



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2012

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Maggie Stewart

Cover:

The Chilean sail training ship *Esmeralda* farewelled by James Craig after a recent visit to Sydney

Photo John Jeremy

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COMING EVENTS

August 2012

SATURDAY 18 AND 25 AUGUST 2012

Safety Audits at the Club

WEDNESDAY 22 AUGUST 2012

First compulsory skippers briefing

THURSDAY 23 AUGUST 2012

Second compulsory skippers briefing

SATURDAY 1 SEPTEMBER 2012

Opening Regatta

SATURDAY 8 SEPTEMBER 2012

Lion Island Race

SATURDAY 15 SEPTEMBER 2012

First pointscore race for 2012–13, all Divisions

SATURDAY 22 SEPTEMBER 2012

Pointscore race for Super 30 Division long series, Division 2 long series and Classic Divisions

SATURDAY 29 SEPTEMBER 2012

Idle Hour race

SATURDAY 6 OCTOBER 2012

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

SUNDAY 7 OCTOBER 2012

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

**NEED
THE TENDER?**

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

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2012–2013 SEASON

Safety Audits will be required for
Category 7 certification

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

Saturday 18 and 25 August 2012



This will be my last year as Commodore and I would like to thank you all for allowing me this privilege. Ours is a great club and I am proud to be a member of it.

The Annual General Meeting this year corresponded exactly with the date fifty years ago that the Club first occupied our current premises. It was good to be able to celebrate this anniversary at the AGM in the traditional way. Our tenure on this site has been secured for the immediate future since Crown Lands has offered us a 40 year lease on the premises.

There were some retirements from the Board at the AGM. I would like to thank Tony Clarkson, the retiring Treasurer, who has left our finances in very good shape. Whilst he is retiring from the Board he will continue to keep a close eye on things financial as a member of the Finance Committee. Tony will also continue to maintain the supplementary tender roster. The retiring Honorary Secretary Peter Chapman has served a long sentence on the Board, keeping us in line with the club rules and constitutional issues. Again, many thanks for your contribution Peter. I am sure that Peter will enjoy having more time to sail his square-top mainsail (gaff rigged?) Adams 10 *Spectre* in the future. The Board also welcomed two new directors, Trevor Cosh and Marni Raprager. I look forward to working with them in the coming year.

Rear Commodore Bruce Dover's training initiatives have proved very popular. It is interesting to note that the most popular course (with 32 participants) was about diesel engines, followed by the course attended by 26 people who wanted to operate a radio legally. The Sea Safety Survival course (which I completed) and the First Aid course had 10 enrolments each. The feedback from course participants was very positive with a lot of praise for instructor Alex Whitworth.

The Classic yachts and Metre boats are making a big push to set an interesting calendar of events this year and it was great to see the 12 Metres out in the winter series. They, and all Classic yachts, will be invited to participate in a Classic Regatta conducted by the Balmain Sailing Club on Sunday 28 October. This will be the culmination of the inaugural Cockatoo Island Film Festival. It is expected that more than 5,000 people will be at the finish line to welcome home the winner. More details to follow.

I am tempted to go on holiday again after seeing the results of the working bee organised by Trevor Cosh while I was away. Thanks, once again, to Trevor. Thanks, too, to Mike deBurca for the finishing touches he added to the Green Shed after the working bee had finished. The Green Shed is becoming very popular with members as a work place for boat repairs and renovations. It's great that we now have that facility for members to utilise. However, if it becomes too crowded the Board may have to consider some sort of booking system.

A special thanks to a number of members who own their own private moorings in Mosman Bay for their donations to the Club to cover their use of the club tender services.

The new season starts with the opening regatta on 1 September followed by the Lion Island Race the following week. The main point score series get under way on 15 September. So, welcome to the 2012–13 sailing season! I am sure that you, like me, are looking forward to some warmer, sunny weather with breezes that make sailing what it is.

Bill Hogan



Photos John Jeremy

A very successful prizegiving was held at the Club on Saturday 30 June. The weather was kind, perfect for lunch on the wharf and the Club looked magnificent with the trophies set out by Maggie Stewart for all to see





The *Svanika* party was perfectly dressed for the occasion and set a standard for others to emulate. There was a special reason — *Svanika* set sail the following day for Singapore — as you do!



Captain Peter McCorquodale opened proceedings by thanking the starting crews, presenting a suitable bottle to those present — Charles Maclurcan, Andre Van Stom, Tony Clarkson and John Jeremy

Simon King of *Svanika* received the Gale Trophy and a Silver medal





Primary Wave (R. Montague) won the H S Lloyd Memorial Trophy, the Tingira Trophy and a Gold and Silver Medal

Lachlan and Guy Irwin of *Clewless?* were clearly happy with their season result. It was also Lachlan's birthday, which was suitably recognised later in the afternoon





The brag plates say it all. Congratulations to the crews of *Cherub*, *Caress* and *Clewless?* — a great result for the season.



More prizegiving photos on page 30



Graham Nock and Richard Nock collected many rewards for the season in *Caress* including, you guessed it, the *Caress Trophy* (above)

Mark Pearse and Peter Scott displaying some of *Cherub's* trophies for the year (below)



MEMORIES OF DEFIANCE

August 2012

The *SASC News* of June 2012 had an article which featured, among others, the yacht *Defiance*. The resurgence of ocean racing after the success of the first race to Hobart in 1945 and the resulting continuation of the event was enthusing us all at meetings of the CYC in 1946. The years following included many suggestions for new race destinations such as Bird Island, Port Hacking, Jervis Bay and Montague Island. There may have been others as well.

The photograph of *Defiance* was taken on the Easter weekend of 1948 during a race to Jervis Bay. The race started at 5pm on Friday night and finished in Jervis Bay at the naval base there which is now HMAS *Creswell*. With a light SE breeze and slight sea it was a fine night for a sail.

Defiance, an 8-metre slippery craft, was built in Melbourne by E. Digby with a gaff rig and carrying a jackyard topsail as well as a flying jib topsail. It will be noticed in the photo that the main mast incorporates the topmast, allowing the rigging of the topsail to hoist straight up from the deck level on a track parallel to the main track and the jackyard clew in the usual way by a sheet and an outhaul to the gaff end. The flying jib topsail was set flying from masthead to the bow and needed constant care lest the topmast was risked as well as the whole rig. It will be seen also that the main-topsail was rigged to port of the peak halyard. If on a port tack when lowering, it fouled that rigging. A momentary luff, conditions allowing, let it quickly drop away. On starboard it would be clear to run.

I have gone into all this detail to relate the progress of our race to JB that Friday night against a light SE and a little slop. The skipper was Jack Tiernan with whom I had sailed many times. The owner (absent this time) was Dr Phil Bullock who came aboard occasionally. Our crew included six others.

Defiance in 1948



Off we went with a good start and out the heads we settled down to the southerly course for the haul to windward as it was getting dark. Under full sail, jib topsail and all, we were making about 4–5 knots when the beginning of the trip heralded the rest of the night’s work. The breeze piped up, the topmast started its wriggles, followed by a call from aft to lower away. The wind eased a little, hoist again. It was twenty-one times — I counted every one — it might be a record, it was a busy night.

The previous year, 1947, *Defiance* had participated in the Hobart race having a fight with *Morna* down the east coast of Tassie running so hard that green water flooded the deck back past the deck house. It wasn’t until the finish that they were disqualified due to a mess at the start involving *Morna*, *Christina* and *Defiance*. David Colfelt’s history records “a collision at the start between these three vessels sees the latter two disqualified, *Christina* for not bearing away on her proper course to the next mark after the starting gun and *Defiance* for not reporting her running into the starter’s boat within 24 hours of finishing.” Such is ocean racing!

Geoff Ruggles.

IMPORTANT NOTICE

2012–2013 SAILING SEASON

As has been the practice for the last couple of years, all skippers, or at least one member of their crews, 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 to provide skippers alternative opportunities to attend. The dates will be well advertised at the Club and to as many members as possible by email.

DINGHY LOOKING FOR A NEW MASTER

Free to a good home — a 6 foot dinghy

Contact John Wills

Tel: 0408 223 315

DRAGONS AT THE SASC?

August 2012

Over the past year or so the International Dragon Association of NSW has experienced a large influx of brand-new boats, some from overseas and some from the Australian builder in Tasmania. These new boats have all gone to people who already owned Dragons and they have been housed on the hard stand at the RSYS. Space on the hard stand is shared between the Etchells, Dragons and Ynglings and it's very tight. As a result the older, superseded boats have had to be stored elsewhere, often at significant cost, hence these boats are for sale in the hands of very keen vendors. These boats are all fibreglass and tend to be in very good to excellent condition. In most cases the only work required would be to anti-foul the bottom. They are probably beyond winning major regattas now — especially if they have to be kept on a mooring — but they will continue to offer many years of enjoyable sailing at club level. Fibreglass Dragons are specified to match the all-up weight and weight distribution of the timber boats so they are over-engineered and generally don't suffer from the softness that some other fibreglass boats develop. They are worth what the market will determine but, given the over supply, some at least should trade at well under \$20,000. A number of timber boats are also available, ranging in price and condition from about \$5,000 upwards to the 1979 World Champion, which is in concourse condition.

Dragons racing on Sydney Harbour

Photo John Jeremy



SASC NEWS

The Dragon is a 1929 design from Johan Anker of Norway. They measure 8.9 m overall and race with a skipper and two or three crew. They would fit comfortably into the SASC, either in the Classics Division or Division 2. Currently there are three Dragons at the SASC — *Tom Thumb* (Geoff Hanmer), *Bermudiana II* (Philip Jorgensen) and *Florin* (Ted James). *Tom Thumb* and *Bermudiana II* are both varnished mahogany boats in excellent condition and *Florin* is an Australian-built fibreglass boat, also in excellent condition. None has raced with the SASC in recent times. The intention is for *Tom Thumb* and *Bermudiana II* to race with the Classics in the coming season.

Any SASC member looking for a relatively-inexpensive day sailor to race with the Club next season could well consider a Dragon. They are still the most popular one-design yacht in the world with between three and four thousand currently racing worldwide. To enquire about fibreglass Dragons for sale, contact the Secretary of the International Dragon Association of NSW, John Marty, phone 9460 2443 or 0412 322 134 or email johnmarty@optusnet.com.au.

To enquire about timber Dragons, contact the writer — telephone 9560 8770 or 0409 297 965 or email nidelv@three.com.au.

Dragons beating
to windward

Tony Tyson

Photo John Jeremy





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HOANA RETURNS

Recently I had the pleasure of viewing the recovery of *Hoana* after a very major accident. She was in Simon Sadubin's boatshed in Chowder Bay. She was so extensively damaged that many people thought that she was beyond repair.

Simon has very cleverly brought her back to her original shape with surprisingly little 'rebuild' and also greatly strengthened her. A100 is now a sounder vessel than before. Simon holds some wonderful Kauri timber reserved for boats so planked. Owner Martin van der Wal has cleaned her off below the waterline and sealed her with epoxy before applying the anti-fouling.

Hoana was built by master boatbuilder Charlie Hayes for our member Lex Buckle in 1920. Lex raced her with the SASC as did, in due course, one of the Maclurcan family, Keith Brown and now Martin. A100 is a super example of a Sydney harbour coach-house cruiser racer — she will soon be back giving her competitors a hard time. Many years ago she was sailed around the world by Joe Adams, a member of the SASC, an astonishing feat.

Southerly

Photo John Jeremy



Hoana

WHAT SHIP?

August 2012

An iPhone app which can enable ship identification with augmented reality

Augmented reality covers the many ways of adding digital information to the real world around us, usually by adding on-screen flags to the video feed from a smartphone's camera. It's clever and very futuristic, but you can now try it out now easily, reported Kit Eaton in a recent article in *The New York Times*.

To identify a ship, for example, a free app, 'Layar', which can pull in many different sources of augmented information, can be used pulling in data from Vesseltracker.com, which has up-to-date location information about ships in its database.

The Layar app knows where the observer is standing and which way the phone is pointing, so all that is necessary is to direct it at the ship. A handy flag then appears above the ship's image on-screen and one can read most of the ship's particulars.

What next?



FLAG OFFICERS DINNER

**The annual Flag Officers Dinner will be held
at the Club on Friday
21 September 2012 at 1900 for 1930**

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

The cost will be \$65 per head (including GST) and bookings are essential — call Megan or Judy at the Club before Wednesday 12 September

FLIP IS FIFTY

The US Department of the Navy's Floating Instrument Platform (RP *Flip*) is celebrating its 50th year of service.

Scores of scientists have deployed aboard the 355-foot research vessel, owned by the Office of Naval Research (ONR) and administered and operated by the Marine Physical Laboratory at Scripps Institution of Oceanography at University of California, San Diego, to conduct investigations in a number of fields, including acoustics, oceanography, meteorology and marine mammal observation.

"*Flip's* unique characteristic of a low-profile, stable observational platform has proven particularly useful over the years," said Dr Frank Herr, head of ONR's Ocean Battlespace Sensing Department. "It will continue to be a research vessel of choice for our naval scientists."

What makes the vessel so special is that it can partially submerge like a sinking ship by filling ballast tanks in its stern with water. When in its vertical position, *Flip's* visible floating platform extends 55 feet above the ocean surface while the rest of the hull reaches 300 feet below the water. Because so much of the vessel is submerged when it sits upright, the platform is impervious to the ocean waves, providing a stable environment for researchers to do their work.

Built in 1962, the steel-hulled platform accommodates 11 researchers and a crew of five for up to 30 days. It does not have its own propulsion and must be towed to research locations in the ocean, where it "flips"

US Navy Photos

Flip on the level





Flip flipping (above) and ready for work (below)



into vertical position in approximately 20 minutes. *Flip*, designed by Scripps scientists Fred Spiess and Fred Fisher, operates in two modes, drifting with the currents or moored to the sea floor, and supports the deployment of a variety of sensors and instruments.

“*Flip* was originally designed to study underwater acoustics—the bending of sound,” said William Gaines, the program manager at Scripps. “In recent times, we’ve done a lot of the marine mammal research because *Flip* has the ability to be very quiet in the vertical position. We can place hydrophone arrays far below the surface and put marine mammal observers up top to correlate the signals from the animals to the visual observations.”

In 2010, researchers used *Flip* for a set of experiments called the High Resolution Air-Sea Interaction project, which measured wind and swell conditions. That data is helping to improve weather models and other ocean-atmosphere databases.

“*Flip* was the pivotal platform for that project, which also included research done by traditional research ships and remotely piloted aircraft,” said Tim Schnoor, the program officer who oversees ONR’s research vessel programs.

Naval Research Laboratory scientists recently employed *Flip* for oceanographic work using lasers. Additional studies are in the works and *Flip* will continue to support scientists in their research endeavours. “It’s in good material condition,” said Schnoor. “We’ve continued to invest in maintenance and preservation of the platform, including taking hull thickness measurements to ensure hull integrity. There’s no reason it can’t continue to serve research needs as long as we have users to exploit her unique capabilities.”

Flip with instrument arms deployed





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A MOBILE FLIP?

It could be an alien spacecraft or a 21st century version of Captain Nemo's *Nautilus* from Jules Verne's *20,000 Leagues Under the Sea*, but in fact it's a live-aboard, ocean-going laboratory that could be exploring the seas as soon as late next year.

Called the *SeaOrbiter*, the research vessel is the concept of French architect Jacques Rougerie. Recently displayed at France's pavilion at Expo 2012 in Yeosu, South Korea, it has spent almost 12 years floating around as a mere concept. It recently completed its industrial design phase and construction is planned to begin in October 2012.

"All technical issues are resolved, all the modeling is done," said Ariel Fuchs, education and media director of the *SeaOrbiter* project. "We gathered institutional and industrial support five or six years ago and it's been a real institutional and financial project for the last two years."

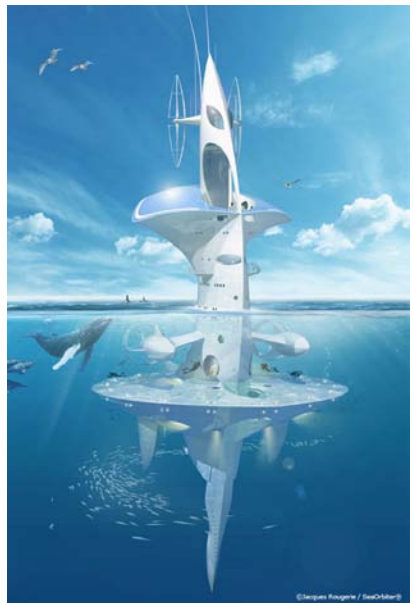
It is expected to cost around \$US43 million and when built, will be 58 m in height. When launched around 50% of the vessel will be below the water line allowing for constant underwater study.

"One of the first users will be the science community," Fuchs said. "It's designed to explore the ocean in a new way, mainly spending time under the sea, giving people the opportunity to live under the sea for a very long time, to observe and to undertake research missions like marine biology, oceanography and climate issues."

For more information visit www.seaorbiter.com.



Images of *SeaOrbiter*



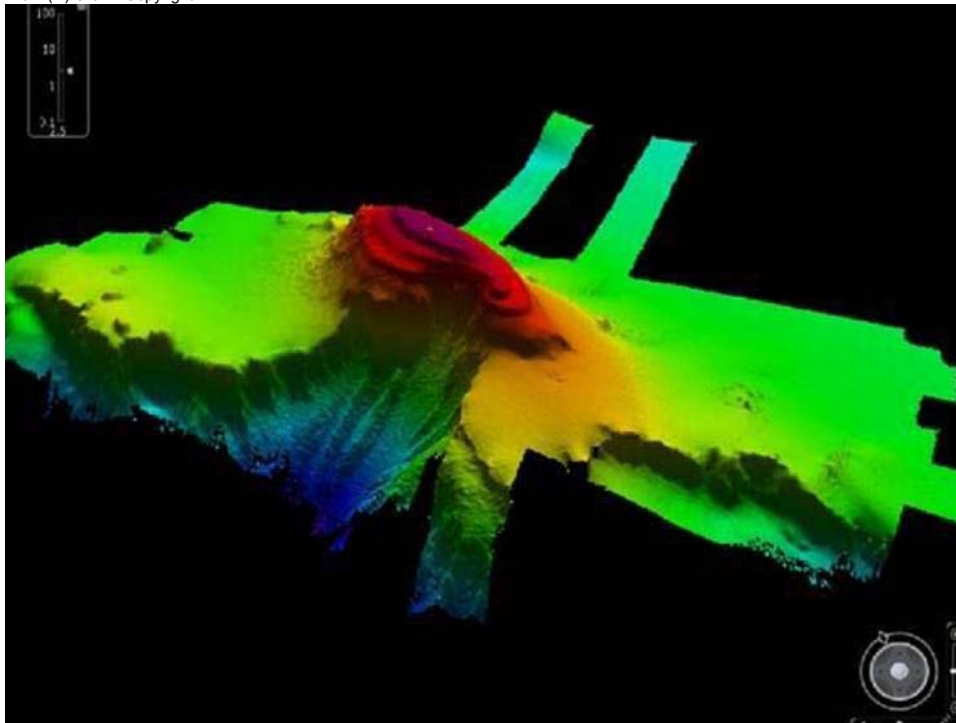
UNDERWATER MOUNTAIN IN THE RED SEA

August 2012

The Royal Navy survey ship HMS *Echo* recently discovered an underwater mountain the size of the Rock of Gibraltar as she sailed through poorly charted waters in the Red Sea. The ship came across the huge feature while searching for volcanoes on the seabed — and also located a WW2 wreck off the Libyan coast as her 19-month deployment drew to a close. The mound is an underwater mountain the size of the Rock of Gibraltar beneath the Red Sea — and until HMS *Echo* passed over the site, no one knew it existed. The hi-tech sonar in the survey ship mapped the huge feature for the first time and it will now be marked on charts to prevent other seafarers running into it. *Echo* was sent east of Suez at the beginning of last year to help improve charts of the region's waters and gather key hydrographic data.

The enormous mound — the correct term is 'sea mount' — is quite literally the biggest success of *Echo's* deployment. Yemeni fishermen evidently knew the mount existed, *Echo* found a dhow anchored on its summit as she carried out her survey of the area. However existing charts of the area suggested the sea was 385 m deep. Over an eight-hour period, *Echo* collected reams of information with her sounders to prove otherwise. After processing all that information, 24 hours later

HMS *Echo's* sonar image of the sea mount



MOD (N) Crown Copyright

the powerful computers aboard the ship produced the stunning 3D imagery, which revealed the true extent of the mount.

It rises to just 40 m below the surface of the Red Sea — deeper than the deepest draught of any civilian or military surface ship, but definitely a danger to submarines passing between the Mediterranean and the Middle East. “We were actually looking for volcanoes — the southern Red Sea region has seen a significant amount of recent tectonic and volcanic activity with several volcanoes emerging from the sea close to the Yemeni coast line,” said CDR Matt Syrett, *Echo’s* Commanding Officer. “We didn’t find any. But we did find this. It is absolutely massive. And finding it is something, which really makes everybody on board feel good. “So often it’s difficult to show that what the Navy does has a tangible effect. This is visible proof. We found it and, as it’s a danger to other seafarers, it’s been reported to the United Kingdom Hydrographic Office and is expected to appear on new charts of the region in the near future.”

In the Mediterranean, *Echo’s* finds continued, this time a dozen or so miles off Tripoli and possibly the wreck of a WWII Liberty Ship. This time the object stood 22 meters proud of the seafloor was 105 m long and 22 m wide. Once again the UKHO — which provides charts for the Royal Navy, as well as many of the world’s merchant mariners — has been informed so other sea users can be warned of *Echo’s* discovery. “From the shape of the hull and location of the superstructure it is likely to be an old Liberty Ship — and was most likely another casualty of World War II,” said CDR Syrett. In the 18 months since *Echo* left UK waters she has carried out a wide range of essential survey tasking, from supporting assault ship HMS *Albion* during amphibious exercises in the Gulf last summer, to improving navigational safety for merchant shipping in the Gulf and Red Sea and carrying out oceanographic research off the Horn of Africa.

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HMS *Echo* leading ships from several nations to sea from Faslane in Scotland



An open day for classic yacht owners and crews was recently held at the SASC to help everyone get to know each other. *Fidelis* (above) and *Yeromais V* decorated the pontoon and before lunch Larry Eastwood, part owner of *Sylvia*, spoke about plans for the restoration of the 1901 30-foot linear rater *Yeulba* (ex-*Culwulla*) and invited those present to contribute. After lunch Bob Connolly, from the Balmain Sailing Club, spoke about a new race for Classic yachts to be held in conjunction with the Balmain Regatta and the inaugural Cockatoo Island Film Festival in October. Peter Scott welcomed everyone as proceedings got underway (below)

Photos John Jeremy





Photo John Jeremy

The Chilean sail training ship *Esmeralda*, a familiar sight in Sydney, sailing on the afternoon of 24 June after a visit as part of a training cruise



Photo John Jeremy

ADV *Ocean Shield* sailing from Fleet Base East on 31 July. The ship is civilian manned

In March the Government announced that it had purchased the Offshore Support Vessel *Skandi Bergen* to supplement the Royal Australian Navy's current amphibious ships, HMAS *Choules* and HMAS *Tobruk*. The ship, renamed ADV *Ocean Shield*, arrived in Australia in June.

Ocean Shield will ensure that Defence has the humanitarian and disaster relief capability required between now and the arrival of the two new Landing Helicopter Dock (LHD) ships in the middle of the decade. She will primarily be used to transport troops and supplies in support of humanitarian and disaster relief operations domestically and in the region.

She will also be able to undertake patrols in the Southern Ocean providing surveillance, detection and apprehension of any vessels operating illegally. *Ocean Shield* is able to operate in sub-Antarctic weather conditions.

Ocean Shield is the sister ship of *Ocean Protector* which is currently operated by Customs and Border Protection and undertakes these patrols.

The 6,500 t ship is 105 m long and 21 m in beam. She has accommodation for up to 100 people, more than 1000 m² of deck area and a helipad.

When the first LHD, HMAS *Canberra*, is commissioned *Ocean Shield* will be transferred to Customs and Border Protection to provide a long-term capability for Customs and Border Protection.



Photo John Jeremy

Members may have seen this colourful vessel, *AD Recovery*, which has been laid up in Snails Bay for some time. Some may have recognised it as the bucket dredger which was built at Cockatoo Island for the Melbourne Harbor Trust in the 1970s. A *S Mayne*, seen below working in Melbourne soon after completion, was launched on 29 May 1976 and completed in March 1977

John Jeremy Collection





RAN Photograph

The RAN's second LHD, the future HMAS *Adelaide*, was launched by Navantia in Spain on 4 July. *Adelaide* and her sister ship *Canberra* will be the largest ships the RAN has ever operated.

Canberra was recently loaded on to the Dockwise heavy-lift ship *Blue Marlin*, the largest of her type in the world, for transport to Melbourne for completion by BAE Systems. Despite *Blue Marlin*'s size, *Canberra* will be a tight fit on the 12,000 mile voyage to Australia



Dockwise Photograph

Blue Marlin carrying a massive drilling rig

MORE PRIZEGIVING PHOTOS



ANNUAL GENERAL MEETING 2012

August 2012

The Annual General Meeting of the Sydney Amateur Sailing Club was held on Wednesday 8 August with 45 members present.

The Commodore, Bill Hogan, opened the proceedings by welcoming the new members who were present and presented them with a copy of *The Amateurs — The Second Century Begins*. Gordon Hinds (*Defiance*), Jerry Lees (*Fagel Grip*) and Robert Thornton (*Lindabel*) introduced themselves and were welcomed to the Club by acclamation.

After a brief report, the Commodore invited Vice Commodore Liam Timms to report on Boatshed matters. In his report, Liam particularly drew attention to the need for care on the slipways and reminded members that defibrillators were now available in the clubhouse and onboard *Captain Amora*, without in any way suggesting that any members appeared likely to need them! In the ensuing discussion, members were advised that safety procedures during SASC races would be addressed during the forthcoming compulsory skippers' briefings.

Rear Commodore Bruce Dover thanks the staff and volunteers for making social events and working bees at the Club such a success. He reported that the recently-held training courses had proved very popular and that more were planned in the coming year. A vote of thanks, proposed by Tony Clarkson, for the volunteer tender drivers was also carried.

Captain Peter McCorquodale was overseas but the Commodore gave a brief report on racing and outlined some of the plans for the coming season.

Treasurer Tony Clarkson presented the annual accounts which were accepted by the meeting. A special vote of thanks was approved for Tony and the outgoing Secretary Peter Chapman for their great contribution to Club affairs.

As an election was not required this year, the number of nominations not exceeding the positions to be filled, Peter Chapman announced the new Board for the coming year: Commodore Bill Hogan, Vice Commodore Liam Timms, Rear Commodore Bruce Dover, Captain Peter McCorquodale, Immediate Past Commodore John Crawford, Honorary Secretary Peter Scott, Honorary Treasurer Greg Sproule and Directors Trevor Cosh, John Jeremy, Sean Kelly, Marni Raprager, Chris Sligar, Herschel Smith and John Sturrock.

In addition to the normal business, the meeting celebrated the fiftieth anniversary of the Club's occupation of the Cremorne facilities and Tony Saunders presented a fascinating selection of photographs of Mosman Bay, from the collection of Bill Allen, showing the clubhouse site in the early 20th century.



The Cremorne clubhouse — now home for the SASC for half a century

BOOK REVIEW

Sailing Alone Around the World

Captain Joshua Slocum

This classic book caught my eye and I thought it an appropriate reading companion to take on a recent overseas sailing holiday. I wasn't disappointed.

Captain Slocum was the first man to sail single handedly around the world. What's more he accomplished this feat in 1898 in *Spray*, which was a 37-foot gaff-rigged derelict sloop he had been given. He rebuilt her plank by plank in a field in Fairhaven, Massachusetts and fitted her out for the voyage for a total of \$553.62 and 13 months of his own labour.

In April 1895 he set sail from Boston, crossing the Atlantic to Gibraltar, then south west to Rio de Janeiro, through the Straights of Magellan and across the Pacific, making land at Newcastle. He then spent time in Sydney, Melbourne and on the north coast of Tasmania before returning to Sydney and making up the east coast of Australia and through the Torres Straights on his way to the Cocos Keeling Islands, Mauritius and the Cape of Good Hope. He made his third crossing of the Atlantic to the Caribbean and then up the east coast of America, arriving in Newport, Rhode Island on 27 June 1898 having completed a voyage of some 46,000 miles.

Spray sailing in Australian waters



The book is an epic account of Josh Slocum's ingenuity, resourcefulness and skill as a seafarer. He repulsed pirates in the Atlantic, kept the marauding Indians of Terra del Fuego at bay and faced months of gales in the South Pacific, finally clearing the Straights of Magellan on his seventh attempt. *Spray* struck the curiously named M Reef in Great Barrier Reef, but luckily no significant damage was done and Slocum kept on sailing!

There are many interesting descriptions of the ports he visits and the people he meets which include Samoan and Tongan royalty and R. L. Stevenson's wife. There are also some amusing anecdotes such as the one where he was persuaded to take a goat on board. After creating havoc, including devouring the chart of the West Indies, the goat was put ashore at the next port.

As well as a master mariner, Captain Slocum is a great storyteller. His slightly archaic prose makes a good read, providing many insights into the man, his life onboard, his thoughts and

fantasies and the relationship he had with *Spray*. You will find wit, wry humour and some hidden pearls of wisdom too.

Some delightful testimonials to the seaworthiness and handling of *Spray* may be found. For example Thursday Island to Cocos Keeling Island, a distance of some 2,700 miles, are described thus: “It was a delightful sail! During those 23 days, I had not spent altogether more than three hours at the helm, including the time beating into Keeling Harbour. I just lashed the helm and let her go; whether the wind was abeam or dead aft, it was all the same: she always sailed on her course.” The book is illustrated with many evocative pencil sketches and maps of various parts of the voyage.

In conclusion, *Sailing Alone Around the World* is an absorbing and satisfying read for anyone interested in sailing, adventure and yachts. Highly recommended.

Dennis Wood

THERE’S MORE THAN YOU THINK

When the Editor was at school, he was taught that Australia’s iron ore deposits were limited and when Iron Monarch and Iron Knob were exhausted, we were in trouble. The fact that magnetic compasses went haywire anywhere near the Pilbara had escaped notice, apparently. And, yes, that was quite a long time ago.

More recently attention has turned to rare earth elements — essential materials to make electronic components, plasma and LCD screens, smartphones and other similar devices which we managed to do without until quite recently. Australia has significant deposits but the main source has been China.

Recently enormous amounts of rare earth deposits were discovered beneath the sea about 1,243 miles southeast of Tokyo. The Japanese researchers who made the discovery announced that the amount is enough to supply Japan with minerals for 230 years. The group headed by University of Tokyo Professor Yasuhiro Kato, an expert in earth resources, said “An estimated 6.8 million tons of rare earth minerals, including dysprosium, exist in the mud in the deposit, which is within Japan’s exclusive economic zone.” Tokyo-based Mitsui Ocean Development & Engineering Co., a company which specialises in deep-sea oil exploration, will assist the group of researchers with surveys of the area. Prof. Kato stated: “When people hear about developing resources they tend to immediately assume it will come with high costs. But, in fact, the cost of developing it is comparable to how much it costs to import rare earths now”. The professor added that more detailed survey is needed and also new technology for commercial development needs to be constructed.

SeaDiscovery.com



NEW MEMBERS

We welcome the following new members:

Gordon Hinds
Brendan Lyon
Robin Shaw

AMENDMENTS TO YA SPECIAL REGULATIONS

Yachting Australia has issued two amendments to the Special Regulations which become effective from 10 August 2012.

Amendment 11 — Liferrafts

This amendment updates the liferaft requirements making it easier and, hopefully, cheaper for boat owners to procure, pack and service their rafts.

Amendment 12 — Pulpits, Stanchions, Lifelines

This amendment deletes the regulation that prohibited the use of carbon fibre in pulpits, stanchions and lifelines.

The amendments can be viewed on the YNSW website.

SASC SHOP

(AKA The Office)

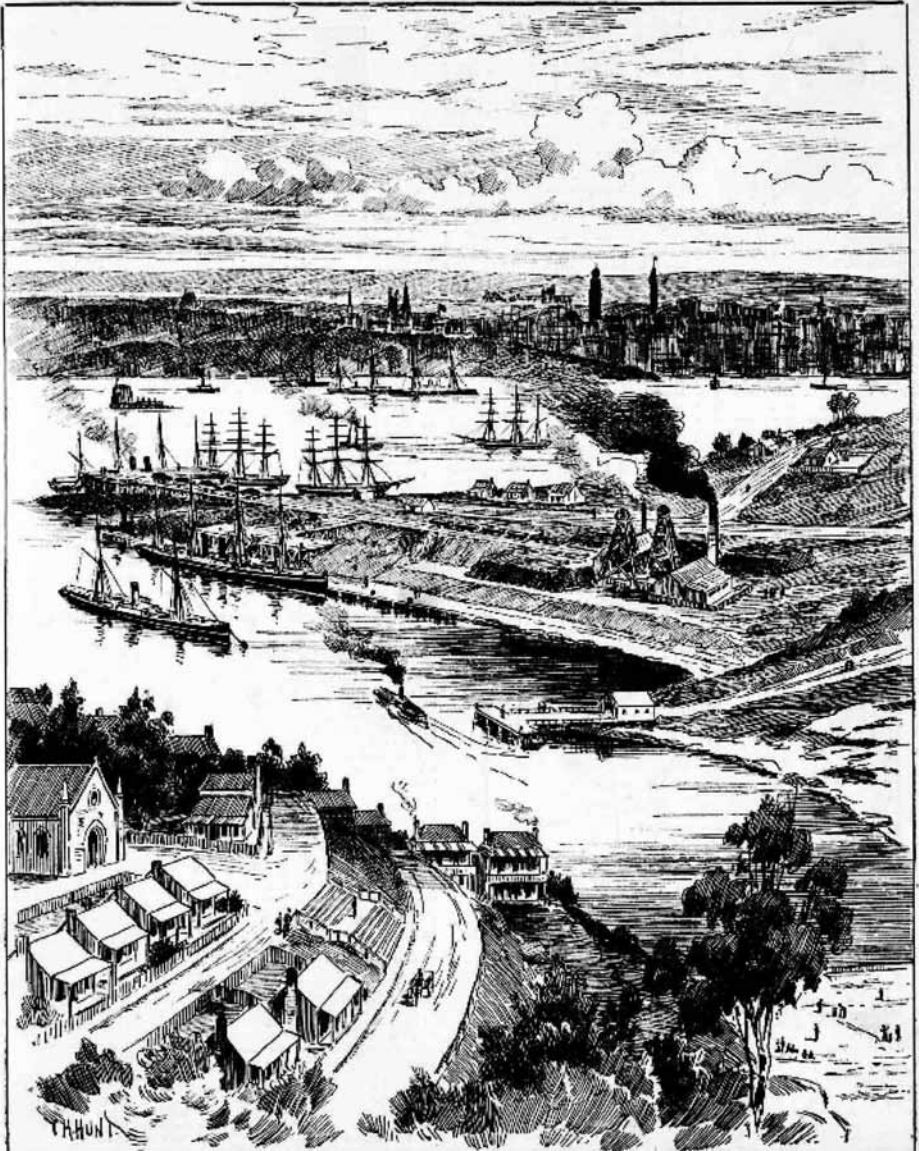
The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$30.00
Burgee – Large – 60 cm x 90 cm	\$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 (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next *SASC News* will be the October 2012 edition. Contributions from members, which are always welcome, should reach the editor by Friday 28 September 2012. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



National Library of Australia

Aren't we lucky! This drawing from the *Illustrated Sydney News* of 2 December 1893 shows how Cremorne Point might have looked 'ten years hence' if plans for coal mining there had gone ahead. The Sydney and Port Hacking Coal Company began exploring for coal at Cremorne Point in 1890, finding coal about 850 m from the surface. It was of poor quality, but a further shaft sunk nearby in 1893 found coal of excellent quality. Fortunately for us, site problems and fierce local resistance resulted in the project being abandoned.

In 1896 the company, renamed Sydney Harbour Collieries Ltd opened their first shaft at Birchgrove. The mine was one of the deepest in Australia and was finally closed in 1945.

Sydney Yachting Centre has joined forces with Yacht Sales Australia... (Official Brokers to the SASC)

Yacht Sales Australia is the coming together of three successful boat brokerages – Sydney Yachting Centre and Australiawide Boat Sales (Scarborough QLD and NSW) into one dynamic entity - *Yacht Sales Australia*. This exciting development brings together over 30 years boat broking experience, offering buyers access to high quality new and used yachts and power boats. **We're the only Brokers to run a listing and sales register classic yachts!** Our team are all dyed in the wool long term boaties, with passions ranging from racing, cruising and refurbishing boats of all descriptions. We're only too happy to use this knowledge to guide and assist owners and buyers alike when listing or looking for your new or used boat.

The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

List your boat with us for quick results. Every sale earns income for your Club.

For a complimentary valuation on your boat or to list, call 9969 2144 or email: sales@yachtsalesaustralia.com

...we're still at Middle Harbour Yacht Club



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Sales
Australia**

...we've got the East Coast Covered!

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