



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2011

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Maggie Stewart

Cover:

Torquil, Ticket of Leave and Ariel enjoying the breeze during a Winter Series race

Photo John Jeremy

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

COMING EVENTS

August 2011

SATURDAY 20 AND 27 AUGUST 2011

Safety Audits and fire extinguisher service at the Club

SATURDAY 3 SEPTEMBER 2011

Opening Regatta

SATURDAY 10 SEPTEMBER 2011

Lion Island race

SATURDAY 17 SEPTEMBER 2011

First point score race for 2011–2012 season, long and short series

SATURDAY 24 SEPTEMBER 2011

Point score race for Super 30 long series, Division 2 long series, Cavalier 28 Division and Classic Divisions

SATURDAY 1 OCTOBER 2011

Idle Hour Race

SATURDAY 8 OCTOBER 2011

Point score race for Super 30 (long and short series), Division 2 (long and short series), Cavalier 28 Division and Classic Division

SUNDAY 9 OCTOBER 2011

First point score race for Division 6 (non spinnaker) and Gaffers Division

FRIDAY 14 OCTOBER 2011

First Friday twilight race

**NEED
THE TENDER?**

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

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2011–2012 SEASON

Safety Audits will be required for
Category 7 certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE AT THE CLUB**

Saturday 20 and 27 August 2011

***Fire Extinguisher Service between
0800 and 1300 only!***



By the time you read this I will have been elected as your Commodore for another year. It is a privilege and I would like to thank all members for their support.

This year's major project will be trying to fund and build a new legally-compliant slipway. This initiative is expected to cost \$1,100,000, a figure that includes a contingency of \$90,000. Raising the funds for such a project will test the resources of our club, our members and the expertise of our treasurer. A number of grant applications have been submitted for both the slipway and the recently completed Green Shed work and we have, at this time, not received news of their success or otherwise. Thanks must go to both Sean Kelly and Bruce Dover for their patience and efforts in completing these complicated and time-consuming applications.

The Board is also in the process of negotiating extensions to our leases on our property. The new leases are not yet signed but are proceeding satisfactorily. Maritime has offered a ten year lease after the completion of the slipway works. Negotiations about our Crown Lands lease, which covers the clubhouse and all above the high-water mark, is proceeding in "God's good time". We have applied for a 40 year lease and are hopeful that Crown Lands will consider that favourably. Incidentally, on the matter of leases, I believe that next year we will have occupied the present clubhouse for 50 years. That must be a good reason for a party!

The summer and winter racing seasons have finished. We now have a brief break to get our boats, our crews and ourselves ready for a new season of sailing. There are a couple of things to note.

I am sure that from time to time you have made the odd navigational error whilst racing around the buoys. I know I have. Be warned, this year the potential for errors will rise sharply because all the courses have been changed. I note with interest that more than one division (previously only the Super 30 Division) have alternative north-east courses. We will have to look at the flags to see if we are on the normal course or course two, indicated by the number two flag. This normally includes the Manly West Manly East marks. In a good nor-easterly these spinnaker runs can make you new speed records. I'll be aiming to break 11.8 knots.

You will by now be starting to anticipate the yearly skippers' briefing which is required if you want to race with almost any club. It is important that you or at least one of your crew attend this briefing.

On a personal note I have just used the club slipway in its present state. I have been pleasantly surprised at the cost saving and the cooperation of the Club staff whilst completing a number of repairs and the servicing of the engine and sail drive by an outside contractor. This experience, together with being able to clean and anti-foul the boat myself to a level that I am happy with, is both satisfying and financially rewarding.

I would welcome contact from any member who has an issue relating to the Club or who has a constructive suggestion. I can be contacted through the Club office or by email at hogan@tpg.com.au.

May I wish you all a successful and happy season of sailing.

Bill Hogan

SASC PRIZEGIVING

August 2011



Once again the SASC was blessed with perfect weather for the annual prize giving at the Club on Saturday 2 July

John and Lynn Crawford enjoying a quiet drink with Liam Timms before the prizegiving action began

Photos John Jeremy





Photo John Jeremy

Club Champions — the happy crew of Lahara with the Kelly Cup



She deserves to smile — Maggie Stewart, whose mighty efforts keep the racing programme on track

Captain Peter McCorquodale with Guy Irwin, winner of many prizes, who seems to be taking it very seriously

Photos John Jeremy





Peter McCorquodale with Chris Manion, winner of the Phar Lap Film Trophy in *Magic*

During a diversion from normal prize giving activities, Fred Bevis was grateful for the assistance of volunteers to pump out *Warana* after an over-enthusiastically lubricated stern gland threatened unplanned submergence (i.e. sinking)

Photo John Jeremy





Photo John Jeremy

Despite the unfavourable winds this winter, all SASC Winter Series races were successfully completed, usually rewarding those who could sail well in light winds.
This is the start of Division 2 on 18 June

The start of the Classic Division in the Winter Series race on 9 July

Photo Philip Ludowici





Anonyma II and *Morag Bheag* during the race on 18 June

Close racing between *Flying Brandy* and *Nautical Circle* on 18 June

Photos John Jeremy





Photo John Sligar

The last race of the Winter Series, on 23 July, was sailed in some of the best winds of the winter.
Malohi and *Vanity* revelled in the good breeze

Flying Brandy was a bit over dramatic at the finish on 23 July

Photo Jiselle Dorrity



NEW PBs FOR CUSTOMS



Image courtesy Austal

Profile of the new Cape-class Customs patrol boats

The selection of the Western Australian shipbuilder Austal as the preferred tenderer as prime contractor for the design, construction and through-life support of eight new vessels for the Australian Customs and Border Protection Service was announced in June.

The Cape-class Patrol Boat project seeks to acquire a fleet of vessels, the associated logistics support, and the in-service support services that are necessary for the operational sustainment of each vessel.

The contract term is expected to be eight years from the effective date of the contract, with options to extend the term for various periods up until the expiration of the life of the vessels, which is anticipated to be 20 years

Austal’s Chief Executive Officer Andrew Bellamy said “Austal is very proud to have been selected as the preferred tenderer for the Cape-class Patrol Boat project given the importance of this new class of vessel to the duties that the Australian Customs and Border Protection Service performs in helping to safeguard our national boundaries.”

Mr Bellamy added “This contract is strategically important to Austal as it is a key first step in the repositioning of our Henderson facilities and our Australian business as a defence focused operation.”

Photo John Jeremy

Holdfast Bay, one of the present Customs patrol vessels which will be replaced by the Cape Class



ANNUAL GENERAL MEETING

August 2011

The 2011 Annual General Meeting was held at the Clubhouse on Wednesday 3 August and was well attended by 55 members with 13 present by proxy.

After he opened the meeting Commodore Bill Hogan welcomed the new members who were at the meeting and presented them with a copy of *The Amateurs — The Second Century Begins*.

Commodore Bill Hogan was commendably brief with his report and the Vice and Rear Commodores reported on the activities in the Boatshed and Clubhouse. Captain Peter McCorquodale surely won the award for the most entertaining report of the evening which was followed by an update on the new slipway project by the Commodore.

No ballot for directors was required as there were no nominations in excess of the number of positions on the Board to be filled. Elected unopposed for the coming year were Commodore Bill Hogan, Vice Commodore Liam Timms, Rear Commodore Bruce Dover, Captain Peter McCorquodale, Honorary Treasurer Tony Clarkson and Honorary Secretary Peter Chapman. John Crawford continues on the Board as Immediate Past Commodore.

The directors elected unopposed were John Jeremy, Sean Kelly, Peter Scott, Chris Sligar, Herschel Smith, Greg Sproule, and John Sturrock. The Commodore thanked retiring director Garth Stewart for his contribution during his years on the Board.

Treasurer Tony Clarkson proposed that the accounts for the year ended 31 May 2011 be approved. His motion was passed by the meeting after a short question and answer session.

The meeting was closed by the Commodore at about 2100 after the Rear Commodore generously announced a Happy Hour which was appreciated by all present.

FLAG OFFICERS DINNER

**The annual Flag Officers' Dinner will be held at the Club
on Friday 16 September 2011 at 1900 for 1930**

*This is a unique opportunity for us to entertain Flag Officers from
other Sydney clubs in our special clubhouse on Mosman Bay*

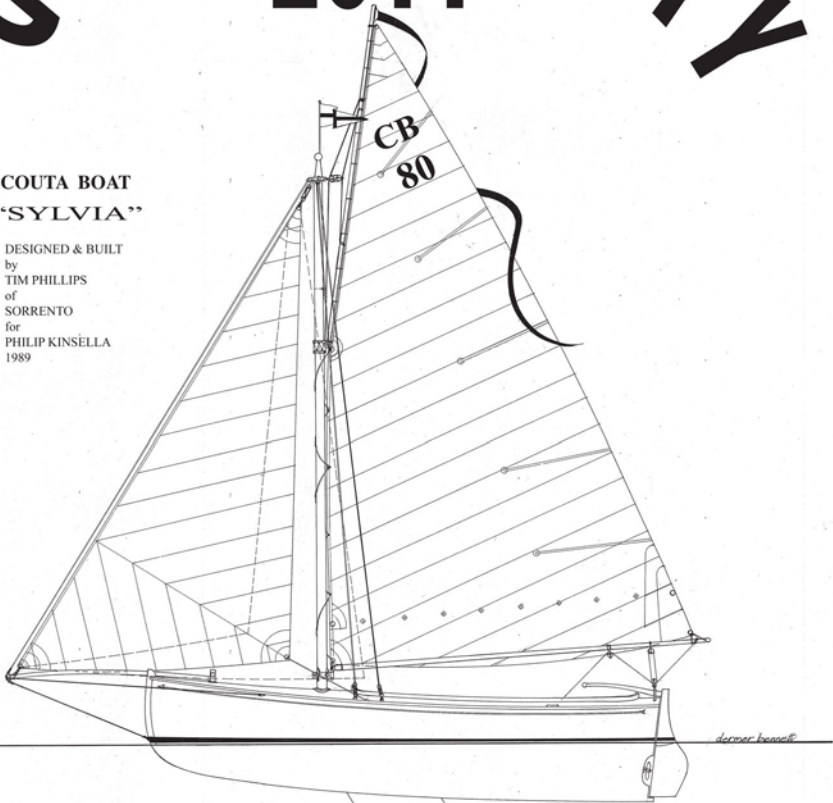
**The cost will be \$60 per head (including GST) and bookings
are essential — call Megan or Judy at the Club
before Friday 9 September**

SYDNEY AMATEUR SAILING CLUB □ FOUNDED 1872

GAFFERS 2011 DAY

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"SYLVIA"

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by
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of
SORRENTO
for
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1989



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AUSTRALIA'S MARITIME ECONOMIC INTERESTS

Over the past two decades there has been an increasing lament from Western navies that their countries suffer from ‘sea blindness’. What is meant is that there is an apparent lack of public understanding and appreciation of the importance of the oceans for national prosperity. The concern is that, if the importance of the oceans is not understood, then the importance of the multifaceted roles of navies in providing protection will not be understood. Whether or not sea blindness exists, maritime economic interests represented by the oceans are important and are discussed below. Geography generates many of Australia’s maritime economic interests, with a location at the intersection of three oceans and a large archipelago to the north. Australia has a mainland of about 7.7 million km², with a coastline of about 34,000 km, and extensive offshore territories, including the Australian Antarctic Territory, Christmas Island, the Cocos (Keeling) Islands, Heard and McDonald Islands, Norfolk Island, the Coral Sea islands and Ashmore and Cartier Islands. The *United Nations Convention on the Law of the Sea 1982* allows states to claim a variety of maritime zones, with varying levels of jurisdiction and sovereign rights to living and natural ocean resources, and the resulting Australian 200 n miles exclusive economic zones generate a maritime area of 10 million km², with the extended continental shelf generating a further 2.5 million km² [1].



Australia's Maritime Zones

For the purposes of this article, Australia has three broad maritime economic interests: the use of the sea for seaborne trade, submarine telecommunication cables and tourism/recreational use; harvesting/extracting natural resources from the ocean and sea bed and the various industries that support these and other marine activities. Not all of these interests are currently relevant to the RAN, but all make a contribution to the Australian economy and are thus important. But assigning a comprehensive economic value to ocean usage is problematic, not least due to difficulties in defining all relevant activities that make up the marine industry, and limited statistical collection of information about these activities from which to form a judgement. Thus, apart from seaborne trade and oil/gas data which is fairly robust, all figures relating to the 'marine industry' are indicative only and, unless stated otherwise, have been compiled, with various caveats, by the Australian Institute of Marine Science (AIMS) [2].

As an island nation with an economy based predominantly on primary production, Australia is heavily reliant on seaborne trade for its economic prosperity. In 2008–09, the value of the Australian economy was about \$1.2 trillion, with seaborne trade contributing \$368 billion, with exports valued at \$202 billion and imports at \$166 billion — importantly these figures represent the value of goods bought and sold and do not reflect the economic value and employment involved in 'creating' exports. This trade flowed through about 70 commercial ports of varying size, with an additional 51.6 million tonnes of trade within and between states transiting along coastal routes [3]. There is no up-to-date information for the value of the marine industry support for trade (water transport/services) but a 2005–06 calculation put income at \$6.45 billion and wages at \$1.52 billion (employing nearly 13,000 people) [4]. With a small Australian trading fleet of only 77 vessels, the majority of trade is carried in foreign ships and while the protection of commercial shipping has long been a naval task this foreign ownership creates jurisdictional issues [5].

An emerging but not publicly known interest concerns the submarine telecommunication cables which carry 99% of all overseas communication. There are about nine cables linking Australia with the rest of the world, of which three have been declared of national significance — the SEA-ME-WE3 cable originating from Perth, which links Australia to Southeast Asia, the Middle East and Western Europe, and two cables originating in Sydney — the Southern Cross Cable, which links Australia with New Zealand, Fiji and the United States and the Australia Japan Cable which links Australia with Guam, Japan and Asia. Other cables link Australia with Papua New Guinea, Indonesia and New Caledonia. Importantly some of these cables are to provide access for other countries into the global cable network via Australia. While the cables have an economic value embedded in their production and laying, there is no publicly available figure assessing their economic value if they were to be damaged and the flow-on implications for the Australian economy but it is significant, accounting for the tight regulatory regime in place for their protection from dredging and fishing [6].

In 2008–09 it was broadly estimated that marine-related tourism contributed over \$11 billion to Australian gross domestic product (GDP) with domestic activities valued at just over \$9 billion and international activities at under \$2 billion. Importantly AIMS has heavily caveated these numbers. It is far more difficult to place a value on the recreational use of the oceans — as examples, it is thought 37,000 people were involved in indigenous fishing and that around 3 million people have fished recreationally, spending some

SASC NEWS \$1.91 billion on fishing equipment, in 2007–08 [7]. From a naval perspective, the impact of these activities is limited to providing assets to the Australian Maritime Safety Authority for search and rescue operations.

Fishing is probably the best-known marine activity and has a complex management framework for its commercial aspects. The Australian Fisheries Management Authority, on behalf of the Australian government, manages fisheries within the 200 n mile Australian Fishing Zone, generally from 3 n miles of the Australian coast but in some cases, with the agreement of affected states, from the low-water mark. It manages 25 fisheries of varying sizes while the states and the Northern Territory have responsibility for recreational, commercial coastal and inland fishing, and aquaculture out to 3 n miles. In 2008–09, commercial fishing was valued at \$1.4 billion and aquaculture at nearly \$900 million, noting this catch was for both domestic consumption and export [8]. The RAN has been involved in the enforcement of Australian fisheries regulation for decades by providing a capability to AFMA against both domestic and foreign fishers operating illegally in Australian waters — more recently this has been under the operational control of Border Protection Command.

The most valuable use of ocean sea-bed resources comes from the exploration and exploitation of offshore oil and gas deposits beginning in the early 1960s — oil and gas fields were discovered in the Gippsland basin in 1963, entering production in 1969; the Barrow Island oil field in the Carnarvon Basin was discovered in 1964 and entered production in 1967; major gas fields were discovered in 1971 off the north-west of Australia, entering production in 1984 and oil and later gas were discovered in the Timor Gap between East Timor and Australia. In 2008–09, the value of oil exploration and production was estimated to be about \$3.3 billion and \$9.8 billion respectively with exports of just over \$1 billion of liquefied petroleum gas and \$10 billion of liquefied natural gas. The RAN has provided both aerial surveillance (1976–83) and maritime patrols of the waters surrounding the Bass Strait oil platforms and two additional Armidale-class patrol boats were built during the last decade in recognition of the importance of protecting oil and gas installations in the North-West Shelf. More recently the Minister for Defence announced an ADF posture review which specifically noted the energy security and security issues associated with expanding offshore resource exploitation as a consideration for the future location of ADF assets [9].

Shipbuilding and repair contributes to the Australian economy — in 2008–09, civil and defence shipbuilding and repair was valued at nearly \$2 billion, with boatbuilding and repair valued slightly lower, employing about 15,000 people across the sector. The major re-equipping of the RAN through the 1980s and 1990s and the new construction programs currently underway are a major long-term contributor to the Australian economy. There was also \$2.5 billion worth of marine equipment sales in 2008–09 [10].

Considering the value of resources taken from the oceans on an annual basis, as well as the value of other marine industries, their contribution to the Australian economy is conservatively estimated at up to \$60 billion (compared with agriculture which is valued at just over \$40 billion). Calculating employment in the marine industry is difficult as the industry is complex and information is fragmentary. In 2011 the Australian Maritime College estimated that employment in the marine industry was about 132,500 people [11].

Notwithstanding the difficulties in determining the annual value of the marine industry and the exploitation of ocean resources, the indicative estimates demonstrate a major contribution

contribution to the Australian economy, particularly when combined with the value and importance of seaborne trade. What does this mean for navies and their concern over ‘sea blindness’? Clearly the economic importance of the oceans to Australia needs to be promoted and understood more widely. The role of navies in the protection of ocean resources and seaborne trade, as well as other tasks such as search and rescue, needs to be considered in relation to our future prosperity.

Andrew Forbes

1. See Geoscience Australia, www.ga.gov.au/marine/jurisdiction/law-of-the-sea.html (27 June 2011).
2. Australian Institute of Marine Science (AIMS), *The AIMS Index of Marine Industry*, Townsville, 2010; and for difficulties with identifying useable data and the caveats, see *Valuing the Australian marine industry: discussion paper*, Townsville, 2008.
3. Australian Bureau of Agricultural and Resource Economics and sciences, *Australian commodity statistics, 2010*, Canberra, 2010, p. 1; and Bureau of Infrastructure, Transport and Regional Economics (BITRE), *Australian sea freight 2008–09*, Canberra, 2010, pp. 1–2.
4. AIMS, *Valuing the Australian marine industry*, p. 2.
5. BITRE, *Australian sea freight 2008–09*, p. 4; and Stuart Kaye and Lowell Bautista, *The Naval Protection of Shipping in the 21st Century: An Australian Perspective*, Papers in Australian Maritime Affairs No. 34, Sea Power Centre — Australia, Canberra, 2011.
6. Australian Communications and Media Authority, ‘Submarine telecommunications cables’, www.acma.gov.au/WEB/STANDARD/pc=PC_100223 (27 June 2011).
7. AIMS, *The AIMS Index of Marine Industry*, pp. 3, 5; and *Valuing the Australian marine industry*, pp. 3, 8–9.
8. See DT Wilson, R Curtotti and GA Begg (Eds.), *Fishery Status Reports 2009: Status of Fish Stocks and Fisheries Managed by the Australian Government*, Australian Bureau of Agriculture and Resource Economics — Bureau of Rural Sciences, Canberra, 2010; Australian Fisheries Management Authority, ‘About us’, <www.afma.gov.au/about-us/> (29 June 2011); and AIMS, *The AIMS Index of Marine Industry*, p. 5.
9. AIMS, *The AIMS Index of Marine Industry*, p. 5; and Stephen Smith MP, *Australian Defence Force Posture Review*, Media Release, MR 177/11 dated 22 June 2011.
10. AIMS, *The AIMS Index of Marine Industry*, p. 4. The economic benefits of naval shipbuilding are discussed in Andrew Forbes, ‘The Economic benefits of Naval Shipbuilding’, *Semaphore*, Issue 9, 2008
11. Marcus Bowles, ‘So just how many people are employed in the Australian marine industry?’, *Australian Journal of Maritime and Ocean Affairs*, Vol. 3, No 1, 2011, pp. 1–14.

[Reproduced from *Semaphore*, Issue 4, 2011, published by the
Sea Power Centre — Australia]

WANTED

S4 and S6 spinnaker for Beneteau First 40.7

Ticket of Leave

Please call Matt Prentice

0425 257 507

LETTER TO THE EDITOR

Southerly is never short of an opinion and, as we know, an opinion can never be wrong in itself. But when he claims that a set of observed experiences ‘has converted my opinion into fact’ then I must beg to differ.

In the June edition of *SASC News* Southerly notes that when *Cherub* sailed with a Bermudan rig *Ranger* was able to beat her more often than not. Now, after the restoration of her gaff rig, *Cherub* is usually faster around the track than *Ranger*. From this Southerly deduces that for boats of *Ranger’s* character, the gaff rig is therefore more efficient than the Bermudan.

This is what the philosophers call a ‘categorical proposition’ — the type of reasoning process that prompts us to believe that from a set of inter-related facts a logical conclusion must follow (a ‘syllogism’).

But it’s not that simple. The flaw in Southerly’s reasoning (and what renders his conclusion into a ‘false syllogism’ or ‘fallacy’) is that he omits a crucial variable. The reason that *Cherub* now beats *Ranger* more often than not may well have nothing to do with her change of rig. It may simply be — perish the thought — that *Ranger* is sailing slower!

David Salter



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'GARBAGE PATCH' RESEARCH

August 2011

The first scientific results from an ambitious voyage led by a group of graduate students from Scripps Institution of Oceanography at UC San Diego offer a stark view of human pollution and its infiltration of an area of the ocean which has been labelled as the 'Great Pacific Garbage Patch'.

Two graduate students with the Scripps Environmental Accumulation of Plastic Expedition, or SEAPLEX, found evidence of plastic waste in more than 9% of the stomachs of fish collected during their voyage to the North Pacific Subtropical Gyre. Based on their evidence, authors Peter Davison and Rebecca Asch estimate that fish in the intermediate ocean depths of the North Pacific ingest plastic at a rate of roughly 12,000 to 24,000 tons per year. Their results were published in the journal *Marine Ecology Progress Series* in June.

During the SEAPLEX voyage in August 2009, a team of Scripps graduate students travelled more than 1,000 miles west of California to the eastern sector of the North Pacific Subtropical Gyre aboard the Scripps research vessel *New Horizon*.

Over 20 days the students, *New Horizon* crew and expedition volunteers conducted comprehensive and rigorous scientific sampling at numerous locations. They collected fish specimens, water samples and marine debris at depths ranging from the sea surface to thousands of feet depth. Of the 141 fish spanning 27 species dissected in the study, Davison and Asch found that 9.2% of the stomach contents of mid-water fish contained plastic debris — primarily broken-down bits smaller than a human fingernail. The researchers say the majority of the stomach plastic pieces were so small their origin could not be determined.

“About nine percent of examined fish contained plastic in their stomachs. That is an underestimate of the true ingestion rate because

RV New Horizon



SASC NEWS a fish may regurgitate or pass a plastic item, or even die from eating it. We didn't measure those rates, so our 9% figure is too low by an unknown amount," said Davison.

The authors say previous studies on fish and plastic ingestion may have included so-called 'net-feeding' biases. Net feeding can lead to artificially-high cases of plastic ingestion by fishes while they are confined in a net with a high concentration of plastic debris. The Scripps study's results were designed to avoid such bias. The highest concentrations of plastic were retrieved by a surface collecting device called a 'manta net', which sampled for only 15 minutes at a time. The short sampling time minimises the risk of net feeding by preventing large concentrations of plastic from building up and also by reducing the amount of time that a captured fish spends in the net. In addition to the manta net the fish were also collected with other nets that sample deeper in the water column where there is less plastic to be ingested through net feeding.

The new study focused on the prevalence of plastic ingestion but effects such as toxicological impacts on fish and composition of the plastic were outside of the study's goals.

The majority of fish examined in the study were myctophids, commonly called lanternfish because of their luminescent tissue. Lanternfish are hypothesised to use luminescence for several purposes including counter-illumination (thwarts predators attempting to silhouette the lanternfish against sunlight), mate attraction and identification and illumination of prey. Such fish generally inhabit the 200 to 1,000 m depth during the day and swim to the surface at night.

"These fish have an important role in the food chain because they connect plankton at the base of the food chain with higher levels. We have estimated the incidence at which plastic is entering the food chain and I think there are potential impacts but what those impacts are will take more research," said Asch.

Rather than a visible 'patch' or 'island' of trash, marine debris is highly dispersed across thousands of miles of the North Pacific Subtropical Gyre. The debris area cannot be mapped from air or space, so SEAPLEX researchers collected samples in 132 net tows (130 of which contained plastic) across a distance of more than 1,700 n miles in an attempt to find the boundaries of the patch. The region, a 'convergence zone' where floating debris in water congregates, is generally avoided by mariners due to its calm winds and mild currents. The North Pacific Subtropical Gyre has been understudied by scientists, leaving many open questions about marine debris in the area and its long-term effects on the marine environment.

"This study clearly emphasizes the importance of directly sampling in the environment where the impacts may be occurring," said James Leichter, a Scripps associate professor of biological oceanography who participated in the SEAPLEX expedition but was not an author of the new paper. "We are seeing that most of our prior predictions and expectations about potential impacts have been based on speculation rather than evidence and in many cases we have in fact underestimated the magnitude of effects. SEAPLEX also clearly illustrates how relatively small amounts of funding directed for novel field sampling and work in remote places can vastly increase our knowledge and understanding of environmental problems."

SEAPLEX was supported by the UC Ship Funds program, Project Kaisei/Ocean Voyages Institute and the National Science Foundation.

HF MARINE RADIO CHANGES

August 2011

From 9 May 2011, the call sign for distress and emergency calls on HF marine-band radio for New South Wales waters is 'Charleville Radio' instead of 'Coast Radio Sydney'.

There is no change to the emergency calls protocol for those using the more common VHF marine radio.

The change follows a move to superior and better positioned HF radio equipment located in Charleville, Queensland, far away from radio interference that normally occurs along the coast and in the cities.

HF radio is generally used, in conjunction with other bands of marine radio, by larger sea-going vessels. Most small recreational vessels use VHF marine radio, for which there will be no change in the distress and emergency calls protocol.

HF is part of the National Coastal Radio Network (NCRN) which was established on 31 July 2002 by each State and the Northern Territory.

The HF service covers NSW coastal waters to at least 200 nautical miles from the shore.

The HF service has been transferred from Sydney Ports to Kordia and includes the monitoring of HF distress and emergency frequencies 4125 kHz, 6215 kHz and 8291 kHz and provision of navigation warnings on 8176 kHz at 1057 and 2357 hours and at times that such warnings are received from AMSA.

SYDNEY HARBOUR REGATTA

Following five successful years as title sponsor of the Audi Sydney Harbour Regatta, organised by Middle Harbour Yacht Club (MHYC), Audi Australia's sponsorship term has come to an end.

The German luxury brand has confirmed that it will not re-enter into a new term with MHYC, instead looking to new areas for sponsoring activities within the sport of sailing in Australia.

"After five years of this great event, it's time for Audi in Australia to focus on new areas of sailing sponsorship," Uwe Hagen, Audi Australia's Managing Director, said.

"We have enjoyed our time as title sponsor of this spectacular and popular regatta, and we wish the event all the success for the future. It has been a pleasure to work with the Middle Harbour Yacht Club, which has delivered a thoroughly professional event each year," he said

"The conclusion of this sponsorship nonetheless sees Audi continue to be involved at a high level with the sport of sailing in Australia, although our activities will take a new direction for the future."

The next Sydney Harbour Regatta will be conducted between 9 and 12 March 2012.

INFO WANTED

I have just recently purchased a lovely little wooden yacht named *Nomad*.

She is 28 feet LOD, 32 feet LOA, with a 9 foot beam and a draft of 3 feet, and currently sloop rigged with timber mast and boom.

I believe she was moored in Snails Bay, Birchgrove/Balmain some 10 years ago but her history is sketchy to say the least.

I am trying to establish how old she is, who was her designer and/or builder, and her construction and history in general. I would be delighted to hear from people who may have information or a tale to tell.

Brian McMahon
Skipperbrian@hotmail.com
Mobile: 0425 215 670



Nomad

IMPORTANT NOTICE

2011–2012 SAILING SEASON

As has been the practice for the last couple of years, all skippers, or at least one member of their crew, will be required to attend a briefing at the SASC prior to the start of the new season. The briefing will cover the conduct of SASC events, safety issues, Harbour regulations and incident reporting requirements.

Attendance at a briefing will be mandatory. Yachts will not be accepted as entrants in SASC series without evidence that the skipper or at least one of the crew has attended a briefing. Evidence of attendance at a similar pre-season briefing conducted by another Harbour club will, however, be accepted.

There will be at least two briefing sessions, on 24 and 25 August 2011, to provide skippers alternative opportunities to attend. These dates will be well advertised at the Club and to as many members as possible by email.

NEW LOOK FRIGATE

August 2011

A major milestone in the delivery of an upgraded Anti-Ship Missile Defence for the Royal Australian Navy's Anzac-class frigates has been achieved with the completion of a successful trial of the system in HMAS *Perth*.

The project involved a comprehensive upgrade of the HMAS *Perth's* anti-ship missile defence systems including a new-phased array radar which was designed and developed in Australia by CEA Technologies.

The new radar, which is mounted on a new and prominent enclosed mast (members may have noticed the difference when the ship was in Sydney recently), improves the ability of the ship to detect and track multiple targets.

Recent trials included successful firing of an Evolved Sea Sparrow missile using the phased array radar system.

HMAS *Perth* recently accompanied HMAS *Sydney* to the Pacific Missile Range Facility in Hawaii for operational testing of the system.

HMAS *Perth* is the lead ship in this project. Defence will now prepare a business case for Government to upgrade the other seven Anzac-class frigates.

During her refit to install the new radar, HMAS *Perth* was upgraded in other ways as well. Her combat management system was updated and the operations room layout modernised to accommodate the new equipment. Two new navigation radars were fitted on a new foremast, positioned so as to avoid the usual 'blind spots'. An infrared search and tracking system was also fitted. To improve reserve buoyancy and therefore the ship's ability to withstand damage the quarterdeck was enclosed, providing additional air-conditioned recreation space. The Senior Sailors mess was rebuilt to accommodate both Chief Petty Officers and Petty Officers and a new garbage management system was installed.

The modifications to HMAS *Perth* were carried out in Western Australia. Subject to Government approval of on-going phases of this project, the RAN's other Anzac-class frigates will be similarly modernised in coming years.



RAN photograph

HMAS *Perth* at anchor in Jervis Bay. The CEA phased array antennas are mounted on the new main mast just below the top platform



The new-look operations room in HMAS *Perth*

RAN photographs

An Evolved Sea Sparrow missile being fired from HMAS *Perth*





The recent wild July weather ensured a lively crossing of the Heads for Manly ferry passengers
Where on earth are they all going to go? Cockle Bay was packed with a wide range of magnificent
craft during the recent Sydney International Boat Show

Photos John Jeremy





Photo John Jeremy

Surely such a magnificent sight is only possible on Sydney Harbour. The start of the Audi Sydney Gold Coast Yacht Race on 30 July



It was a bit squeezey at the start boat end of the line for the start of the Audi Sydney Gold Coast Yacht Race on 30 July

Investec Loyal and *Wild Oats XI* making the best of the light wind after the start. *Wild Oats XI* took line honours in just over 1 day, 18 hours and 11 minutes

Photos John Jeremy



A new sailing season is almost upon us. As this is being written the 2011–2012 Sailing Programme is at the printers. Within a couple of hours of the programme and entry form appearing on the web site the first entry was received at the Club — clearly some sailors can't wait for series to begin. Maggie Stewart is poised to process the rush as more entries arrive.

There have been a number of changes to the Sailing Instructions for the new season and all skippers are urged to read them carefully. In particular, the courses have changed. To give everyone the opportunity to become familiar with the new Saturday afternoon courses they are reproduced below, together with the chart showing the mark locations. Don't get caught going around the wrong mark!

SUPER 30**COURSE A:** START-LB-SM-GI-BB-PP*-BB-GI-FINISH**COURSE A (2):** START-MW-ME-PP-BB-SM*-GI-FINISH**COURSE B:** START-KP(P)-NC(P)-EC-SM-KP(P)-SM*-KP(P)-PP-FINISH**COURSE G:** START-RB-KP(P)-SM-CB-SM-KP(P)*-PP-KP(P)-FINISH**COURSE Q:** START-NP-KP-SM-KP*-EC-KP-FINISH**COURSE O:** START-NC(P)-CB-RB-SM-CB-SM-TB*-PP-KP(P)-FINISH**COURSE Z:** START-KP(P)-SM-KP(P)-NC(P)-EC-PP*-KP(P)-PP-FINISH**CAVALIER 28 DIVISION****COURSE A:** START-LB-GI-BB-NP*-EC-GI-FINISH**COURSE B:** START-KP(P)-EC-KP(P)-SM*-KP(P)-SM-FINISH**COURSE G:** START-RB-KP(P)-SM-OB*-RB-KP(P)-FINISH**COURSE Q:** START-SM-KP-EC-GI*-SM-GI-FINISH**COURSE O:** START-GI(P)-OB-SM-BB-SM*-EC-SM-KP(P)-FINISH**COURSE Z:** START-KP(P)-SM-EC*-SM-FINISH**DIVISION 2****COURSE A:** START-LB-PP*-BB-NP-EC-GI-FINISH**COURSE B:** START-KP(P)-SM*-KP(P)-EC-SM-FINISH**COURSE G:** START-RB-KP(P)-SM-OB*-SM-KP(P)-FINISH**COURSE Q:** START-SM-TB-EC-CB-NP-KP(P)*-SM-GI-FINISH**COURSE O:** START-GI(P)-OB-SM-CB*-SM-PP-KP(P)-FINISH**COURSE Z:** START-KP(P)-SM-GI*-EC-SM-PP-FINISH**CLASSIC****COURSE A:** START-BB-SM-EC-SM*-GI-FINISH**COURSE A(2):** **DIV 1:** START-MW-ME-SM*-GI-FINISH**DIV 2:** START-BB-SM-EC-SM*-GI-FINISH**COURSE B:** START-A(P)-COCKATOO IS*-KP(P)-FINISH**COURSE G:** START-SM-NC-OB-SM*-KP(P)-FINISH**COURSE Q:** START-SM-TB-EC-N3*-SM-GI-FINISH**COURSE O:** START-GI(P)-BB-SM-EC*-SM-KP(P)-FINISH**COURSE Z:** START-KP(P)-SM-KP(P)*-SM-FINISH

Yachting Australia has issued Amendment No. 9 to the *2009–2012 Racing Rules of Sailing, Special Regulations* affecting personal flotation devices (PFDs). The Amendment has the following affects (for keel boats) and is effective from 28 June 2011:

Part 1: 5.01**Categories 1–4**

All Type 1 PFDs shall provide minimum buoyancy of 150 N and shall place the wearer in a face up position at 45 degrees to the water surface.

PFDs complying with new standard AS 4758-2008 (the new standard) minimum level 150 have been added as permitted PFDs.

Categories 5–7

New standard minimum level 50 has been added as permitted PFDs. Retro-reflective material and whistles are no longer required on PFDs in these categories but retro-reflective material is recommended.

Category 5 at Night

PFDs have been changed and Type 1 and new standard level 100 are now permitted and Type 2 is not now permitted as it is not required to have retro-reflective material. In all other respects the regulations remain unchanged although the wording has been rearranged.

Yachting NSW Recommendations

It is the recommendation of YNSW that:

- The minimum level of PFD under the new standard for categories 5 and 6 and category 7 (when sailed offshore or in open waters) should be level 100 minimum or Types 1 or 2, and
- The minimum level for off-the-beach boats etc. should be new standard level 100 or Types 1 or 2. Type 3 is not recommended as it is replaced by the new standard and is similar to level 50S which are not in safety or high visibility colours.

These recommendations are based on the following wording of AS 4758–2008, namely,

4(e) Level 50 This level is intended for use by those who are competent swimmers and who are near to bank or shore, or who have help and a means of rescue close at hand. These garments have minimal bulk, they are of limited use in disturbed water, and cannot be expected to keep the user safe for a long period of time. They do not have sufficient buoyancy to protect people who are unable to help themselves. They require active participation by the user.

7.3.2 Selfrighting b) For level 100 PFDs. The PFD shall bring the test subject's mouth clear of the water within 10 s of relaxation without any voluntary movement.

7.3.3 In water orientation for level 50 PFDs When level 50 PFD except a PFD for a child with a body mass of 25 kg or less is tested in accordance with the vertical stability test pro-

cedure specified in AS 4758.3 (b) the test subject shall be maintained in an attitude of relaxed static balance (such as an upright or backward position) so that the test subject's respiration is not impeded at any time; (c) there shall be no tendency to turn the test subject face-down from relaxed static balance in the water; and (d) there shall be positive freeboard.

7.3.5 Freeboard When determined in accordance with AS 4758.3 the average freeboard for the group of subjects shall be not less than the following:

- (a) For level 275 PFDs: 120 mm
- (b) For level 150 PFDs: 100 mm
- (c) For level 100 PFDs (adult): 80 mm
- (d) For level 100 PFDs (child): 40 mm
- (e) For level 50 PFDs: Positive freeboard.

The comparative table reproduced below may be of assistance in selecting an appropriate buoyancy level PFD. Amendment 9 can be downloaded from the YNSW web site and www.sasc.com.au, on the home page under Safety.

PFD COMPARISON TABLE Buoyancy rating is shown as N (Newtons force)

	AS 4758- lvl275	AS 4758- lvl 150	AS 4758 lvl 100	AS 4758 lvl 50	AS4758 lvl 50S	AS 1512- Type 1	AS 1499 Type 2	AS 2260 Type 3
BOUYANCY								
CHILD (kgs)¹								
<10-15	90N	45N	35N	16N		35N	16N	16N
12-25	-	-	-	-		40N	22N	22N
>15-25	120N	60N	40N	22N		-	-	-
22-40	-	-	-	-		49N	35N	35N
>25-40	140N	75N	50N	35N		-	-	-
ADULT(kgs)¹								
>40-50	170N	90N	70N	45N		-	-	-
40-60	-	-	-	-		71N ²	45N	45N
>50-60	200N	110N	70N	45N		-	-	-
>60	-	-	-	-		87N ²	53N	53N
>60-70	230N	130N	87N	53N		-	-	-
>70	275N	150N	100N	60N		-	-	-
COLOUR	YELLOW- RED	YELLOW- RED	YELLOW- RED	YELLOW- RED		³ HIGH VISIBILITY	³ HIGH VISIBILITY	
RETROREFLECTIVE TAPE	YES	YES	YES	OPTIONAL		YES	OPTIONAL	OPTIONAL
WHISTLE	YES	YES	YES	OPTIONAL		OPTIONAL	OPTIONAL	OPTIONAL

- 1 YA SR 2.03.1(e) Shall be of a type, size and capacity suitable and adequate for intended use.
NSW Marine Safety(General) Regulations 2008
Reg 83(3) Despite subclause (2), a lifejacket is not an **appropriate lifejacket** for the purposes of this Regulation if:
(b) the lifejacket is not the correct size for the wearer or intended wearer.
- 2 Shall be of buoyancy of minimum 150N for category 1-4 races
- 3 High Visibility colours
(a) Y11—Canary.(b) Y12—Wattle.(c) Y13—Vivid Yellow.(d) Y14—Golden Yellow.(e) R11—International Orange.
(f) R12—Scarlet.(g) Fluorescent orange-red.(h) Fluorescent yellow.

PFD Comparison Table

NEW MEMBERS

We welcome the following new members:

Hans Adzersen
David Deane
James Dwyer
Wayne Taylor

SOUTHERLY REFLECTIONS

Peter McCorquodale notes that his father Geoff began to sail in *Ranger* as crew in 1937, at the same time as Southerly. Geoff went on to sail his own yachts having crewed in A1 for about seven seasons. He also became Chairman of Racing and spent many years as a valuable member until his passing.

Peter spent a year crewing in *Ranger* in 2007, seventy years after his Dad's first season in her.

In 1910 my father Cliff, then aged 24, began racing with the SASC in his very own fast 21-footer *Vagabond*. He and members of his family have raced with the SASC ever since and continue to do so. We have been around for a while!

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	\$30.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2009–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt	\$36.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next SASC News will be the October 2011 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 September 2011. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



With another Gaffers Day fast approaching, it seemed appropriate to look back nearly a quarter of a century to Gaffers Day 1988.

The weather did not cooperate on that day but it was, as always, a spectacular event. Some things never change — could that be *Ranger* in the photo below?

Photos John Jeremy





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