



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2012

SYDNEY AMATEUR SAILING CLUB

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Cover:

The start of Division 1 of the Lion Island Race on 8 September

Photo John Jeremy

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COMING EVENTS

October 2012

FRIDAY 12 OCTOBER 2012

First Friday Twilight race

SATURDAY 13 OCTOBER 2012

Pointscore race for Division 2 main series and Classic Divisions.
Super 30 MHYC Sprint Series

SATURDAY 20 OCTOBER 2012

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

SATURDAY 27 OCTOBER 2012

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

SUNDAY 28 OCTOBER 2012

Balmain Regatta

THURSDAY 1 NOVEMBER 2012

Classic Twilight race

SATURDAY 3 NOVEMBER 2012

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

SUNDAY 4 NOVEMBER 2012

Pointscore race for Division 6 (non-spinnaker) and Gaffers Division (Captain Slocum Trophy)

SATURDAY 10 NOVEMBER 2012

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

SATURDAY 17 NOVEMBER 2012

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

SATURDAY 24 NOVEMBER 2012

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

SUNDAY 25 NOVEMBER 2012

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

SATURDAY 1 DECEMBER 2012

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

**NEED
THE TENDER?**

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

Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

The sailing season has started again with a pleasant opening regatta. Thanks to past Commodore Vic Dibben who supplied prizes for the day. The regatta was also well lubricated thanks to the generosity of Ross Littlewood of *As You Do*.

The Flag Officers' Dinner on Friday 21 September was well attended. Guests for the evening included Commodores from other clubs and representatives from all the major local and water based activities. By all accounts, a great time was had by all. The Clubhouse looked wonderful and the food and wine were great, thanks to the sterling efforts of the office staff and Rear Commodore Bruce Dover.

Trevor Cosh has again rallied the troops, this time to start work on the Clubhouse deck. Trevor also led a small team repairing the *Jack Millard* which has been given a new lease of life with repairs to the hull to stop it filling up with water. There has been a remarkable transformation to a vessel which, I was informed, was at the end of its life ten years ago.

The Mosman Green Shed has become so popular for vessel repairs it is now necessary to book your boat in through the office. The Boatshed Committee is in the process of formulating the necessary rules/instructions to be instituted in the Green Shed. We would welcome member's input so if you have any suggestions a brief email or note to Vice Commodore Liam Timms would be appreciated.

One of my other sailing activities is to assist as able-bodied crewman (some may doubt this) on the Sailors With disAbilities (SWD) vessels out of the Cruising Yacht Club of Australia. This organisation takes many disabled people, especially children, out to experience sailing on the Harbour. Some participants are in wheel chairs that need to be tied down. Recently we took out a number of quadriplegics and paraplegic customers who, with the aid of a joystick driven through the yacht's autopilot, were able to take control of the steering of the 54 foot yacht *Kayle* under the Harbour Bridge and past the Opera House. The looks on their faces spoke volumes. SWD takes out approximately 4,000 children and adults a year. They have just completed their northern campaign which stops at various ports as far north as Mackay taking out disadvantaged and disabled school children along the way. They have three vessels at their disposal, two 54-foot yachts and the race boat *Wot Eva*, a TP 52. The organisation needs people (and sponsors) to assist with their activities, so if you have any spare time — see www.sailorswithdisabilities.com for details.

Here's hoping that as summer rolls on we have nice warm weather and steady winds. See you on the water.

Bill Hogan





Photos John Jeremy

This is something we would like to avoid — the Watsons Bay ferry had no option but to stop when confronted by an uncompromising fleet of yachts after the start of the Lion Island race. Fortunately no complaint was received by the Club

The start of Division 2 was less dramatic (below)





Photo: John Jeremy

The start of Division 1 of the Lion Island race in Watsons Bay on Saturday 8 September



Photos John Jeremy

Supertramp II and *Classic Blue* on the way to Lion Island in perfect conditions (above)



Magic and *Paper Moon* shortly after the start of Division 2 (right)



Photo John Jeremy

EZ Street came second in Division 1 of the Lion Island race



Photo John Jeremy

Ariel on the way to Lion Island

THE 2012 ROUND THE ISLAND RACE

by
John Barclay

I ended up participating in the Round the Island Race as a result of deception by my friend Les Sutcliffe who announced last year that my sailing CV should be completed with a sail across the English Channel to Cherbourg.

Les is a frequent visitor to Sydney where he crews irregularly on a number of SASC classics including *Reverie*, *Antares*, *Lolita* and *Sana* and where his extensive sailing knowledge and gratuitous advice is welcomed in varying degrees.

It was only later that the Channel-crossing plan grew to include the famous race around the Isle Of Wight.

Our yacht was to be *Celtic Flame II*, a Dufor 34 chartered from the Go Sailing Association which we picked up from Plymouth on 24 June. The crew was Les, Tony Considine, Denise Hayworth and me with Peter Chambers to join us for the race. The plan was to cruise along the south coast of England with a “brief dash” across the channel to Cherbourg, returning to Cowes in time for the race on 30 June.

The passage along the coast was fascinating with the added bonus of a complete suite of English weather including frequent showers, steady rain and persistent fog. We called at the River Yealm, Dartmouth, Lyme Regis, Weymouth and Poole before heading up the Solent to

Race preparation
at Cowes



Cowes. The combination of frequent fog and a steady 15–25 knots wind from the south meant the Channel crossing was “deferred”, although I had a growing feeling that the thought of crossing the world’s busiest shipping lanes in recurring fog was losing its appeal.

The cruise from Plymouth to Cowes had many navigational challenges which Les handled with more nonchalance than I sometimes felt was warranted — fairly shallow water, lots of shoals and rocks, tidal races, frequent fog — and an admiration for the AIS which predicted the arrival of large container ships surging out of the fog at over 20 knots when visibility was down to 300 m.

We saw the Olympic teams practicing at Weymouth through the gloom and also heard the mournful moan of the fog horn at Portland Bill, one of the few remaining sound signals on the UK coast.

On 29 June we left Poole for the West Solent and arrived at the outer cardinal mark to meet the flood tide. What an exciting place. There are large shingle banks around the entrance and the high winds had whipped up large waves which were breaking over the banks. The channel up to the famous lighthouse was relatively deep, although nothing is really deep around this coast (10–20m), and we went over the huge waves into the relative quiet of the West Solent and followed it up to Cowes where we moored alongside in the River Medina among the hundreds of boats gathering for the race, second out in a raft of six.

The race is organised by the Island Sailing Club and is a 50-mile, anticlockwise circumnavigation of the Isle of Wight, starting and finishing off the Royal Yacht Squadron at Cowes. The only mark

On the way to the start





All photos courtesy John Barclay

Our view of the fleet ahead

of the course is an east cardinal mark at Bembridge Ledge on the eastern corner of the island. Other turning points are “as close as you dare”! The Needles has a famous lighthouse but coming in close is discouraged by a large drying wreck.

Everyone was awake early for the race as the crews from the outer boats clumped across our deck and boats began peeling away for the earlier starts which began at 0700 with the departure of the maxis and Open 60s. We were in the second-last group of 190 boats at 0830 and so had plenty of time.

There was an atmosphere of excitement with boats sizzling about, the Red Funnel Line ferries nosing into the harbour and lots of shouting as boats extricated themselves from the rafts.

A feature was the RYS race announcer, “Castle One”, calling the time and last minute instructions on VHF. He sounded like an up-market Ronnie Corbett as he precisely enunciated the 11 starts with a 1-minute warning, a 30 second countdown and a cannon shot from the forecourt of the RYS.

The fleet was a mixture of boats lead by the stunning *Eleonora*, a replica of the Herreshoff 50 m gaff schooner *Windward*, and a few other classics. I counted about six to eight large gaffers. The bulk of the fleet was a mix of modern cruising and racing boats including Open 60s, Farrs, TP52s, Beneteaus, Bavarias, Dufors, Westerlys and a few smaller boats including Nicholsons, Contessas, Folkboats and similar craft.

Off St Catherine's





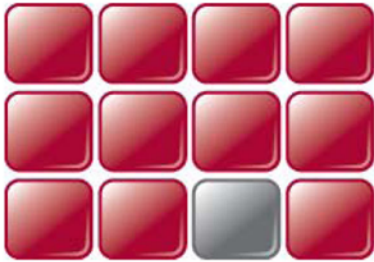
The fleet as *Celtic Flame II* rounded Bembridge (from Yacht Tracker)

Boats were allocated to holding areas behind the start and were allowed to approach the line after their 10 minute warning. The line was a transit between the RYS flag pole and a diamond on the RYS roof at 169 degrees true but was impossible to see from the boat with traffic going in all directions. Peter had set the line on a navigation app in his iPhone and was confident that he could tell where we were despite the large number of boats. In the end we weaved through the chaos for a good port-hand start without hearing the gun.

It was an incredible sight. Most of the fleet had already started and were in front of us tacking up the West Solent towards the narrows at Hurst Castle before bearing away to the Needles lighthouse in very choppy water caused by the 20–25 knot SW wind blowing over the outgoing tide. It took about two hours and 10 minutes to get there with many port-starboard encounters and a fair amount of good natured shouting.

We hadn't sailed the boat hard on the wind before and now discovered that both the main and genoa were a bit blown out as would be expected from a boat in continuous charter for seven years. We quickly realised that a second reef was required and the boat settled down well with full genoa and two reefs in the main as the famous sights of Hurst Castle and then the Needles came and went.

Once around the Needles we headed SE for St Catherines across Brightstone Bay taking a direct line rather than following most of the



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others who hugged the coast to stay out of the tide. It was a “further” versus “less tide” equation and the result was inconclusive when we rounded St Catherines, the southern most point on the island.

It was then off to the only mark of the course, a cardinal mark at Bembridge Ledge at the eastern corner of the island. The 2–3 m following sea was throwing the boat around and the wind was right behind us.

We came in to Bembridge on starboard while the main fleet was approaching on port, forcing them to bear away and causing chaos, a lot of shouting and general unhappiness.

Once around, it was back on the wind for a 12-mile beat to the finish. The two reefs went back in and we tacked laboriously up the East Solent. Bembridge marked the eastern end of the course and for the first time it was possible to see most of the thousand or so boats in the fleet.

Another bit of excitement came as we crossed Ryde Sands where the choice was to cut the corner or go around. Intrepid Peter chose the former and there were some anxious moments as the depth sounder went down 0.1 m.

There were two finish lines and we had to cross the northern one and make a declaration by recording our time and the numbers on the boats immediately in front and behind us. This data was then sent by SMS to race control.

We all had a specific task as the finish loomed, only to be distracted when we had to duck a slow boat on starboard and put in two quick tacks to make the line.

It was then back up the river at Cowes where we were directed to a raft hanging from a pontoon and some serious post race analysis over a few glasses of French red.

Some statistics:

- There were 1647 entries, 1198 finished, 247 retired and 29 were OCS or DSQ.
- *ICAP Leopard*, a Farr 100, was fastest at 3 hours 59 minutes.
- Our boat *Celtic Flame II* took 8 hours 39 minutes and 52 seconds and was 215th out of 600 overall in the ISC handicap, 47th out of 135 in Division 7 and 12th out of 33 finishers in Division 7A.

We were very happy with our roughly one-third position in the field and pondered what might have been if we had paid more attention to the tide. The race is described in full at www.roundtheisland.org.uk which is highly recommended.

Postscript: Continuing poor weather and a general lack of endeavour meant I didn't ever get my Channel crossing — maybe next time.



FLAG OFFICER'S DINNER

October 2012



Photos John Jeremy

Commodore Bill Hogan welcoming the guests at the Flag Officer's Dinner on 21 September
The Club looked magnificent, as usual



As all members should be aware, the days of letting incidents of contact between yachts pass by as a private matter between the respective owners are over.

The SASC General Sailing Instructions, on page 10, clearly state that, in addition to complying with the requirements of NSW Roads and Maritime Services:

‘Competitors are also required to notify the Sailing Office of any contact incident occurring during racing whether or not it results in a Race Protest or a report to Roads and Maritime Services. SASC is obliged under the terms of its Aquatic Licence to prepare a report of all contact incidents occurring during racing whether or not injury or an insurance claim results’.

Naturally we hope that the file of such reports remains one of the thinnest in the Club records. We certainly hope that no member has to prepare a report like that below [*Yes, I know it’s an old one, but it’s still good for a chuckle* — Ed.]

“It is with regret and haste that I write this letter to you — regret that such a small misunderstanding could lead to the following circumstances and haste, in order that you will get this report before you form your own pre-conceived opinions from reports in the world press for I am sure that they will tend to overdramatise the affair.

“We had just picked up the pilot and the apprentice had returned from changing the ‘G’ flag for the ‘H’ and, it being his first trip, was having difficulty rolling the ‘G’ flag up, I therefore proceeded to show him how. Coming to the last part, I told him to ‘let go’. The lad, although willing, is not too bright necessitating my having to repeat the order in a sharper tone.

“At this moment the chief officer appeared from the chart room, having been plotting the vessel’s progress and, thinking that it was the anchors that were being referred to, repeated the ‘let go’ to the third officer on the fo’cstle. The port anchor having been cleared away but not walked out was promptly let go.

“The effect of letting the anchor drop from the ‘pipe’ while the vessel was proceeding at full harbour speed proved too much for the windlass brake and the entire length of the port cable was pulled out ‘by the roots’. I fear that the damage to the chain locker may be extensive.

“The braking effect of the port anchor naturally caused the vessel to sheer in that direction, right towards the swing bridge that spans the tributary to the river up which we were proceeding. The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately he did not think to stop vehicular traffic — the result being that the bridge partly opened and deposited a Volkswagen, two cyclists, and a cattle truck on the foredeck. My ship’s company are at present rounding up the contents of the latter, which from the noise I would say were pigs.

“In his efforts to stop the progress of the vessel, the third officer dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operator’s control cabin. After the port anchor was let go and the vessel started to sheer, I gave a double-ring full astern on the engine room telegraph and personally rang the engine room to order maximum astern revolutions. I was informed that the sea temperature was 12° and asked if there was a film tonight. My reply would not add constructively to this report.

“Up to now I have confined my report to the activities at the forward end of the vessel. Down aft they were having their own problems. At the moment the port anchor was let go, the second officer was supervising the making fast of the after tug and was lowering the ship’s towing spring down onto the tug. The sudden braking effect on the port anchor caused the tug to run in under the stern of my vessel just at the moment when the propeller was answering my double-ring full astern.

“The prompt action of the second officer in securing the inboard end of the towing spring delayed the sinking of the tug by some minutes and thereby the safe abandoning of that vessel. It is strange but at the very same moment of letting-go the port anchor there was a power cut ashore. The fact that we were passing over a cable area at that time might suggest we may have touched something on the river bed. It is perhaps lucky that the high-tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing to the shore blackout it is impossible to say where the pylon fell.

“It never fails to amaze me the actions and behaviour of foreigners during moments of minor crisis. The pilot, for instance, is at this moment huddled in the corner of my day cabin alternately crooning to himself and crying after having consumed a bottle of gin in a time that is worthy of inclusion in the Guinness Book of Records. The tug captain on the other hand reacted violently and had to be forcibly restrained by the steward who has him handcuffed in the ship’s hospital where he is telling me to do impossible things with my ship and my crew.

“I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the third officer collected after his somewhat hurried evacuation of the fo’cstle. These particulars will enable us to file claims for the damage that they did to the railing of the No.1 hold.

“I am enclosing this preliminary report for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights. It is sad to think that had the apprentice realised that there is no need to fly pilot flags after dark, none of this would have happened. For weekly accountability report I will assign the following casualty numbers T/750101 to T750119 inclusive.

“Yours truly,

“Master”

BoatSafe.com



MORE ON CAPTAIN AMORA

Does the Ghost of Captain Amora walk our clubhouse? As members would know, Captain Joseph Horatio Amora was our first Commodore, from 1872 to 1875.

In researching our clubhouse, which was built as “new premises” in 1907 as the Cremorne Club, we find that from approximately 1870 it was originally the Cremorne Ferry Wharf. Prior to 1907 there was some kind of building on the wharf, probably as a shelter of some kind and the remains can still be seen below the deck of the present wharf. The ferry wharf was moved from our site to the present Old Cremorne site, probably in early to mid 1907. The Cremorne Point wharf was not opened until around 1912.

Until 1888 there was a ferry company — Mosmans and Neutral Bay Ferry Co. — running into our bay from the city, with services stopping at the Cremorne Ferry Wharf. This ferry company was owned by Charles Jeanneret of Hunters Hill fame. Employed by Jeanneret for a time, as a ferry captain, was Joseph H. Amora.

Therefore Captain Amora would have regularly berthed a ferry here at the Cremorne Ferry Wharf. Wouldn't he be surprised to find the wharf he would have regularly visited over 70 years before would eventually, in 1962, become the headquarters of the Club of which he was the first Commodore.

Watch for his ghost behind the bar!

Tony Saunders

BOTTOM JOB FOR JACK MILLARD



Photo Trevor Cosh

The life of the fast tender *Jack Millard* has been extended by recent repairs to her bottom by Trevor Cosh, ably assisted by Lindsay Buckmaster and David Salter



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Photo John Sligar

TALES FROM LORD HOWE ISLAND

by
Dennis Wood

Members, especially those participating in the last Twilight Race in March, may recall that *Antares* was the lucky winner of the Lord Howe Island (LHI) trip draw. My sailing partner, Rob Keessen, and I were delighted to win however who should take the prize? Eventually it was decided that my wife Anna and I would take the prize, having agreed to fund the next sail purchase for *Antares*.

We took off on Friday 31 August on a Qantaslink Dash 8 30-seat aircraft, but the forecast for LHI was not looking promising. Thick cloud and rain greeted us as we approached. Since the runway is only one kilometre long with the lagoon at one end and sand hills at the other, not to mention nearby Mt Lidgbird and Mt Gower (both over 800 m) and no instrument landing facilities, it's prudent in such conditions not to attempt a landing. After circling for an hour and a half we diverted to Coffs Harbour, refueled and returned to Sydney seven hours after we had left. Fortunately Saturday dawned sunny and clear and we touched down at LHI in glorious weather almost 24 hours late.

As you can see, it's an island paradise. Declared a World Heritage Site in 1982, it has many rare and endemic species of flora and fauna. The scenery is stunning. If you're looking for a place to get away from the rat race, this is it. The pace of life is laid back — the locals are friendly and there is no mobile phone reception (unless you bring a sat phone with you).

Sierra Delta Alpha
landing at LHI

Photos Dennis Wood





The island also has a strong connection with Sydney Amateur Sailing Club. Most years, several yachts cruise 400 n miles to LHI for a BBQ! — see page 30 of the December 2011 edition of *SASC News*. There are other connections too. A club yacht, *Maris* (originally built by the late Jack Earl in 1959) is still in pristine condition but must have a shortened boom since the outboard two-foot length is mounted above the appropriately named Maris Bar at Earl's Anchorage! (The owner of Earl's Anchorage is a co-owner of *Maris* and a club member.)

Not surprisingly, LHI has an interesting maritime history, having been discovered in February 1788 by Lt Henry Lidgbird Ball, commander of the first fleet ship *HMS Supply* — Balls Head and Balls Pyramid were named after him. More recent events include the ignominious grounding of *HMS Nottingham* in 2002 on Wolf Rock which is about one mile off the east coast of the island. This oversight cost some £39 million for the somewhat-destroyed destroyer to be salvaged and repaired.

The island also has a slipway in an idyllic setting. You might need to dredge and dig a bit but it is still used from time to time. According to local records the curiously-named timber launch *Albatross* was built on it in 1936 and she may be still seen on her mooring in the lagoon, in first class condition after a recent refit on the same slipway.

There are plenty of activities on offer including walking, diving, fish-

Looking north
from the top of Mt
Gower



In Maris Bar

ing or golfing. A network of walks cover all the main features on the island, including a rather arduous climb to the top of Mt Gower. The view over the island from the top makes it all worthwhile.

In summary, Lord Howe Island is a highly recommended destination. Hooray for the SASC Twilights and the generosity of Concise Systems who donate the prize each year.

Wilson's slipway



TERRA NOVA DISCOVERED

October 2012

The wreck of the ship which took Captain Robert Falcon Scott to the Antarctic in 1910 on his final voyage of exploration was recently discovered off Greenland by the Schmidt Ocean Institute during a routine performance test of multi-beam mapping echosounders on board the Institute's flagship RV *Falcor*.

Terra Nova was built in 1884 as a whaling and sealing ship and worked for many years in the Labrador Sea. In 1903 she helped free Scott's RRS *Discovery* from McMurdo Sound during the National Antarctic Expedition of that year. On return she was bought by an American millionaire and was used for a time in Arctic exploration. She returned to Newfoundland in 1906 and resumed sealing until she was bought by Captain Scott for £9,000 in 1909 as the expedition ship for the British Antarctic Expedition of 1910.

Terra Nova was a wooden-hulled barque of 764 tons gross and was 57 m long with a beam of 9.6 m. She was also powered by a compound steam engine of 100 kW driving a single propeller. Her complement was 65 men. Her hull was heavily reinforced with oak to resist the ice.

Captain Scott and his team reached the Pole on 17 January 1912 but all died on the return journey, a story which is now an epic in the history of Antarctic exploration.

Terra Nova returned to Newfoundland in 1913 and continued to work in the sealing industry. In 1942 she was chartered to carry supplies to bases in Greenland. On 12 September 1943 she sent out a distress message

Herbert Ponting's famous photo of *Terra Nova* in the Antarctic in 1910



SASC NEWS

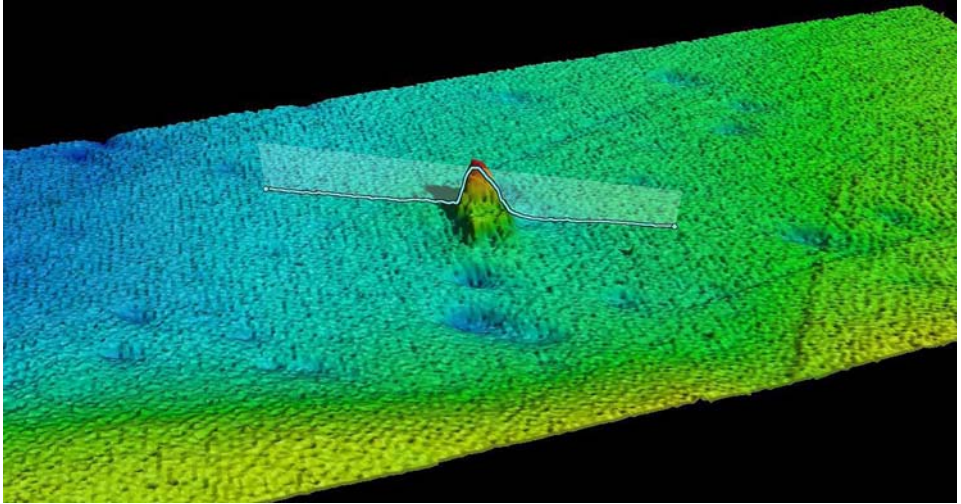
Computer visualisation of the wreck of *Terra Nova* reconstructed from the acoustic data acquired by RV *Falkor's* Kongsberg EM710 multibeam echo sounder

reporting damage and loss of power. A US Coast Guard Cutter reached the ship the following day and rescued all on board. The disabled *Terra Nova* was sunk by gunfire later that day.

In 1913 *Terra Nova's* figurehead had been removed and it is now in the National Museum of Wales. Her bell, kept by the surgeon on Scott's last expedition, is at the Scott Polar Research Institute at the University of Cambridge.

High-resolution cameras deployed by the Schmidt Ocean Institute team revealed the details of the wreck discovered by the echosounders and confirmed that it was *Terra Nova*.

Schmidt Ocean Institute



RECOVERY OF BELL OF HMS HOOD POSTPONED

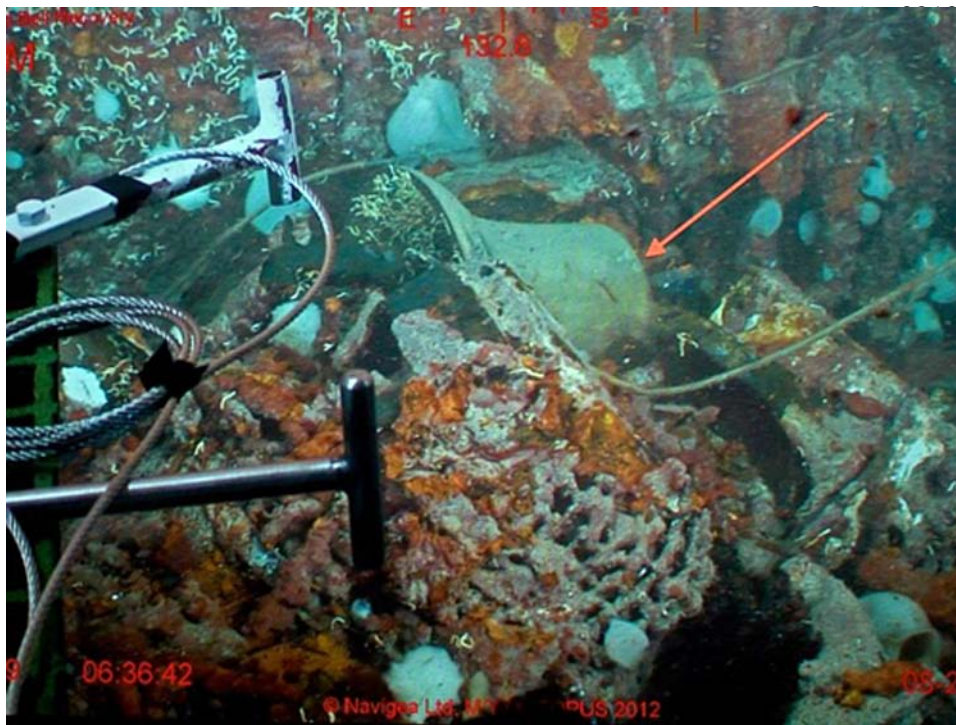
After more than ten days working in the North Atlantic recently in worsening weather and difficult deep currents, a recovery team onboard US philanthropist Paul G. Allen's yacht *Octopus* was reluctantly forced to discontinue an operation to recover the bell of the battlecruiser *HMS Hood*. Mr Allen had donated the use of his yacht and called upon the team behind the expedition to locate the wreck of *Hood* in 2001, Blue Water Recoveries, to raise the bell so that it can serve as a permanent memorial to the ship and all who served in her.

A Remote Operated Vehicle, or ROV, was sent down to the wreck site in August and succeeded in finding the bell again but was unable to retrieve it.

The bell was found in more than 2,800 m of water in the Denmark Strait, where it has lain since *Hood* was sunk by the German battleship on 24 May 1941.

After the attempt to recover the bell had to be abandoned, from a rain-swept flight deck *Octopus* crew members laid wreaths representing 1,415 members of the naval service who died, including personnel from Australia, Canada, New Zealand and Poland.

Paul Allen said "I was honoured to be involved in this project and I stand ready to help the Royal Navy try again in the future. Recovering this bell is a way to commemorate the hundreds of brave sailors who were lost at sea and I want to see it through."



www.royalnavy.mod.uk

Mr Allen had offered to recover the bell without cost for a grateful Royal Navy and Ministry of Defence. The recovery was fully supported by the HMS Hood Association whose members include veterans who served in the ship before her final mission in 1941 and relatives of those lost with her.

Association President, Rear Admiral Philip Wilcocks, whose uncle was among those who died on board Hood, said “While hugely challenging conditions have precluded a successful recovery of HMS Hood’s bell on this occasion, the Hood Association continues to hope that another attempt will be made at some stage in the next year or so.

“Our objective remains the provision of a unique memorial in the National Museum of the Royal Navy for this iconic warship and her gallant crew.

“We are extremely grateful to Paul Allen, to David Mearns and for the professionalism of the Captain and crew of *Octopus* for their outstanding assistance on this occasion.”

A Royal Navy spokesman added “After days of trying to recover the bell of HMS Hood, poor weather and other issues have made it impossible to successfully retrieve the bell on this trip.

“We want to thank philanthropist Paul G. Allen and the HMS Hood Association for all their support and efforts.

The bell of HMS Hood lying in the debris field at the bottom of the Denmark Strait

“The work that was accomplished on this trip has been invaluable and will put us in an even stronger position for a future mission. We will be co-ordinating with all parties to see if and when we can make another attempt at some time in the future.”

David Mearns of Blue Water Recoveries Ltd, who first found one of the two ship’s bells in 2001, said “Despite our limited dive time we were able to relocate the bell relatively quickly and confirm that the ROV’s manipulator arms were able to physically reach it in order to attach recovery tools.

“This information will be vitally important in planning a future recovery attempt. The location of the bell and decoration on its rim strongly indicates that it is Hood’s main bell as we had expected and hoped.

“The high-definition video showed that the bell is in excellent condition and so another year or so on the seabed will cause it no harm.”

If recovered, the bell will form a major feature of a new exhibition dedicated to the 20th and 21st Century Navy. It is due to open at the National Museum of the Royal Navy in Portsmouth Historic Dockyard in 2014, which is a fitting location as HMS *Hood* was based in Portsmouth.

The wreck of HMS *Hood* is designated under the Protection of Military Remains Act 1986. The British Government licensed the recovery attempt of the bell.

Further images are at www.hmshood.com.

NAVY BITS



Navantia Photograph

The future HMAS *Canberra* leaving Spain for Australia on *Blue Marlin*. She is expected to arrive in Melbourne later this month



RAN Photograph

The RAN band playing at the keel-laying ceremony on 6 September for the first of Australia's new air-warfare destroyers, the future HMAS *Hobart*. The ships are being built by assembling prefabricated modules constructed in three sites around Australia and the ceremony marked the commencement of module consolidation.

The programme for the construction of the destroyers has been extended, at least in part to mitigate the loss of naval shipbuilding capability between the end of the programme and the start of construction of Australia's future submarine. HMAS *Hobart* is now expected to commission in March 2016

ACTUV CONTRACT AWARDED

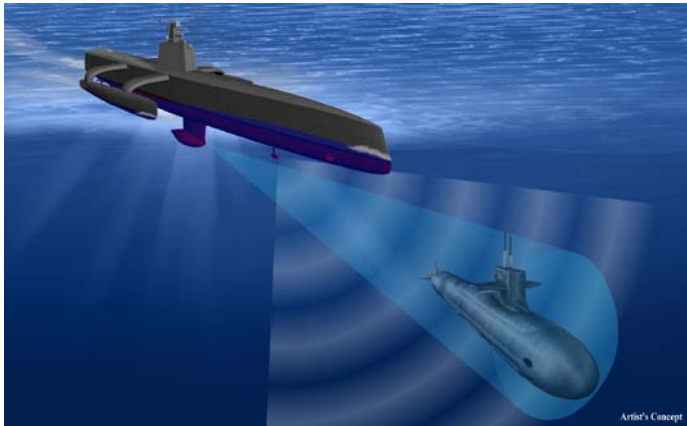
You may well ask — ‘What is an ACTUV?’ ACTUV stands for Anti-submarine warfare Continuous Trail Unmanned Vessel. The US Defence Advanced Research Project Agency (DARPA) has recently placed a contract for the development phases of such a vessel which is intended to track quiet diesel-electric submarines (like Australia’s Collins-class submarines) for months at a time across thousands of miles of ocean with minimal human input. This includes autonomous compliance with maritime laws and conventions for safe navigation, autonomous system management for operational reliability and autonomous interactions with an intelligent adversary.

When it is operating, a human is never intended to step aboard an ACTUV at any point in its operating cycle. This approach reduces constraints on conventional naval architecture elements such as layout, accessibility, crew support systems, reserve buoyancy and dynamic stability. The objective is to generate a vessel design that exceeds state-of-the-art platform performance to provide complete propulsive superiority against diesel-electric submarines at a fraction of their size and cost.

The project phases covered by the new contract are the design of a vessel (Phase 2), its construction (Phase 3) and trials (Phase 4). Operational prototype at-sea testing is expected in mid-2015.

If you feel that you would like to know more about how this might all work, you can try the computer game. Before autonomous software is developed for the ACTUV’s computers, DARPA needs to determine what approaches and methods are most effective. To gather information from a broad spectrum of users, the ACTUV has been integrated into the Dangerous Waters™ game. DARPA offers this ACTUV Tactics Simulator for free public download at <https://actuv.darpa.mil>. The software has been written to simulate actual evasion techniques used by submarines, challenging each player to track them successfully.

An impression of
the ACTUV



Your tracking vessel is not the only ship at sea, so you’ll need to safely navigate among commercial shipping traffic as you attempt to track the submarine, whose commander has some tricks up his sleeve. You earn points in the game as you complete mission objectives.

DARPA image



Photos John Jeremy

SASC Treasurer Greg Sproule waiting patiently for a safety audit for *Tamaris* at the wharf on Saturday 18 August

On board the new *Clewless?* (Guy and Lachlan Irwin and Peter Horn) the crew prepare for a sail after the completion of a gleaming new paint job on the SASC slipway





Photo John Jeremy

No, this is not the product of the fertile imagination of the late Heath Robinson, it is something far more practical. This machine was designed and built by Trevor Cosh for grinding the bumps off the SASC slipway rails. The grinder is air powered, of course

AROUND THE PORT



Photo John Jeremy

The P&O liner *Pacific Pearl* leaving the Captain Cook Dock at Garden Island recently after a refit. During the docking a number of improvements were made to public rooms and cabins and new carpets were laid throughout the ship

Dear Editor,

Recently I was asked why I was wearing a Type 2 life jacket on the pontoon when I landed from my dinghy. The enquirer and several other listeners were not aware that the law now requires a life jacket when alone in a dinghy. The following text comes from a RMS handout on the topic relating to a boat less than 4.8 metres long:

All persons must wear a life jacket:

- at night
- on open (ocean) waters
- on alpine waters
- when boating alone
- when the boat is used as a tender more than 400 m from shore.

In another part of their site it states that the fine is \$100 if you don't.

You also have to wear a life jacket when crossing a river bar in any sized vessel. Fine \$250 if you don't. I believe the entry to Brisbane Water is counted as a bar

Please don't shoot this messenger — I am only trying to protect your funds.

John Pennefather

RARE SAIL FOR TALL SHIP



US Navy Photo

The world's oldest commissioned warship, USS *Constitution* set sail for the first time since 1997 on 19 August 2012 during an underway demonstration on Guerriere Day. The day commemorates *Constitution's* victory in her battle with HMS *Guerriere* shortly after the outbreak of the war of 1812

NEW MEMBERS

We welcome the following new member back to the Club:

David Smith

MARINE RESCUE RAFFLE

Marine Rescue Terry Hills is conducting a raffle to provide funds to upgrade their radio equipment which is essential to their rescue efforts. Watch Officers and Marine Radio Operators are on duty 24/7, so the 27MHz, VHF and MF/HF radio equipment is in constant use and in need of upgrade.

First prize is an Anglapro 384 Family Runabout with a Suzuki 4-stroke outboard motor plus equipment valued at \$8,900. Second prize is valued at \$450, third at \$400, fourth at \$60 and fifth and sixth prizes are valued at \$20. The raffle will be drawn on 26 January 2013.

Rod Gillespie will be selling tickets at the Club between 2–4 November and 14–16 December, so buy a ticket or three (or more) to help this worthy cause — tickets will be \$2 each or three for \$5.

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 December 2012 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 November 2012. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

USS *Enterprise* at anchor in Athol Bight on 6 September 1964 during her only visit to Sydney

The US Navy announced recently that, after 51 years of distinguished service, the aircraft carrier USS *Enterprise* (CVN 65) will be decommissioned at a ceremony later this year at Norfolk Naval Station in Norfolk, Virginia. The decommissioning ceremony will be the last official public event for the ship and will serve as a celebration of life for the ship and the more than 100,000 sailors who have served aboard her. USS *Enterprise* is the world's first nuclear-powered aircraft carrier and was commissioned on 25 November 1961. She is the eighth ship to bear the name *Enterprise* and is commonly known as the "Big E".

USS *Enterprise* is a veteran of 25 deployments to the Mediterranean Sea, Pacific Ocean and the Middle East. She has served in nearly every major conflict to take place during her history. From the Cuban missile crisis in 1962 to six deployments in support of the Vietnam conflict through the Cold War and the Gulf Wars, *Enterprise* was there. On 11 September 2001, after the terrorist attacks on the World Trade Centre in New York, *Enterprise* aborted her transit home from a long deployment and steamed overnight to the North Arabian Sea. Big 'E' once again took her place in history when she launched the first strikes in direct support of Operation Enduring Freedom. USS *Enterprise* has a full load displacement of 91,038 t and is 342.3 m long overall. She is powered by eight nuclear reactors with steam turbines providing 280,000 SHP for a speed of 33 knots. Her complement is about 5,900 officers, sailors and air crew. She has been refueled twice during her long life.

The first of a new generation of US carrier, USS *Gerald Ford* (CVN 78) is due to be completed in 2016. She will displace 101,605 t at full load and will be powered by two reactors which will require only one mid-life refueling during her expected life of 50 years. Her complement will be about 1,000 less than that of *Enterprise*.

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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