dalton

Epsilon A83

Telephone 9452 1020 or mobile 0421 039 054

The appointment of Steve Dunn as the Chief Executive of NSW Maritime was announced in July. Steve studied at the Marine Studies Institute in Plymouth, UK, majoring in law and economics and completing his honours degree thesis on marina management in 1989. He completed his Masters Degree in Management at Macquarie University in Sydney in 2000. He is a former Director of Victorian Fisheries and was Director General of NSW Fisheries from 1999 to 2004. At NSW Fisheries he led a period of significant reform in fisheries management including major restructuring of the commercial fishing industry and the introduction of a recreational fishing licence.

Steve was a Director of the Marine Parks Authority and oversaw the introduction of the Solitary Islands and Jervis Bay Marine Parks. He is a past Chair of the National Fisheries Compliance Committee and was the inaugural Chair of the Australian Fisheries Management Forum. Steve was formerly the Deputy Chief Executive and General Manager, Maritime Property Division and has served as Acting Chief Executive of NSW Maritime since March 2008.

SOUTHERLY ON YACHT DESIGN

In the seventh decade of the nineteenth century yachts had evolved to a standard profile of plumb stem, fantail sterns, bulwarks, gaff-topsail rigs and huge bowsprits. These vessels were very practical if you could afford the large crews and, to my Jurassic eyes, extremely beautiful.

Along came a YA rule which penalised waterline, but not overall, length. This resulted in such extreme overhangs that, in some cases, the boats fell apart after a season. Overhangs became the norm until recent years with very short, if any, overhangs becoming popular.

When a yacht with a length overall longer than on the waterline turns into the wind her actual waterline immediately increases and her boat speed rises accordingly. Even running there is a build up of water under the bow and counter which increases the lwl, again an advantage.

Over many years several owners have said to me that as their lwls are about equal to that of A1 there is no reason that A1 should not be as fast as their thirty-odd footers! Most of these people have found it very difficult to accept the facts expressed above. Another aspect of length overall is that as you increase the length the lines can become much sweeter. When my father designed *Maluka* he gave her a much fuller bow than *Ranger* as she was an ocean voyager as opposed to a racer, the lines otherwise are very much the same as A1.

Seeing *Maluka* before her re-launch I was amazed to see how much easier her lines were compared to *Ranger* due to a one-sixth increase in overall length. I was, therefore, less dazzled by her result in a recent Hobart race than I would have been had I not seen her under body.

Boats with overhangs can, of course, be designed with much easier lines than a plumb stem and stern type that I prefer myself for various reasons. It would appear that the advantage of overhangs disappears with modern planing hulls, but not being a qualified naval architect, I do not know.

Southerly

August 2008

S A S C GAFFERS DAY 2008

JENNY WREN
DESIGNED BY WALTER REEKS
BUILT IN BERRYS BAY 1889
BY THOMAS CUBITT
28'0" LENGTH
2 1/2 RATER



SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872

IS HOLDING AN EVENT FOR VESSELS THAT HOIST A SPAR & CLASSIC YACHTS
ON 19th OCTOBER 2008 - SYDNEY HARBOUR NSW AUSTRALIA

FOR INFORMATION PHONE 02 9953 1433 FAX 02 9953 0898

DOCK SHIP DELIVERS AND DISPATCHES

Dockwise Yacht Transports' (DYT) newest ship, the 209 m *Yacht Express*, visited Brisbane last month. The largest vessel of its kind in the world, *Yacht Express* was purpose-built with a semi-submersible dock bay that allows yachts of any size to be safely floated on and off as cargo. The ship made its maiden voyage from Ft. Lauderdale, Florida, to Genoa, Italy, in April with a mostly-megayacht load worth \$US154 million.

Twenty-five of the vessels were unloaded in Brisbane while eight remained in transit. Sixteen vessels were then loaded in Brisbane for the return voyage to their final destinations which will be either Auckland, Papeete (Tahiti) or Ensenada before *Yacht Express* returns to Ft. Lauderdale for its next trans-Atlantic voyage.

Yacht Express has a service speed of 18 knots which will reduce transport times. *Yacht Express* is more than 39 m longer than DYT's other three semi-submersible carriers and features such added amenities as complimentary cabins, an atrium with lounge bar and swimming pool, restaurant and cinema, as well as conference, media and fitness facilities.

Dockwise Express with a full load of high-value yachts on board

Photo Onne van der Wal



GAFFERS DAY 2008

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

This year Gaffer's Day will be held on Sunday 19 October — with a difference. The difference this year is that the patron of the event, D.W. Gale, and the Committee would like to extend an invitation to all members of the SASC and their friends to join us aboard a classic or gaff-rigged yacht during the rally to experience the difference of traditional sailing. This can be a real eye-opener to those who are used to modern light-weight yachts. The hands-on feel of a Ranger or a traditional Couta fishing boat, the “elbows-in-the-water” sensation of a sleek metre yacht, the solidity and stability of a gracious wooden cruising yacht can all be experienced on the day.

For those who would rather watch the yachts in action, there will be a comfortable spectator ferry with fine finger-foods and light refreshments served by professional staff with an exciting commentary from our patron Bill Gale.

The day will start with a Champagne breakfast at the SASC at 0830. Yachts will be entered in six divisions covering all types of boats from historic skiffs, gaff-rigged Division I, II and III, Bermudan slow and Bermudan fast divisions with a timed start in Athol Bight to make it easier for the less manoeuvrable craft.

The fast yachts will start at 1315. After the rally, crews and ferry goers are invited to gather for a sausage sizzle at the club while enjoying the traditional jazz band and a visit to the Rum Tent or SASC bar to enhance the nautical feeling.

Skite plates will be issued and prizes awarded during the afternoon, with a special prize for the best traditionally dressed crew and yacht — ladies choice.

Put the date in your diary now. Further details will be announced in the *SASC News*. Entry forms will be available from the SASC office upon request.

THE GREAT WHITE FLEET'S 1908 VISIT TO AUSTRALIA

We live in hopes that from our own shores some day a fleet will go out not unworthy to be compared in quality, if not in numbers, with the magnificent fleet now in Australian waters.

Prime Minister Alfred Deakin, August 1908 [1]

On 20 August 1908 well over half-a-million Sydneysiders turned out to watch the arrival of the United States Navy's 'Great White Fleet'. For a city population of around 600,000 this was no mean achievement. The largest gathering yet seen in Australia, it far exceeded the numbers that had celebrated the foundation of the Commonwealth just seven years before. Indeed, the warm reception accorded the crews of the 16 white-painted battleships during 'Fleet Week', was generally regarded as the most overwhelming of any of the ports visited during the 14 month and 45,000 mile global circumnavigation. The NSW Government declared two public holidays, business came to a standstill and the unbroken succession of civic events and all pervading carnival spirit encountered in Sydney (followed by Melbourne and Albany) severely tested the endurance of the American sailors. More than a few decided to take their chances and stay behind when the fleet sailed!

One man undoubtedly well pleased with the visit's success was Australia's then Prime Minister, Alfred Deakin, who had not only initiated the invitation to US President Theodore Roosevelt, but had persisted in the face of resistance from both the British Admiralty and the Foreign Office. By making his initial request directly to American diplomats rather than through imperial authorities Deakin had defied protocol, but he was also taking one of the first steps in asserting Australia's post-colonial independence. His motives for doing so were complex. He was, after all, a strong advocate for the British Empire and Australia's place within it, but he also wished to send a clear message to Whitehall that Australians were unhappy with Britain's apparent strategic neglect.

The security of the nascent Commonwealth might still ultimately depend on the Royal Navy's global reach, but the ships of the small, rarely seen and somewhat obsolescent Imperial Squadron based in Sydney did not inspire confidence. As an officer in the US flagship, observed during the visit: 'These vessels were, with the exception of *Powerful* (the British flagship), small and unimportant ... Among British Officers this is known as the Society Station and by tacit consent little work is done'. [2] Equally galling to local opinion, the passage of the unpopular *Naval Agreement Act, 1903* had meant that although Australia contributed £200,000 per annum for its upkeep, the Squadron could be withdrawn in times of danger to fulfill Imperial priorities. To many commentators this simply represented taxation without representation, but for those looking deeper the implications were rather more disturbing. During even a transitory enemy cruiser raid, Australian commerce might face the choice of being driven into harbour or destroyed, while local ports could readily be threatened and held to ransom.

Feeling both isolated and vulnerable, it was easy for the small Australian population to believe that Britain was ignoring its antipodean responsibilities. The 1902 Anglo-Japanese Alliance (renewed in 1905), which had allowed the Royal Navy to reduce its Pacific presence, did little to alleviate these fears. Remote from the British Empire's European centre,



State Library of New South Wales 34366h

Ships of the Great White Fleet at anchor in Sydney Harbour, seen from Robertsons Point

Australians had no confidence that their interests, and in particular their determination to prevent Asiatic settlement, would be accommodated in imperial foreign policy. Japan's evident desire for territorial expansion, its decisive naval victory over the Russians at Tsushima in 1905, and its natural expectation of equal treatment for its citizens all seemed to reinforce the need for Australia to explore alternative security strategies.

Staunchly Anglophile, Deakin was not necessarily seeking to establish direct defence ties with the United States, but more than a few elements in Australian society were prepared to see in America the obvious replacement for Britain's waning regional power. A new and evidently growing presence in the Pacific, the United States possessed a similar cultural heritage and traditions, and as even Deakin took care to note in his letter of invitation: 'No other Federation in the world possesses so many features (in common with) the United States as does the Commonwealth of Australia'. [3] Attitudes towards Asiatics, and more particularly hostility towards Japan, seemed likewise to be shared, particularly after a rise in Japanese immigration to the US West coast sparked riots in California and the passing of discriminatory legislation.

President Roosevelt had initiated the deployment of the US Atlantic Fleet to the Pacific — the first such movement of great battleships — to test his Navy's professionalism, arouse popular interest in and

SASC NEWS enthusiasm for the navy, and demonstrate that the United States had arrived as a world power. Wanting foreign nations to accept that the fleet should from time to time gather in one ocean just as much as it should in another, Roosevelt claimed publicly that the cruise was not directed against Japanese interests. Nevertheless, for most Australians the visit became an unmistakable expression of Anglo-Saxon solidarity; an 'essentially peaceful' mission, but simultaneously 'an armed assertion that the White Race will not surrender its supremacy on any of the world's seas'. [4] Unsurprisingly, the epithet 'Great White Fleet' only came into popular usage during the visit to Australia, and referred as much to race as it did to paint schemes.

No British battleship, let alone a modern fleet, had ever entered Australasian waters. So with the arrival of the American vessels locals were treated to the greatest display of sea power they had even seen. While the public admired the spectacle's grandeur, for those interested in defence and naval affairs it was an inspiration. This too was a part of Deakin's plan, for although he was a firm believer in Australia's maritime destiny, where defence was concerned national priorities still tended towards the completion of land rather than maritime protection. The Prime Minister's own scheme for an effective local navy was making slow progress, and like Roosevelt he recognised the need to rouse popular support.

In this, the visit of the Great White Fleet played a crucial role, for it necessarily brought broader issues of naval defence to the fore, and made very plain the links between sea power and national development. Americans clearly had a real sense of patriotism and national mission. Having been tested and hardened in a long and bitter civil war they were confident that the United States was predestined to play a great part in the world. Australians, on the other hand, still saw Federation as a novelty and their first allegiance as state-based. One English traveller captured well the prevailing mood. 'Australia', he wrote, 'presents a paradox. There is a breezy buoyant Imperial spirit. But the national spirit, as it is understood elsewhere, is practically non-existent'. [5]

Aiming to foster both national unity and spirit, Deakin (a Victorian not overtly popular in Sydney) used the Great White Fleet's visit to demonstrate the community of feeling between the two nations as well as provide context for his own vision for a recognisably 'Australian' navy, one which he felt must be capable of announcing the nation's entry as a credible player on the world stage:

But for the British Navy there would be no Australia. That does not mean that Australia should sit under the shelter of the British Navy – those who say we should sit still are not worthy of the name Briton. We can add to the Squadron in these seas from our own blood and intelligence something that will launch us on the beginning of a naval career, and may in time create a force which shall rank amongst the defences of the Empire [6]

Deakin's party lost power before his plan could be set fully in motion, but he had laid the groundwork and established many of the essential elements. Most importantly, he had obtained Admiralty agreement to allowing full interchange of personnel between the British and Australian naval services. Without such unfettered access to technology and doctrine a local fleet would most likely become a wartime liability; with it the Australian Navy would achieve major economies in infrastructure and training.

In February 1909 the new Prime Minister, Andrew Fisher, placed orders in Britain for three

US battleships *Kentucky* and *Kearsage* at anchor in Rose Bay in August 1908. The church in the foreground is probably St. Michaels, Vaucluse



US Naval Historical Center 100337

700-ton destroyers, the first of up to 24 similar vessels which would allow Australia to take responsibility for its own coastal defence. The unsettled nature of local politics always made the completion of this plan unlikely, but in the event it was overtaken by a far more daring scheme. In July, the British First Sea Lord, Admiral Sir John Fisher, proposed that Australia acquire a 'Fleet Unit'. Comprising a battle-cruiser, several supporting light cruisers, and a local defence flotilla of destroyers and submarines, the 'Fleet Unit' represented an ideal force structure; small enough to be manageable by Australia in times of peace, but in war capable of efficient action with the imperial fleet. Moreover, alone it would be strong enough to deter all but the most determined adversary in local waters.

The Director of Commonwealth Naval Forces, Captain William Creswell, had argued for years that the nation's 'sea efficiency' was 'the first and most urgent call upon responsible authority'. [7] Australia now stood poised both to accept this responsibility and to take an active part in the collective security of the Empire. 'In my judgement', Defence Minister Joseph Cook argued before the House, 'we are in these

SASC NEWS proposals, beginning, almost for the first time, to realize the promise of Federation . . . we shall turn over a new leaf in the book of our evolution. Our tutelary stages are past, our time of maturity is here.’[8]

Parliament accepted the proposals and great efforts were thereafter expended to ensure that the navy would be a thoroughly and recognisably Australian force. On 4 October 1913 the first flagship, the battlecruiser HMAS *Australia*, and her escorts sailed into Sydney Harbour to a welcome no less enthusiastic than that accorded the Great White Fleet five years before. Just ten months later the fleet set out to face the harsh test of a brutal global war and its professionalism was not found wanting. For a newly acquired navy it was a remarkable achievement, and one which owed much to Deakin’s foresight.

1. Cited in AW Jose, *The Royal Australian Navy*, University of Queensland Press, 1987 (reprint of 1928 edition), p. lviii.
2. Cited in JR Reckner, “‘A Sea of Troubles’ The Great White Fleet’s 1908 War plans for Australia and New Zealand’ in D Stevens & J Reeve (eds), *Southern Trident*, Allen & Unwin, Sydney 2001, p. 191.
3. Cited in JR Reckner, *Teddy Roosevelt’s Great White Fleet*, Naval Institute Press, Annapolis, 1988, p. 76.
4. *The Lone Hand*, 1 August 1908, p. 352.
5. J Fraser, *Australia: The Making of a Nation*, Cassell, London, 1911, p. 11.
6. Cited in Jose, *The Royal Australian Navy*, p. lvii.
7. Cited in GL Macandie, *The Genesis of the Royal Australian Navy*, Government Printer, Sydney, 1949, p. 252.
8. Commonwealth Parliamentary Debates, House of Representatives, 24 November 1909, p. 6251.

Sea Power Centre — Australia, Semaphore, No. 8, 2008

On 20 August 2008 HMAS *Darwin* and USS *John S McCain* will mark the centenary of the visit of the Great White Fleet with a Ceremonial Entry into the Port of Sydney.



US Navy Photograph

A yacht crosses in front of the guided missile destroyers USS *Pinckney* (DDG 91), USS *Chung-Hoon* (DDG 93) and USS *O'Kane* (DDG 77) as they perform a sail-by near Waikiki Beach on 29 July to celebrate the centennial of the Great White Fleet

HOANA THE BEAUTIFUL

August 2008

Charles Hayes designed and built the 30-footer *Hoana* in 1920 to the order of Mr Lex Buckle. She was blown ashore and badly damaged shortly afterwards and Mr Hayes rebuilt her and used her as a family cruising yacht. After passing through many hands including a member of the Maclurcan family she was purchased by Mr J Adams and, as a member, he registered her with the SASC.

Joe and his wife Anne did a world trip in her in the 1960s, an astonishing feat in a classic Harbour yacht and greatly to the credit of the Adams and the yacht. Many years ago she was bought by our member Martin van der Wal and registered as A100. Martin has raced her from time to time and recently reinstalled a centre board as was originally fitted.

This board has resulted in a quantum leap in her windward ability and she has won the last two events on handicap, defeating many more modern boats on elapsed time. On the combined Club's race day this winter Peter McCorquodale was crewing on the Cole 40 *Tanami* reaching at nine knots and *Hoana* (no doubt board-up) was closing from behind! Next season A100 will certainly be a prime contender in her Classic Division.

Hoana has always attracted me — she is a visual delight and is a very good fishing and motoring yacht. When Pablo Picasso saw the French Neolithic cave paintings the master said 'We have learnt nothing.' This borderline Neolithic wonders if the same opinion applies to yacht design.

Southerly



Photo John Jeremy

Hoana crossing *Sylvia* at the start of a Sunday race last season

NEW MEMBERS

We welcome the following new members:

Catherine Baker
Charmaine Bourke
Richard Gough
Peter Hosking
Louise Stuckey

Congratulations to Robin Foster who has attained Life Membership after 35 years of ordinary membership of the Club

CLASSIC MEETING

On Friday 15 August a Classic Boat meeting will be held at the SASC Clubhouse, commencing at 8 pm. Liquid refreshments and nibbles will be available. Ian Smith will speak on the building of *Britannia*, an exact replica of Wee Georgie Robinson's 1919 18-footer except for synthetic sail cloth and cordage. Simon Sadubin will talk on the rebuild of *Windward*, the famous 1923 gaff cutter. The presentations will be illustrated. There will be no need to book — all welcome.

Southerly

SASC SHOP

(AKA The Office)

The following items are available in stock:

Racing 'A' Flag	\$10.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$25.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2005–2008)	\$29.95
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$21.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$49.00



NEWSLETTER DEADLINE

The next SASC News will be the October 2008 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 September 2008. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo: John Jeremy

Two decades have passed since the memorable events of the Bicentennial Year of 1988. The SASC Gaffers Day that year was marked by fresh southerly winds and rain — hopefully Gaffers Day 2008 will be blessed with better weather. The 18-footer in the centre is *Yendys*, restored and sailed by Cockatoo Dockyard apprentices and now in the Sydney Heritage Fleet Collection at Wharf 7



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