



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2013

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Honorary Treasurer	Greg Sproule
Honorary Secretary	Peter Scott
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	

Cover:

The trophies set out ready for the annual prizegiving on Saturday 29 June

(Photo John Jeremy)

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COMING EVENTS

August 2013

SATURDAY 17 AND 24 AUGUST 2013

Equipment Audits at the Club

WEDNESDAY 21 AUGUST 2013

First compulsory skippers briefing

THURSDAY 22 AUGUST 2013

Second compulsory skippers briefing

SATURDAY 31 AUGUST 2013

Opening Regatta

SATURDAY 7 SEPTEMBER 2013

Lion Island Race

SATURDAY 14 SEPTEMBER 2013

First point score race for 2013–14, all Divisions

SATURDAY 21 SEPTEMBER 2013

Point score race for Super 30 Cup, Cruiser-Racer Division and Classic Divisions

SATURDAY 28 SEPTEMBER 2013

Point score races, all Divisions

SUNDAY 29 SEPTEMBER 2013

Point score race for Division 6 (non-spinnaker) and Gaffers Division

THURSDAY 3 OCTOBER TO FRIDAY 11 OCTOBER 2013

International Fleet Review, no Club racing

THURSDAY 10 OCTOBER 2013

International Naval Review Regatta

SAFETY REQUIREMENTS 2013–2014 SEASON

Equipment Audits are required for
Category 7 certification

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SERVICE AT THE CLUB**

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It's an honour to be writing my first *Signals* for the Amateurs, a club personified with a rich history bonded in the pleasures of sailing and just messing with boats. The opportunity to participate in keeping this very special place of our sailing dreams in their various silhouettes alive and thriving is a privilege.

There are many aspects of keeping a successful Club operating both on and off water. Working closely with Bill Hogan as Commodore for the last three years and seeing his dedication to the Amateurs as inspiring. Bill Hogan's great legacy has been his persistent pursuit of protecting our tenure in extending the Crown lease for the Club to forty years. The Amateurs has executed the Lease and we await the executed counterpart from Crown Lands.

The 2013 Annual General Meeting was held on 7 August. The Club had a big agenda of business to attend to which included voting for new directors. It is good sign of the Club's strength and depth where so many wish to actively participate in being custodians. Thank you to all those who were nominated who are all very worthy representatives and I look forward to working with the directors going forward.

Sadly we bid farewell to Peter McCorquodale who advised us he was stepping down from his position as Captain after five very successful years. Peter contributed nine years in total on the Board which also included two years as Rear Commodore. Peter implemented a complete overhaul of the racing handicap system which was totally seamless and this has enhanced the quality of the racing. There are many other ambassadorial roles Peter undertook including NSW Roads and Maritime in managing our Aquatic Licence approvals, Yachting NSW, relationships with fellow harbour clubs and co-ordinating the racing protest hearings. Peter we are extremely indebted for all you have contributed, it is significant and we are all gracious beneficiaries.

John Crawford was inducted as an Honorary Life Member in recognition of his duty served for the Club. John was appointed as a director of the Club in February 1998 and served as Commodore between July 2007 and August 2010. Congratulations on behalf of the Club.

Maggie Stewart was also inducted as an Honorary Life Member for her 17 years as Executive Racing Secretary and the many other wonderful contributions she has made to the Club like co-ordinating the annual prizegiving, bringing the yachts together for Gaffers' Day and being part of the starting crew in *Captain Amora* and attending to most anything to ensure that the Amateurs ran perfectly.

Sir James Hardy OBE joined us after the formal business for an interview under the guiding hand of David Salter. The journey of his life entwined with sailing was truly memorable as he recalled names and dates with precision of a time gone by. Many things have changed but yet many have stayed the same and the closing advice for all was simple "preparation". The Amateurs thanks and sends best wishes to Sir James for indulging us with his time on a cold and wet winter's night. Thank you to David Salter for having undertaken such "preparation" to ensure an interview of such depth.

The Opening Regatta is on Saturday 31 August and I look forward to a beautiful day on the water to mark the new season.

Liam Timms

IMPORTANT NOTICE

2013–2014 SAILING SEASON

As has been the practice for several 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 two briefing sessions to provide skippers alternative opportunities to attend, on **Wednesday 21 August and Thursday 22 August 2013**. These dates will also be well advertised at the Club and to as many members as possible by email.



FLAG OFFICERS DINNER

**The annual Flag Officers' Dinner will be held
at the Club on Friday
27 September 2013 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 18 September



The Kelly Cup this year was won by David Brown (right) in Quambi, seen here proudly displaying the trophy with crew Wayne Grundy



The umbrellas say it all. Saturday 29 June was a very wet day but, despite the weather the annual prizegiving at the Club was a great success with plenty of fine food and good company

All photos by John Jeremy





Vice Commodore Liam Timms welcoming everyone to the prizegiving (above)

Race secretary Maggie Stewart and Captain Peter McCorquodale,
both retiring after this season, at the prizegiving (below)





Proud trophy winners — Chris Sligar (above) and Tom Hogan (below). Tom collected the prizes on behalf of his father, Commodore Bill Hogan, who was overseas





More photos...





And more photos

CHANGE TO YA POLICY ON MEMBERSHIP CARDS

Yachting Australia and the State Associations have agreed that Yachting Australia will not issue physical cards as a matter of course to Silver and Gold card holders. For this coming season, the Silver and Gold Cards will only be available on an opt-in basis for Clubs. The SASC has decided that for the 2013–14 season members should continue to receive a card. Members will therefore receive a card and letter from Yachting Australia in the month after the SASC updates the Yachting Australia database, myClub.

All club members, irrespective of whether their club has indicated that they would like them to receive a card for this coming year or not, can access a printable PDF online via mySailor. This includes your Sailor Identification Number, your club name (and other clubs of which you are a member) and any Yachting Australia qualifications you hold (in which case you will receive a Gold Card).

The online card also provides evidence that a sailor is entitled to race in compliance with the Racing Rules of Sailing (Rule 46 Person in Charge and Rule 56 Crew).

The benefits cardholders receive remain unchanged, including Personal Accident Insurance and access to offers from Yachting Australia Loyalty Partners. You do not need a physical card to access these benefits, but you do need to have up to date information on mySailor.

To ensure a smooth transition to the online card system, all club members are asked to update their details on mySailor, in particular a current email address. A current email address will allow you to retrieve your password if forgotten. If you don't have a current email address in the system and need to retrieve your password you will need to contact the club directly to enter it for you. Your letter from Yachting Australia will tell you what is currently on your mySailor account and how you can update it.

It's important to note that by having a Sailor Identification Number an individual is not a member of Yachting Australia. Your club is a member of, and pays an affiliation fee to, the State Association which in turn is a member of and pays a fee to Yachting Australia, allowing both organisations to continue to support clubs across the country in numerous ways.

The cost savings made by not mailing a physical card will be invested in developing and promoting sailing. In particular it will enable a significant investment to move the Sailing Information and Management Systems (myCentre, myClass, myClub, myWebsite and mySailor) to a new provider and platform, Sporting Pulse Ltd, a major provider of information technology solutions to many Australian sports.

It will also enable continued development and funding of the Discover Sailing Program, (www.discoversailing.org.au) which aims to increase participation in sailing and club membership.



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Photo John Silgar

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A DIFFERENT DELIVERY

by
*Michal
Tomaszewski*

At the recent Flying Squadron function at the Amateurs, Ken Pryor asked if I would do another ocean passage with him. “Sure,” I said and I was committed even before I knew when, where and what type of vessel was involved.

At short notice I flew off to Auckland and, after some delicious mussels at the Occidental Beer Café in Vulcan Lane, next day caught a bus to Opuia in Northland where MY *Aurora* and her master Ken Pryor were waiting.

To complete our crew of three we were joined by Paul Jeffrey, a New Zealander and an ex-super yacht skipper with many years of fascinating experiences. *Aurora* turned out to be a 68 foot motor yacht that I christened *Our Stumpy*. She is a relatively new vessel with all the bells and whistles except ocean-going capability. She is a luxury coastal cruiser with a television set in the saloon and every cabin.

The next couple of days were spent getting *Aurora* prepared for the near 1,200 nautical mile ocean crossing to Fiji. Provisions were purchased and stowed in the pantry and numerous fridges and freezers. Moveable objects were secured and we locked and armed ports in cabins, bathrooms etc. We also stowed and secured removable railings from the aft swim platform (called “hoops”).

MY *Aurora*

Photos Michal Tomaszewski



The insurers' surveyor came and did our safety check. We bunkered with 12,000 litres of diesel, including 900 in a poly bladder which we secured on the top deck, to be transferred to the main tanks at the earliest opportunity. *Aurora* has two diesel engines and two diesel generators. Ken checked all the very complex electronics and plumbing functions.

We had fixed and hand-held VHF as well as GPS and off-course radar. We did not have HF radio, which is becoming pretty obsolete nowadays, but we did have Sat. Phone. On the top deck a six-person life raft, a rubber duckie and a tender were all fitted with survival kits, EPIRBs, water and spare fuel for outboards, etc.

While monitoring weather, with the ship ready to go, we ventured for a bit of sight seeing. We took a ferry across the bay to Russell, the first town built by the British in New Zealand. A pretty little town, a village really, Russell was a site of very bloody fighting early in the 19th century, not won by the English. It was near there that the famous Treaty of Waitangi was signed.

Our weather man advised us to delay leaving till Wednesday but, after some deliberations, we cleared customs and left Opua at midday on Sunday in clear weather and very little wind. By Monday the wind was from the WSW at 15 knots and building. We were pushing the yacht at 8.5 to 9 knots to cover as much ground as possible before, as expected, the weather deteriorated.

On the bridge



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By Tuesday the wind had moved to the south west at a steady 30–35 knots, gusting 40. *Our Stumpy* did not like beam seas, in fact she hated them. Unlike a sail boat that would lie to a beam reach, *Aurora* bucked and jumped at random and rolled to no apparent rhythm. In order to keep the seas, which were now short and steep and 6–8 metres high, behind us we changed course off our rhumb line to north east. We were glad to be making easting because we knew that the breeze would eventually shift to the south east enabling us to “gybe”, putting us back on course for Fiji with the seas behind us again.

By midday Wednesday the wind was still a steady 30+ knots but the anger had somewhat gone from the seas. To celebrate the half-way point of the trip we had our one and only drink of the passage and watched as the breeze moved to the south and, by Thursday afternoon, to the south east. The seas were confused, the new south-easterly seas more regular and longer but still on the left-over south westerly swell. Dear *Aurora*, bucking as was her habit, managed to toss Ken out of his bunk, nearly knocking him out and on Friday threw me off the seat on the bridge, winding me and spilling a considerable amount of blood.

Friday was our second last day at sea and, with the breeze dying, the rain increased to the point that it all but obscured the radar screen. In the early hours of Saturday we anchored off Port Dellarau, Fiji, waiting instructions from port authorities. We were told to proceed to a marina where Ken, in a deluge of rain, very skilfully docked our stumpy *Aurora*

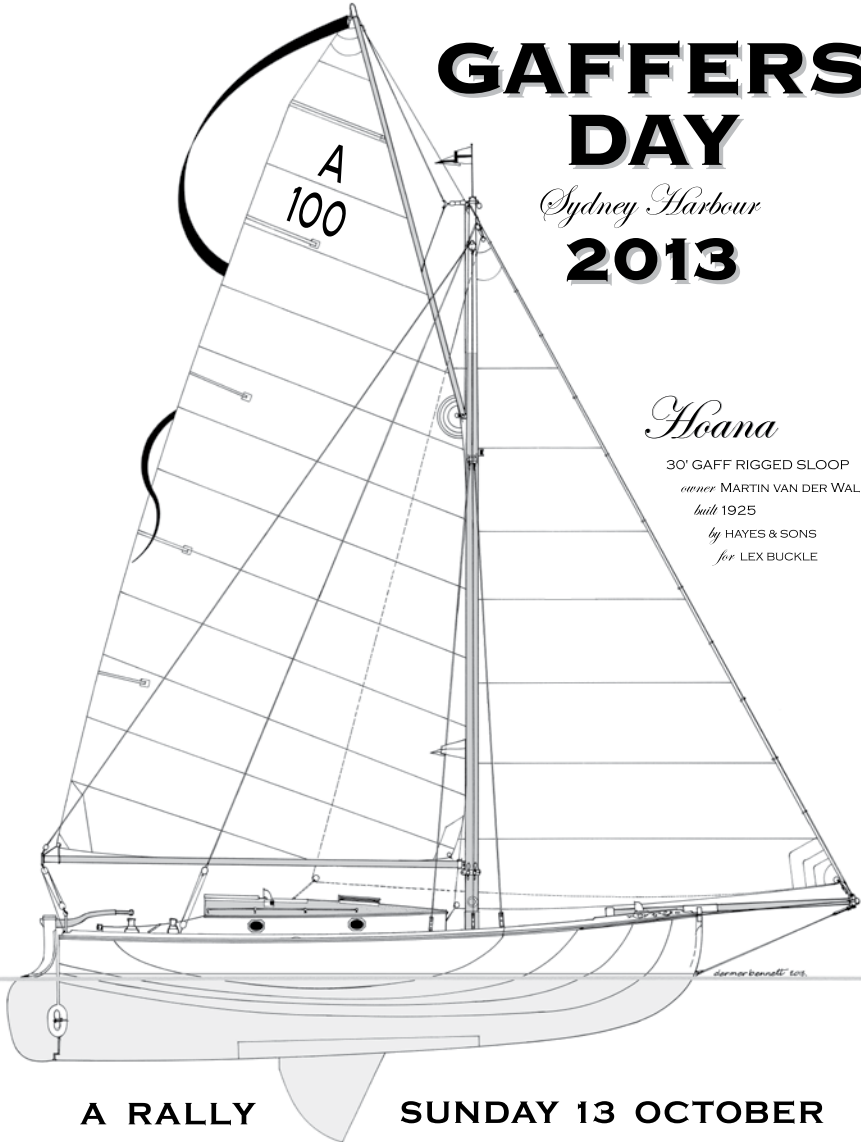
She rolled!



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GAFFERS DAY

Sydney Harbour
2013



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in a pen alongside *Pacific*, an 84 m super motor yacht registered in Cayman Island, with a helicopter on board, of course, which we believe belongs to a Russian ‘tzar’. Like most super yachts, she also had a “shadow”, a slightly smaller vessel which followed its master with all the speed boats, sea planes, etc. — “the toys” — on board.

This was a first and a different delivery for me, a sailor. These boats do not behave in a predictable way and do not have natural rhythm. With their shallow draft and powerful diesel engines they don’t work with, but against, the elements. Creature comforts they have and they are dry, but try and sleep in a double bed with no lee cloths and nothing to brace against. You roll around to no apparent pattern. Try to cook in a galley with a floor like a skating rink and nothing to grab hold of or to brace against. Nevertheless I enjoyed the experience and the company of skipper Ken and Paul and, as always, liked being at sea but prefer it to be in a sailing vessel!

As an epilogue I would like to record that, moored opposite our pen in Fiji, was another super yacht *Golden Shadow*. This over 60-m long vessel, is owned and operated by the Living Oceans Foundation which is owned and financed entirely by Mr Khaled bin Sultan. Year round the vessel goes on month-long cruises with over twenty scientists doing oceanographic, current and fisheries research. It is gratifying to see first hand that at least some of the super rich have a social conscience and generously give back to the society.

Looking aft was scary



ROUND THE ISLAND RACE 2013

August 2013

Avid readers of *Afloat* may have noticed a photo of the Annual Round the Island Race (RTI) in the July issue. Your correspondent was fortunate to be able to participate in this year's race.

by
Dennis Wood

The RTI is an epic bigger than *Ben Hur*. With approximately 1,500 boats and crews competing in the 50 nautical mile race around the Isle of Wight, it has more competitors than *Ben Hur's* extras.

Organised by the Island Sailing Club (ISC), the race is now a major event in the British sailing calendar since its inception in 1931 when there were only 25 competitors. More information is available at www.roundtheisland.org.uk.

Over the years, several antipodean sailors have been invited by Les Sutcliffe to accompany him and his crew in this major event. This year I was the lucky one and I jumped at the offer. I have always wanted to sail on the Solent, in many ways the home of the sport of yacht racing. Our yacht, *Celtic Flame II* (a Dufour 34) was in ISC Rating System Group 7. We were in the 10th fleet, starting at 6.30 am on 1 June 2013. The line was the Royal Yacht Squadron line off Cowes.

We left the Lymington Marina at 3.45 am to find the race day dawning fine with a fresh northerly breeze. As you might imagine, the start is

The crew of *Celtic Flame II*



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a bit hectic. Even with 11 different starts, there are hundreds of boats manoeuvring behind the start line. It's like the chaotic Brownian motion of gas molecules we learnt about at school. Worse, there was a tidal current sweeping us onto the line at 2 knots. Woe betide those who were early — and I was the starting helmsman!

With about 90 seconds to go, I judged it was time to shoot for the line. We crossed at full speed in a clear lane and headed for our first rounding, the Needles at the western tip of the island. This first leg was a delightful run with the wind off our starboard quarter.

I handed over the helm to Matt just before the jagged rocks of the Needles and he guided us safely round, gybed and set our course for St Catherines Point.

We were in good company at the Needles with the famous *Gypsy Moth IV* abreast on the inside. Sir Francis Chichester sailed this yacht single handedly around the world in 274 days. In the photo you can see the Needles lighthouse between her masts. On the way to 'St Cats', we witnessed many spectacular broaches by yachts which were foolhardy enough to set spinnakers in the fresh conditions.

After St Cats, Les took the helm as we hardened up and headed for Bembridge Ledge. We had sailed around three of the four sides of this diamond shaped island with only one gybe!

Matt at the helm





Hundreds of boats converged on Bembridge Ledge buoy and it was a tricky business threading our way through the melee. We had tacked onto starboard and were moving nicely with another yacht overlapped to windward when a port tacker closed the gate in front of us. Despite desperate hails, they struck us on the bow, pushing us onto the other boat. Fortunately and incredibly, there was relatively minor damage so we raised a red flag and continued sailing (we protested but the give way boat acknowledged their infringement and took their penalty so the protest was not heard).

Then it was a beat up the Eastern Solent to the finish line. Les' strategy was to head well out into the middle to avoid being hemmed in on the left hand shore. It worked well as we got some good lifts after passing No Mans Land Fort which stands as a sentinel off Portsmouth Naval Base. This enabled us to fetch the finish line on one tack. We finished a creditable 7th out of 44 starters in eight and a quarter hours of sailing. Well done to the crew of *Celtic Flame II*: skipper Les Sutcliffe, helmsmen/sheet hands Matt Clark and Dennis Wood, forward hand Zoe Clark, sheet hand Tony Considine and navigator Denise Hayworth.

Rounding the
Needles

WORLD RECORD FOR DEEP-SEA RECOVERY

In July Odyssey Marine Exploration recovered more than 61 tons of silver bullion from a depth of nearly three miles, setting what is believed to be a world record for the deepest and largest precious metal recovery from a shipwreck. This recovery of bullion was from SS *Gairsoppa*, a 412-foot steel-hulled British cargo ship which sank in February 1941. It comprised 1,574 silver ingots weighing about 1,100 ounces each or almost 1.8 million troy ounces in total [worth about \$40 million — Ed.]. The silver has been transported to a secure facility in the United Kingdom.

A side-scan sonar image of *Gairsoppa*



Including the silver which was recovered last year, Odyssey has now recovered 2,792 silver ingots from *Gairsoppa* or more than 99% of the insured silver reported to be aboard *Gairsoppa* when she sank. Under the terms of Odyssey’s contract with the U.K. Department for Transport, which follows standard commercial practices, Odyssey will retain 80% of the net salvaged value of the cargo. The contract was awarded to Odyssey following a competitive tender process.

Sources, including Lloyd’s record of War Losses, indicate additional uninsured government-owned silver may have been aboard *Gairsoppa* when she sank, but so far no uninsured silver has been located.

“This was an extremely complex recovery which was complicated by the sheer size and structure of *Gairsoppa* as well as its depth nearly three miles below the surface of the North Atlantic,” commented Greg Stemm, Odyssey’s chief executive officer. “To add to the complications, the remaining insured silver was stored in a small compartment which was very difficult to access.

Open for business — three miles down



“The recovery of more than 99% of the insured silver cargo under these adverse conditions is a testament to the skill and ingenuity of the offshore team led by Senior Project Managers, Andrew Craig and Ernie Tapanes. The expertise demonstrated in implementing this challenging project continues to be applied as we undertake other modern shipwreck projects, deep-ocean mineral exploration and our best-in-class deep-ocean archaeological work on historic shipwrecks.”



Part of the recovered silver

The ROV control room aboard *Seabed Worker*

The recovery operations were conducted from the 291-foot *Seabed Worker* equipped with 5000 m depth-rated remotely operated vehicles (ROVs) and heavy launch and recovery systems. Additional specialised deep-ocean equipment was also used by Odyssey on the ship for the project.

Seabed Worker has returned to sea to continue Odyssey's 2013 North Atlantic Expedition, which includes SS *Mantola*, a 450 foot British-flagged steamer lost in 1917 and found in 2011 by Odyssey, as well as *Gairsoppa*. *Mantola* reportedly carried approximately 600,000 troy ounces of silver insured under the U.K. War Risk insurance program.

All photos courtesy Odyssey Marine



ANNUAL GENERAL MEETING

The Annual General Meeting of the Sydney Amateur Sailing Club was held on Wednesday 7 August with 74 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*. He then gave his final report as Commodore, thanking all the Flag Officers, Directors and staff who had helped to make his three years as Commodore so enjoyable and rewarding.

Bill then announced that Liam Timms had been elected unopposed as Commodore. Liam announced the election, unopposed, of Bruce Dover as Vice Commodore, Sean Kelly as Rear Commodore, Chris Sligar as Captain, Peter Scott as Hon. Secretary and Greg Sproule as Hon. Treasurer. He then handed over to Peter Scott to conduct the election of eight directors from the 10 standing. Elected were Trevor Cosh, John Crawford, John Jeremy, Chris Manion, Marni Raprager, David Salter, Herschel Smith and John Sturrock.

Brief reports were presented on Boatshed and Clubhouse activities for the past year, followed by an entertaining report on racing by retiring Captain Peter McCorquodale. Peter paid particular tribute to Maggie Stewart, who has also retired after 17 years wonderful service to all the sailors in the Club. The Honorary Treasurer, Greg Sproule, presented the annual accounts, which were accepted by the meeting.

Commodore Liam Timms, on behalf of the Board, recommended to the meeting that members approve the conferring of Honorary Life Membership to past Commodore John Crawford and Maggie Stewart. Both proposals were enthusiastically approved by the members.

In further recognition of Maggie's contribution to the Club, Liam presented her with a shadow board made by Rod Phillips to which is attached a plate recording her time as Executive Racing Secretary of the SASC.

After the meeting David Salter presented *An Evening with Sir James Hardy*, interviewing Jim about his life and sailing including his America's Cup experiences, the 1979 Fastnet Race and some uniformed shenanigans in *Police Car*. It was a very entertaining and interesting way to conclude a successful AGM.

Commodore Liam Timms presenting Maggie Stewart with a shadow board in recognition of her outstanding service to the Club





Photos John Jeremy

Bill Hogan presenting Liam Timms with his Commodore's burgee (above)

An Evening with Sir James Hardy — David Salter interviewing Jim Hardy after the AGM (below)



THUNDERBIRDS IN FLIGHT

Our member Sean Langman has rebuilt three Thunderbirds as a new class, the Noakes 26. Two boats required completely new hulls — the idea was to keep shipwrights busy in slack times, then to start a sailing school and continue his youth programmes.

The boats now have an open layout with extensive seating, an alloy mast, a small bowsprit and they set an asymmetrical spinnaker. Noakes Sailing was created this winter to compete in the CYCA pointscore in Division H. They were entered as Noakes *Red*, *White* and *Blue*, the hull colours. The crews were in-house with an emphasis on youth development.

After a close series *Blue*, *White* and a Beneteau 35 all finished first. After a count-back *Blue* won from *White* with *Red* fourth. Fourteen boats competed in the Division with Dragons, Carter 35s, Bonbridge 27s, J24s and Cole 35s represented. Noakes 26 *Red* sailed from scratch all season.

Thunderbirds were a very strong class forty years ago with up to twelve yachts competing with the SASC on Saturdays. *Kaldari*, sailed by Richard Wilson, was far and away the most successful yacht during his time in the class. Interestingly, in common with most classics they have faded away. At the time I was invited to skipper a T-bird in a Saturday event which I very much enjoyed. As I boarded I noticed long green weed along the chine so I concluded that I would come last or thereabouts and I was right. This poor showing was mentioned many times for two or three years!

Later Richard Wilson invited me to skipper *Kaldari* and I jumped at the chance. The fleet went off in a flying start — we won by more than five minutes from the second boat. This result was never mentioned again.

Southerly

RECOVERING SUNKEN OIL

Continuing the theme of recovering sunken cargoes, the Marine Institute Netherlands (MARIN) has devised a way to salvage oil contained in a shipwreck by underwater means, without bringing it to the surface for recovery.

Prompt intervention when ship and tankers are in distress can be crucial in confining pollution and limiting possible damage to the environment. Until recently however, a lack of appropriate tools and systems have hampered rescue efforts.

A European project has sought to address this deficiency by designing and validating an EU reference method to enable prompt, cost-effective intervention when a sunken oil tanker is in danger of spilling its cargo. The DIFIS (Double Inverted Funnel for Intervention on Shipwrecks) project examined what to do with leaking fuel and what should be done

with fuel still trapped in tanks. It also addressed the challenge of dealing with oil tankers that have sunk to significant depths.

The end result is a method applicable to all tanker wrecks, so long as the trapped pollutant has not dissolved and is of lower density than sea water.

The proposed solution relies on gravity forces to deal with spilled fuel. Instead of channelling it directly to the surface — where any recovery operations would be greatly affected by adverse weather conditions — the fuel-water mix is channelled to a buffer reservoir/separator some 30 to 50 m below the sea surface.

The reservoir comprises a light, quickly deployable, flexible structure which can stay in place until all the wreck's tanks are emptied and the pollution threat eliminated. This buffer reservoir contains equipment that enables shuttle vessels, weather permitting, to rapidly collect the fuel using standard off-shore loading equipment.

The dome of the reservoir is constructed using a textile-based material while the riser tube is made of flexible piping and high-strength synthetic wire. The buffer bell is placed some 50 m below the water surface, where it is not affected by waves, and has sufficient buoyancy to tension the riser tube and to keep the entire system in its correct shape.

In practice, after pinpointing the shipwreck site, a remotely operated vehicle (ROV) would be sent to investigate. The local water depth, bottom geometry, soil properties and current conditions would be determined. Concrete anchor blocks would then be placed on the bottom using a work vessel with either a crane or a winch of sufficient capacity.

The folded dome would then be transported to the site on a barge, lowered into the water and brought alongside an installation vessel. Here it would be connected to the first section of the riser tube which is assembled section by section. As the length of the riser tube increases, the folded dome would be gradually lowered until it is close to the shipwreck. After the dome is unfolded, the buffer bell is connected to the riser tube and the whole system is disconnected from the installation vessel.

Once installed the DIFIS system is completely passive and requires no human operator. Offloading operations can be scheduled and periodic inspections take place to ensure the integrity of the system. Since the DIFIS system is intended to remain in place for a prolonged period of time, it has been designed to be capable of withstanding harsh environments.

In rigorous testing of the DIFIS system, no unexpected behaviour was observed during operational conditions, while the dome shape remained intact. Furthermore, the buffer bell was judged to be sufficiently below the water surface. The overall behaviour of the DIFIS system during offloading also met with expectations.



MARTINDALE

by
Michael York

Martindale was built as an auxiliary Ketch in 1932 by R.T. Searles and Sons for John Andrew Tennant Mortlock and was named after the family home, Martindale Hall. She was ketch rigged, 55 tons gross, 66 feet long and was fitted with a 100 HP Gardner diesel engine. She has 30 naturally-grown knees grown on the Mortlake Station in central Australia.

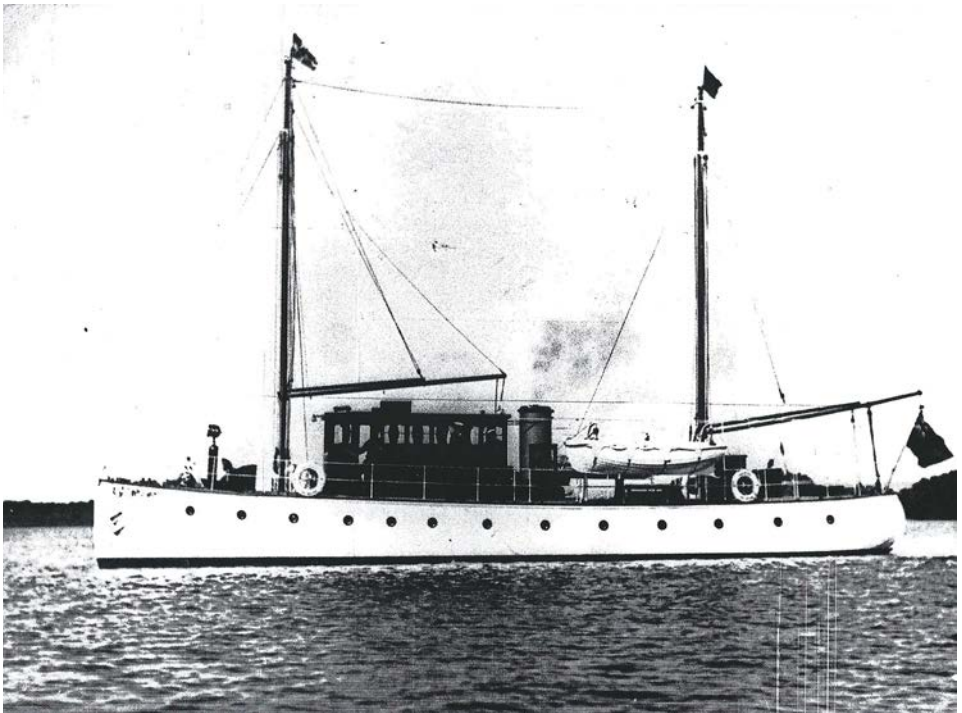
In 1943 *Martindale* was requisitioned for the war effort, sailed to Sydney where she was refitted for active duty by the RAN to carry out air-sea rescue service in the Pacific Islands and Papua New Guinea. She was manned by a crew of eight.

We have letters from air pilots addressed to the Captain of *Martindale* who were rescued at sea thanking him for their efforts. *Martindale* has a history in the Naval Heritage Centre at Garden Island and for these reasons we believe she must be restored.

Martindale has been neglected for some 20 years. We have now formed a Martindale Trust and have six shareholders who have contributed to her restoration. Some of the funding is going to the Sydney Maritime Museum and the volunteers are helping with the restoration.

Sean Langman donated two 8L3B Gardner Diesel engines which had been under water in a sunken vessel for three months. A team of four mechanics was formed at the Sydney Maritime Museum and within a week the

Martindale



engines were completely dismantled. The crankshafts were removed, all journals and bearings were surveyed and found to be within manufacturers' tolerances. One engine was fully restored and is now in *Martindale*.

The hull is in very sound condition but the deck was leaking badly. This has now been restored and the fitting out below is progressing rapidly. *Martindale* can sleep nine, has three toilets, a large galley for entertaining and can sit ten or twelve around the saloon table. We will be running her on many harbour cruises, corporate or private parties, sleep aboard, etc. and we are looking for Martindale Club Members to participate in these functions.

As all the shareholders are working members of the crew we would be looking for one of the Martindale Club members to handle the bookings. We will be evaluating from our membership those who can handle the vessel and use her as their private ship. As she can carry thirty or forty people there is plenty of room for our members on most outings.

We are working to have our first official day out during the International Fleet Review week in October and are looking for Martindale Club members to contribute \$4,000 per year to cover maintenance. Any interested persons should contact me, Michael York, by phone on 0401 751 363 or by email at mjyork@bigpond.com.

Photos courtesy Michael York



Martindale's engine room with the restored engine



RAN photograph

The Chinese Search and Rescue ship, *Haixun 01*, leaving Sydney Harbour on 4 July after a visit during her first international tour since being launched in June 2012 (above)

The new British aircraft carrier HMS *Queen Elizabeth* taking shape at Rosyth in Scotland. She and her sister ship HMS *Prince of Wales* will be the largest warships ever built for the Royal Navy (below)

Photo by Aerial Photography Solutions





DMO photographs

Australia's first air-warfare destroyer, HMAS *Hobart*, taking shape in Adelaide. The photo above shows the final keel block about to be placed in position on 4 July.

The second photo (below) shows a superstructure block about to be erected on the ship





RAN photograph

The ships company of HMAS *Sydney* recently spelled out 'Sydney 1913 - 2013' on the flight deck to commemorate the 100th anniversary of the commissioning of the first HMAS *Sydney* on 23 June 1913

ADV *Ocean Shield* recently removed Naval Buoys 3, 3A and 3B, replacing them in new positions as Naval Buoys 1 (near Garden Island), 2 and 3 (near Clark Island). N2 and N3 will be course marks during the coming season

Photo John Jeremy





RAN photograph

HMAS *Perth* pushes aside a greenie during the recent Exercise Talisman Saber off the Queensland coast

SASC YACHT REGISTER

The Sydney Amateur Yacht Register is published each year in the Annual Report and the Sailing Programme and it also appears on the SASC web site.

Occasionally members comment that the Register lists yachts which are no longer owned by members, or there are yachts owned by members which are not listed.

Members are reminded that the listing of their yacht on the Yacht Register is not automatic. To have their boat listed members must fill out an application form giving details of the yacht and her ownership. Similarly, an application must be made to the Club for the right to use a sail number prefixed by 'A'. The application forms are available on the Club's web site.

When a yacht is sold, it is the responsibility of the member to inform the Club so that the records can be kept up to date. Similarly A-prefix sail numbers must be removed when a yacht is sold, unless it is sold to another Club member who must, in any case, complete the two application forms.

NEW MEMBERS

We welcome the following new members:

Christopher Conybeare
 Ralph Evans
 Mark Goodsell
 Ian Hughes
 Gregory Neal
 Greg Wilkinson

CHILDREN AT THE SASC

Members are reminded that children must be supervised by a parent or guardian at all times when on SASC premises.

TENDER DRIVERS WANTED

Volunteers are needed to drive the fast tender, *Jack Millard*, on race days during the coming season. If you are able to help, please let Megan or Judy know on 9953 1433.

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	\$50.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2013–2016)	\$40.00
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 2013 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 September 2013. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



RAN photograph

It will soon be happening again — Sydney Harbour will host a naval spectacular on the October long weekend to celebrate the centenary of the arrival of the RAN fleet on 4 October 1913. The photo shows HMAS *Perth* firing a salute during the fleet review in October 1986 to celebrate the 75th anniversary of the RAN. For more information about this year's International Fleet Review visit www.navy.gov.au/ifr

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

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