



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2013

SYDNEY AMATEUR SAILING CLUB

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Cover:

The start of Division 1 in the Lion Island Race on 7 September
 (Photo John Jeremy)

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COMING EVENTS

October 2013

THURSDAY 3 OCTOBER TO FRIDAY 11 OCTOBER 2013

International Fleet Review, no Club racing

THURSDAY 10 OCTOBER 2013

International Naval Review Regatta

SATURDAY 12 OCTOBER 2013

Point score races for Super 30 Cup, Cruiser/Racer long and short series, Classic Divisions and Cavalier 28 Division.

SUNDAY 13 OCTOBER 2013

Gaffers Day

FRIDAY 18 OCTOBER 2013

First Twilight Race

SATURDAY 19 OCTOBER 2013

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser/Racer long series and Classic Divisions

SUNDAY 20 OCTOBER 2013

Cavalier 28 State Championship

SATURDAY 26 OCTOBER 2013

Point score races for Super 30 Cup, Cruiser/Racer long and short series, Classic Divisions and cavalier 28 Division

SUNDAY 27 OCTOBER 2013

Balmain Regatta

SATURDAY 2 NOVEMBER 2013

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser/Racer long series, Classic Divisions and cavalier 28 Division

SUNDAY 3 NOVEMBER 2013

Point score races for Division 6 and Gaffers Division. Captain Slocum Trophy

THURSDAY 7 NOVEMBER 2013

Classic Twilight

SATURDAY 9 NOVEMBER 2013

Point score race for Super 30 Gold Cup, Cruiser/Racer long and short series and Classic Divisions

**NEED THE
TENDER?**

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Allan or
Dennis on
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Sun: 0900-1700

**On race days
you can con-
tact the fast
tender on
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The 30th anniversary of *Australia II*'s success in Newport reminded us of the similarities to the 2013 America's Cup on San Francisco Bay with a comeback by Oracle Team USA which was reminiscent of September 1983. Obviously the eight Australians who made up key parts of the defender team demonstrated that never-say-die attitude. The country of origin for the challenger can also credit eight nationals as part of the winning team.

Whether or not you subscribe to these yachts with DNA from fighter jets, it is great news for the Australian sailing scene to have so many participants at the top of the game and we acknowledge these fine achievements. An enormous success was having more people watch the first race of the America's Cup than all previous America's Cups combined.

The rumours of an Australian challenge to be headed by Bob Oatley would be welcomed by all and, given his long history of yachting success under the Wild Oats banner combined with the strength of Australia having the highest representation in crew nationality for the America's Cup, it would be an earnest challenge and one which the nation could confidently get behind. We watch with interest.

Closer to home we celebrate the International Fleet Review recognising a century after the Commonwealth welcomed the Royal Australian Navy Fleet into Sydney on 4 October 1913 led by the flagship HMAS *Australia*. The citizens of Sydney turned out in thousands to welcome and admire this great advancement forward in the Commonwealth's progress. A major step of independence and protection of Australia's very important trade routes, interestingly not much different today as we receive over 80% of our trade by sea, our naval capability is just as important.

The significance of Sydney Harbour and all she has to offer for a modern Navy cannot be found elsewhere in Australia and the harbour will remain a cornerstone of operations. RANSA are hosting the IFR Regatta on the afternoon of Thursday 10 October — an early twilight in this wonderful warm spring weather we are enjoying. It is a Cat 7 regatta and all are welcome and encouraged to participate. If you are unable to attend the post-race trophy presentation at RANSA and wish to return directly to SASC we will open the bar and have BBQ's running.

Gaffers Day is on Sunday 13 October. It will be a magnificent day presenting the Amateurs' pride and prestige to all who visit. We will welcome yachts and crew from as far afield as Pittwater, Twofold Bay and Port Phillip Bay. A welcome BBQ will be hosted for the visiting crews on the evening of Friday 11 October. Please let the office know if you are likely to be in attendance to assist with catering.

There are eighteen Couta Boats and Rangers entered for a flying start which will be a great spectacle of archetypal yacht and sailor. We will also be blessed with some 100 year old classics, *Akarana* courtesy of the Australian National Maritime Museum plus *Jenny Wren* and *Kelpie*.

If you are unable to sail on the day please contact the office which still have some ferry tickets available which includes lunch and refreshments.

A great recovery to Gaffers Day is the Balmain Regatta on Sunday 27 October and Balmain Sailing Club would delight in your presence.

Enjoy your sailing!

Liam Timms

After the Annual General Meeting in August, David Salter interviewed Sir James Hardy OBE about his extraordinary 70-year sailing career. Here are some excerpts.

On getting the sailing bug...

“I did get the bug, I think, about 1942, when I was about 10. Got it permanently. My first boat was a cadet dinghy, the famous Sydney design. Twelve feet, clinker built, ideal training boats. Three fellows in the crew, but you needed six to lift them. We had an old family one called *Mermaid*. I was crewing for people a few years older, just bailer boy, pushing the scoop most Saturday afternoons. But Mum said ‘Jim, you’re getting a bit interested. Would you like to take on the old family cadet dinghy?’ I thought I’d won the lottery, even though you could see between the planks.”

On competing against the big boys...

“You could get to the top of your own club, and State Championships, but it was a big leap to the Australian titles and fellows like Rolly Tasker and John Cuneo. Great training. What’s the saying? You had to get up very early to beat Rolly Tasker, I can tell you. Every regatta you went to there was something else he’d done. He had internal halyards in his Sharpie. Then he had a nylon spinnaker and we still all had cotton. Great yachtsman, though.

David Salter interviewing Sir James Hardy

Photos John Jeremy



SASC NEWS “He blew me out of a championship – the Trials for the ’56 Olympics. The pumps in the Sharpies had to be loose. Well, I had them loose until when I wanted to use them. I’d put them up and have a clip around them. Rolly was much smarter. His pump was fabricated so that when he used his it was jammed in the top of the centre case — couldn’t go anywhere.

“Rolly blew me out after three races. I had about five eighths of an inch of planking over the transom which he said were planing boards. We’d beaten him once and had two seconds, so losing the first three races of a seven race series — that was the end of my regatta. But I think it was all still part of the learning thing.”

On wine...

“I said to Mum once, ‘Mum, I’ve never seen you have a glass of water’ and she said, ‘No, Jim. I think water’s for radiators.’ Some of Charles Maclurcan’s motor cars, I think they used to boil a bit — they could use some of that. If we had a tummy ache we could have port — port and brandy in equal measures. You just have to refer to St Paul’s First Letter to Timothy, Chapter V, Verse 23, where he said to Timothy: *‘Drink no longer water, but take a little wine for thy stomach’s sake’*. How Christian can you get? Anyway, I’ve never seen anyone in our industry have too much to drink. I’ve seen industrial fatigue – I’ve been on the edge of that.

“I joined our family company in 1953. I was just about 21. And we were selling, like everyone else, over 90% fortified wine – port, sherry, vermouth, brandy. We did make dry wines — we made Old Castle Riesling and Cabinet Claret and St Thomas Burgundy, and sparkling wines (all bottle fermented). But it was well less than 10%. And to see the industry now! To get a decent bottle of dry sherry, I’ve been into six liquor outlets in the last month!

“The fundamentals of a good wine are the same as goes into making a boat go fast. Balance. Exactly the same. Not too much of any one thing. Time and again you pick up wines that have got too much tannin, too much oak, too much alcohol. Basically, the really good wines are so balanced that you drink it as an accompaniment to food. And I’ve always sort of felt the French are better at it. We’re very good at it now, but I think we’ve still got a way to go. Some of our top wines are great, but it’s all about balance.”

On winning the world 505 championship...

“It came down to the last race. It was a south-easterly. We had a bit of a mishap just before the start. We capsized. Max Whitnall, [the for’d hand], was a bit seasick. But we got the boat up, and were twenty-third around the first mark. The south easterly, which I did know there, changed direction all the time and I worked very hard. Even on 5 or 6 degree headers I’d tack the boat. We tacked and tacked and tacked and went through the fleet — except for Paul Elvstrom. He was leading, and as long as we finished second to Paul, we’d won it. So we did finish second, and won it.

“But I’m still annoyed with myself about what happened one race before that — a very strong wind race. It’s a tip for every yachting person. The gooseneck fitting, where the boom joins the mast, was a Riley fitting. NSW company. Riley — R-I-L-E-Y. Max said to me that it was pretty badly bent. I had a look at it and said, ‘Oh yeah, I think we can put it in the vice and straighten it.’ Well, I did that. Then, in this strong wind race, we had a good lead. We came to the bottom mark for the beat to the finish, gybed the boat, with Paul Elvstrom



Sir James Hardy

second, quite a few boat lengths back. Well, we gybed, and this Riley gooseneck fitting decided that was the last gybe of its life. The boom speared past the mast to the other side. There's Max Whitnall with a piece of string tying the boom to the mast. And Paul Elvstrom's only two boat lengths behind. Now he's one boat. Now he's past us. So believe me, if you see a fitting that's been badly twisted, something's wrong. Change the fitting!"

On losing the America's Cup in 1970...

"That last race, it was a marvellous boat race. We were ahead of *Intrepid* going up the first beat, and on port tack. We were about to cross ahead of Ficker. As we were approaching, Martin Visser said to me: 'What are you going to do, Jim?' I said, 'I'm going to tack on his wind'. And I'll never forget this, Martin said 'But that will push him out to right, and if the breeze goes a bit to the right we won't get back to him for the weather mark'. I said to him, 'Martin, it's a risk I'll have to take.' And I tacked on his wind, pushed him about. Off he went, the breeze went 15 degrees to the right and when we came in to the weather mark we had to pull around his stern. We never could get past him again. It was ironic that Martin gave me, literally, the winning move — after blowing us out, if you like, in the start of that second race.

"When we couldn't catch him, and he beat us, and we'd lost the America's Cup, the hooters and everything went. I suddenly said to Bill

SASC NEWS Fesq [the *GII* navigator], ‘Bill, I’m done’. I couldn’t get any part of my body to respond to my brain. I couldn’t move. I was absolutely done. Bill said, ‘Just sit here, Jim. Sit down’. We’re sailing back and Martin Visser was steering. Bill rummaged round in his gunny bag and out came a bottle of Bermudan rum. He said, ‘Look, have a shot at this.’ And he gave me one ounce. *Phwhytt!* ‘I’ll have another one of those, Bill’. *Phwhytt!* And, do you know, from that moment I suddenly could do everything again! And I’ll never forget this. I stood up, and my crew was so sad. I saw their faces and I said to all of them, ‘Look over there at *Intrepid*. Look how happy they are! Look, they’re so joyous. I said, ‘*You’ve* done that. You’ve conferred happiness on all those blokes.’ And I could see a smile out of my crew.”

On surviving the 1979 Fastnet Race...

“We came round Land’s End and Phil Eadie gave us a course for the Fastnet Rock. We were on three-hour watches. Hughie Treharne was steering 6:00 till 9:00 and I came on from 9:00 till midnight. We did get a forecast that a change was coming through, probably be 30 knots. Anyway, at about 10:00pm it hit us – it was about 50 knots in the first gust, and that built up to 70. We put the smallest jib up, but getting the three reefs in the mainsail in those conditions? ‘Oh jeepers’, I thought, ‘this might split from one end to the other’. I thought, ‘I’ve been in a few Hobart races where this has happened and it was the end of the race’. Well, Hughie had built that mainsail and it didn’t split.

“When we settled down again I said to Phil, ‘Are you happy with this course?’ We were just full-and-by, and he said ‘Yeah’. Then, about 11:00pm, some of the crew started seeing a light down to leeward and I thought, ‘How could you see a lighthouse in these conditions?’ Anyway, the crew started to split. Some wanted us to pull away because we were getting pretty close to where the Fastnet Rock should be. Phil went down below and came up again and said, ‘My plot shows that this is the course’. I remember saying to myself, ‘Jim, I’m with you, Phil. I’m steering your course. If you’re wrong, I’m wrong.’ Well, lo and behold, within the next 20 minutes, up came the Fastnet Light. The reason we couldn’t see it was that the waves were actually breaking over the top. The spray was obliterating the light. As we tacked the boat, the froth – the spindrift – was unbelievable. It covered the whole of *Impetuous* right to the top of the life rails with foam. It was pretty nerve-wracking stuff.

“Going through an experience like that sort of washes out your soul. You’re with a group of people that are now blood brothers. I wouldn’t have anything said against any member of the *Impetuous* crew for the rest of my life. When we finally got back into Plymouth and there were no American yachts there we knew we’d won the Admiral’s Cup. What a beauty! Conner was still out there somewhere.”

On advising John Bertrand in the 1983 America’s Cup campaign...

“John and I used to be on the verandah at about 6:00 each morning. Warren Jones, ‘Chink’ Longley and the boys would be running around the place, really athletic. Bertrand and I would do calisthenics. John had lost the race the previous day and we were now down 3-1. A lot of my friends were heading back to Australia. I said to them, ‘Look, stay this time. This time is different.’ They said, ‘No, we’ve been here when you’ve been 3-1 down a couple of times. It’s all over’. But I said, ‘No, this is different.’

“Actually, John’s spirits were pretty low. So I said to him, ‘John, you know, nothing has

changed from yesterday’. He said, ‘what do you mean, Jim, nothing has changed?’ I said, ‘yesterday, when you left, when we towed you out to the start, you had to win three races to win the America’s Cup. So nothing’s changed. Same again today’. And I could, I believe, see the weight go off John’s shoulders. Just the body language. I thoroughly enjoyed his book and he mentioned that moment — but I didn’t get a guernsey!”

On what wins boat races...

“Preparation. That’s everything. And I really mean preparation. The smoothness of the hull, the running rigging should run, you’ve read all the Sailing Instructions. It’s all about preparation. And practice, of course, but that would go for any sport, really.

“I think sailing other people’s boats can get more out of me, because sailing my own boat I can ‘win, lose or draw’ type of thing. I can remember saying to myself when I was sailing the *Gretel II* that this is a great thrill, but also an obligation to really do the best I can. I think when I really get up to that level I’m OK for the job. And I’ve always loved poetry. A piece of poetry that’s really stuck in my mind is from Alfred Lord Tennyson’s *Ulysses*, where he said:

*Though much is taken, much abides; and though
We are not now that strength which in old days
Moved earth and heaven; that which we are, we are;
One equal temper of heroic hearts,
Made weak by time and fate, but strong in will
To strive, to seek, to find, and not to yield.*

Thank you Jim!





Photos John Jeremy

A crowded start in very light winds for Division 1 in the Lion Island Race



The wind on 7 September was very light so the Lion Island Race was sailed on a short harbour course which was still too long for some in the conditions. Division 2 drifts across the line (above).

Magic, Struen Marie and Hagar IV (below)





Photo John Jeremy

Anitra V hoping for wind on Saturday 7 September



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Photo John Silgar

16,000 MILES — THE MILK RUN

by
Stephen Anstee

The last time we wrote for the *SASC News* was about 10 years ago. We had just made it to Victoria BC Canada in our Brolga 33' *Narama* after the club and many members had helped us on our then second attempt. We had spent six months meandering north east across the Pacific, wetting our taste buds for a return one day at a slower pace. Late last year we completed a three-year return trip and, as we settle into the slower pace of Tasmanian winter, we can reflect on the passage.

On this trip we had time to explore and wait for weather windows to make the passages as pleasant as possible. Our best passage was the one we had over analysed the most from Tonga via Minerva Reef to New Zealand. We ended up sailing under spinnaker for two days, however we paid for the good luck on leaving for New Caledonia with a gale on the quarter that ended up bending stanchions. We love sailing, but are driven mainly by the destinations. On long passages we have on occasion questioned our sanity but once snorkeling a tropical reef or hiking deserted hills those questions quickly evaporate.

Leaving the green of the Pacific North West, Baja California, Mexico was a stark contrast but still full of marine and bird life. Easy walking in the desert and lots of anchorages up the sea has held many cruisers there for years. The first big jump to the Galapagos brought the first real rain we had seen in over a year and slow sailing between the squalls of the ITCZ (inter tropical convergence zone). Permits aside, these islands are a must for any natural history buff. Even from the restricted three anchorages we had easy access to most of the species in the archipelago.



Narama's Route
Map



Photos courtesy Stephen Anstee

The long 3,000 n mile jump took us from Spanish influence to French and into the lush tropics. High mountainous islands of the Marquesas contrasted to low atolls of the Tuamotu's visible only a few miles out if there were coconut trees. We thought of the early explorers trying to navigate through this labyrinth of reefs while we muddled over the tides and weather to predict the best time to enter lagoons. Leaving the Society Islands from Bora Bora where the clouds look green from the lagoon reflections, we hove to off Suvarrow five days later to wait for morning light to enter the lagoon.

This tiny Cook Is atoll was a highlight. Its caretakers, snorkeling, fishing and relaxed pace meant we left only as the food supply started dwindling. A SE gale meant Niue with its clear waters and whales was taken from us, but Tonga's Vava'u group made up for it with sheltered waters for great sailing and water based exploring.

Dropping down to NZ to avoid the cyclone season, we took a "boat sabbatical". Leaving *Narama* on an inexpensive mooring in Opuia, we took to the hills hiking and learning about their amazing hut system.

Suvarrow in the Cook Islands

Welcome to Australia!



The highlight was finding Kiwis (the feathered variety) out and about in daylight on Stewart Island.

Back to the tropics and a rare whale sighting (Omuras) and New Caledonia's cultural history was as interesting as the snorkeling. Vanuatu a little further north tops our list for the most sustainable lifestyle throughout the Pacific we saw. Living largely a subsistence life in the outer islands and villages, I think life would go on ticking easily if they were cut off.

Our last leg back to Oz allowed for one stop at Huon Island with its tens of thousands of birds. Chesterfield is meant to be even better but the weather depicted a straight run on to Bundaberg and an easy entry apart from and expensive termite inspection.

A cruise down to Tassie in summer with Mum and Dad allowed us to check out life down here and make that final decision to move. So again with a little time up our sleeve to wait out the weather and a little luck we made a very pleasant winter cruise to the apple isle. Many say it is cold but, after Canada and with no snow on the deck, we are not complaining. So now it is back to work to save for the next adventure. Thanks to those who helped get us under way the first time and have followed us. If you want a few more stories look at our blog: www.naramasvoyage.blogspot.com.



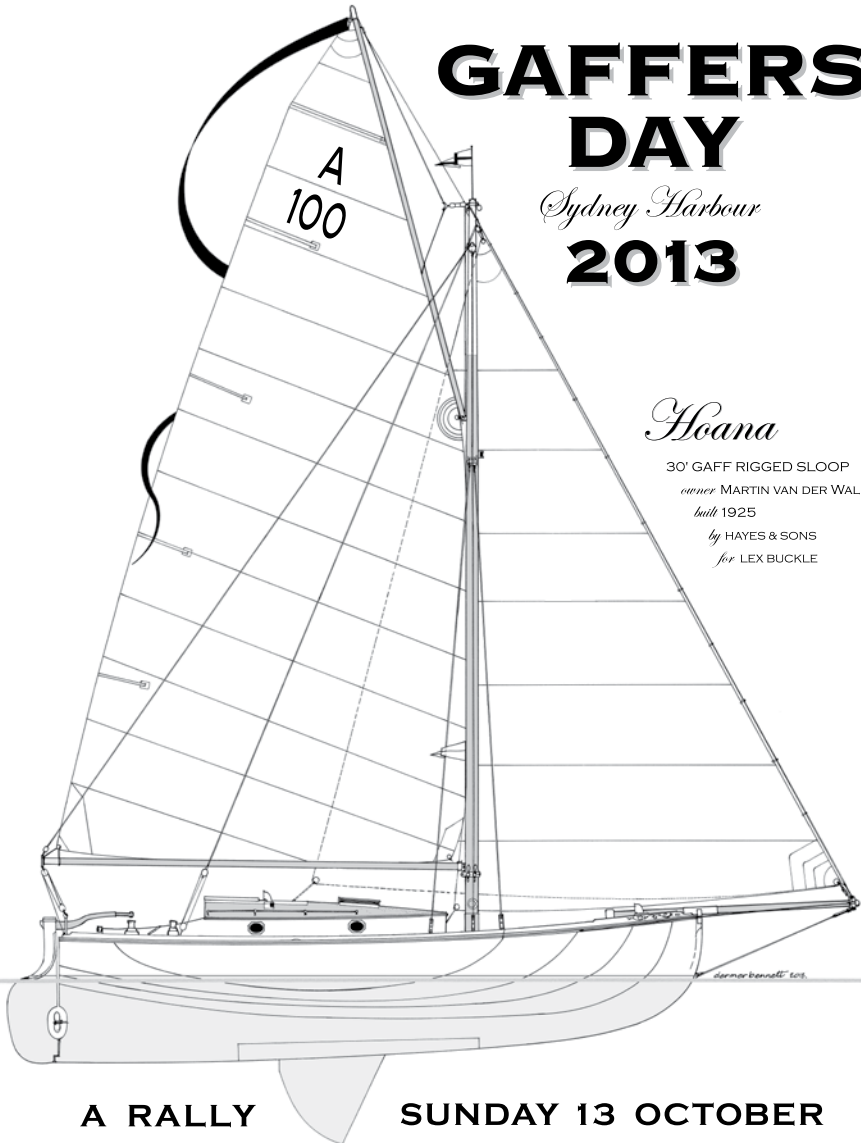
Photo John Jeremy

Gaffers Day 2011 — its on again this year on 13 October — don't miss it

SYDNEY AMATEUR SAILING CLUB □ FOUNDED 1872

GAFFERS DAY

Sydney Harbour
2013



Loana

30' GAFF RIGGED SLOOP
owner MARTIN VAN DER WAL
built 1925
by HAYES & SONS
for LEX BUCKLE

A RALLY

SUNDAY 13 OCTOBER

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VESSELS that *HOIST* a **SPAR**

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FLAG OFFICERS' DINNER 2013



The Flag Officers' Dinner held at the Club on Friday 27 September was the Club's opportunity to entertain visitors from fellow clubs and other organisations. It was well attended and enjoyed by all present. Commodore Liam Timms gave an entertaining welcome to the guests (below)





Photos John Jeremy

TOP TIMES OF OUR TASMANIAN TRAVELS

by
Wendy Anstee

Most people undertaking their first long cruise exit Sydney Heads or Pittwater and turn left. Unlike others we turned right in late January in order to reach Hobart for the Wooden Boat Festival in February before exploring Tasmania's magnificent waterways.

Ian and I were fortunate enough to have our son Stephen, a very experienced sailor and navigator with us for our trip south and his wife Heidi, also very experienced, joined us in March. The Australian government finally allowed her in from Canada as a permanent resident.

Being the least experienced crew member I was rather nervous about the night time watches. However with a little company for part of that time and the beautiful star shows, I found the time on watch far less daunting. The brilliant phosphorescence in breaking waves and in our wake was quite mesmerising. It also highlighted pods of dolphins shimmering like torpedoes as they zoomed in towards the boat. Thank goodness too for the autopilot and good weather.

While awaiting Heidi's arrival we visited Bruny Island and did some lovely walks to spectacular lookouts taking advantage of the very warm Tasmanian summer. Anchored in quiet bays with beautiful clear water we had several swims to cool off, even though the water was sometimes below 17 degrees! The beauty of the area around the d'Entrecasteaux Channel, in fact everywhere in Tasmania, is that there are so few ferries and other boats and the water was so calm.

Bermagui
entrance

Photos courtesy Wendy Anstee





Mystic II in
Bermagui Harbour

One day in brilliant sunshine a magic sail took us out past Cape Raoul and across to Tasman Island. Having rounded here in the middle of the night on our way south everyone was keen to see the majestic organ pipe cliffs on the island and around the Cape Pillar coastline in daylight. With not another yacht in sight we sailed across Storm Bay catching an albacore tuna which made wonderful sushi as well as fed us for several meals. Many dolphins played alongside for half an hour before our course brought us up close and personal with large groups of very smelly fur seals. They haul out on the north side of Tasman Island so we had a wonderful view as we sailed between the island and Cape Pillar. Many cruise boats also do this trip viewing the seals who were quite unconcerned about our presence. The bird life was also amazing — many albatross together with shearwaters and gulls flew around us enjoying the abundance of fish in these waters.

After Heidi's arrival there was a good weather window, very important in this part of the world, so we headed south to Port Davey. Recherche Bay was another historical and quiet overnight stop. A very early start saw us rounding South East Cape and sailing into the Southern Ocean where the fishing line was deployed with more success catching a couple of skipjack tuna. Our course took us through the Maatsuyker Group of Islands and around to Port Davey in the south west. This is within the Southwest National Park, an extremely remote and beautiful area where there are no shops or permanent habitation, just beautiful bays, partly forested mountains with many walking tracks and clear water where we even ventured for the occasional swim.



Stephen and Heidi with fresh Southern Ocean tuna

A relaxing time was had anchoring in several bays surrounded by spectacular mountains, socialising with other yachties and exploring parts of Port Davey and Bathurst Harbour. One walk took us across a narrow section of land to Stephens Beach a lovely deserted Southern Ocean surf beach. The track had been made by wombats so it was very narrow. The surrounding vegetation was so thick you could not walk through it and in parts was over my head. One could just imagine the wombats waddling along their tracks. Another day we climbed up a mountain from where we had fantastic 360 degree views of Bathurst Harbour, distant mountains and peaceful bays — when the rain eased and the low clouds parted. This added to the ambience of the place and was followed by welcome hot drinks and showers back on board.

All good things come to an end and it was time to leave these dramatic but beautiful cruising grounds. Whilst we have been very busy cruising around, there are many anchorages left unexplored so planning our stop-overs for our trip home started with the transit of Denison Canal at Dunalley and the Marion Narrows. Long discussions ensued with locals regarding our draft and navigating through the narrows. It was a worthwhile exercise as we came through unscathed with an added bonus seeing two of the ‘Three Peaks’ yachts come through close to midnight.

Sailing north along the east coast of Tasmania with moderate SW winds forecast we took time out at Wineglass Bay. It is the most beautiful anchorage, with high craggy headlands standing either side of the entrance glowing orange in the sun with a backdrop of the beautiful



white sand beach. We made good use of the walking tracks that abound in this area and enjoyed fabulous views followed by a swim in the crystal clear water with the fascinating scallop shaped patterns on the sand. This was another peaceful anchorage which we had all to ourselves.

At anchor in Wineglass Bay

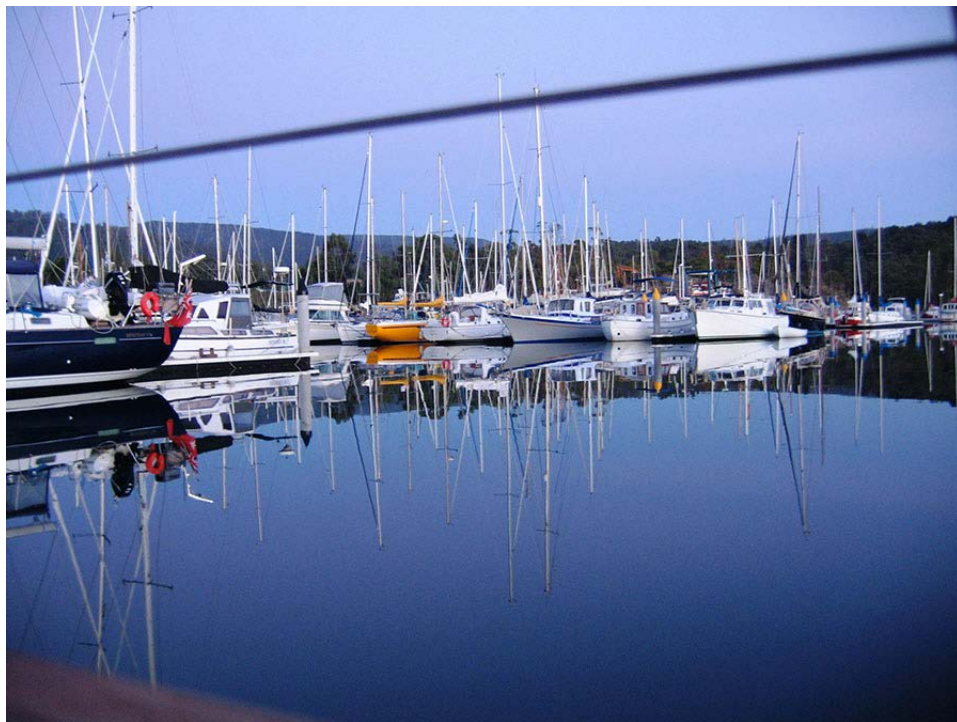
As we neared the top of Tasmania the weather gods were kind again and allowed us to cross to Flinders Island. Here some acquaintances of Stephen and Heidi's invited us to join them for a day of Mutton birding. They partake of this activity each season on a small neighbouring island. A licence allows them to collect 25 birds so we were shown their shallow burrows and how one has to lie down and put your whole arm in to retrieve the young birds. Their necks are then broken, they are strung on a stick by their beaks and taken to the water's edge where the wings, heads and tail feathers are cut off. They are then skinned, chopped in half and washed in sea water to be either barbequed, pan fried or frozen. The whole family participates, the boys especially being keen to collect the chicks from their burrows. Having been presented with some to try, and been warned they were very smelly to cook we barbequed them and everyone really enjoyed the slightly gamey but very tender new taste sensation. It was such an interesting day and something we would never have experienced without our Flinders Island hosts. The following day the same family treated us to a guided tour around the island where much of it's history was explained to us, the husband

being a third generation Flinders Islander. The whole visit to Flinders proved a most interesting, educational and enjoyable experience.

Our last stop in Bass Strait was Deal Island a half day sail north of Flinders. It is much smaller and uninhabited apart from a caretaker couple. Much of the island is very mountainous with stunning high cliffs and more lovely walks which we enjoyed. There is an interesting museum containing island history of cattle farming and the lighthouse set a distance away and now unused. Wallabies and Cape Barren Geese seem to have taken over the island which is only accessible by light plane or private boat. To the west of Deal Island is Erith Island, also a great place to visit and as we were the only ones there were able to explore ruined cattle yards and wander the many tracks on the island. Once again the water was crystal clear and the high commanding orange cliffs a spectacular sight. A small shack has been built (mostly from driftwood) in a sheltered cove. It contains emergency provisions which are available for stranded sailors and beds where they can camp if necessary. This had been used quite recently by a family who found themselves washed ashore when their yacht dragged anchor. A short history of their plight, rescue and photos are now in the hut expressing their thanks and how grateful they were for the thoughtfulness of the caretakers and a Victorian group called the Friends of Erith Island who maintain the shack annually.

Fresh sashimi in Port Davey





Everywhere the birdlife was abundant and we were blessed with almost daily visits from dolphins. We saw many fur seals which were normally quite shy diving out of sight if you went too close. There was even a very close sighting of a Sun fish on our way south and a large Leatherback turtle slid right by our hull on our return trip. Port Davey in particular produced stunning sunsets and extremes of weather but overall we had wonderful warm weather, mostly fair winds and smooth crossings of Bass Strait.

For someone who was rather nervous and a little unsure before our adventure this was a truly memorable and enjoyable three month cruise.

Kettering Marina



THE ECONOMIC VALUE OF AUSTRALIAN FISHERIES

Over one billion people rely on fish as their basic source of protein and as the global population increases so too does the demand for fish, placing global fisheries under further pressure. This is then compounded by a shift in eating habits as increasing affluence drives demand for high value seafood. Since 1950, the global fish catch has quadrupled and demand is forecast to increase from about 90 million t today to 115 million t in 2015 [1]. These two factors — an increase in general demand for fish and a more specific demand for certain fish species — have contributed to widespread overfishing around the world. Overfishing has generally been enabled by poor management of fisheries, due to a lack of knowledge or understanding of sustainability issues; and illegal, unregulated and unreported (IUU) fishing, which either compounds the problems of a poorly managed fishery or impedes sustainable management. Australia is not immune to these pressures, suffering from illegal fishing in some of its northern fisheries and also in southern fisheries by distant-water fishing fleets, as depleted northern hemisphere fisheries lead fishermen further south.

The current global framework for the management of marine resources stems from the *United Nations Convention on the Law of the Sea 1982* and the *United Nations Fish Stocks Agreement 1995*; where coastal states have sovereign rights to explore, exploit, conserve and manage natural resources. Australia has long been involved in law of the sea issues and has progressively legislated maritime boundaries as international discussions and treaties were developed:

- on 30 January 1968 Australia legislated for a 12 n mile Declared Fishing Zone under the *Fisheries Act 1968*,
- declared a 200nm Australian Fishing Zone (AFZ) on 1 November 1979 (except off the Australian Antarctic Territory), and
- declared a 200nm Exclusive Economic Zone (EEZ) on 1 August 1994 (including off the Australian Antarctic Territory).

Although the AFZ encompasses the same area as the EEZ it solely relates to the management of fisheries. Australia has a complex jurisdictional regime relating to the oceans, with States and the Northern Territory generally having responsibilities out to 3 n miles and with the Commonwealth (Australian government) having responsibility for 3–200 n miles. Where there are overlapping jurisdictions, fisheries are generally managed under the *Offshore Constitutional Settlement 1979*.

The Australian government's approach to fisheries management aims to maintain fish stocks at ecologically-sustainable levels and maximise the economic returns to the Australian community. Net economic return is a requirement under the *Fisheries Management Act 1991*, and is calculated as the difference between revenues earned on fish harvested on fish harvested and the economic costs incurred to harvest those fish. Economic costs generally relate to fuel, crew, repairs, fishery management, depreciation and the opportunity costs of capital. Given the common property nature of fisheries resources, market forces alone cannot bring about economic efficiency; instead, management is required to constrain

catch and effort to allow maximum economic yield from a sustainable stock biomass.

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To manage sustainability, Australia has developed management policies, strategies and research programs which are all contributing to fewer numbers of Australian fish stocks classified as overfished and are assisting in the preservation and management of marine ecosystems [2]. For example:

- *Australia's Oceans Policy 1998* provided a framework for integrating and planning the sustainability of ecosystems in Australia's marine jurisdictions.
- The *Environment Protection and Biodiversity Conservation Act 1999* is Australia's primary environmental legislation and requires the government to assess fisheries performance and sustainability.
- *Securing our Future Fishing Package 2005* was a one-off \$220 million structural adjustment to help secure the sustainable future of Australia's fishing industry.
- *Commonwealth Fisheries Harvest Strategy Policy 2007* is the framework for managing Australia's Commonwealth fisheries into the future.
- *Reducing Uncertainty in Stock Status 2008* is a research project to mitigate the increasing number of stocks classified with an uncertain status.

The most recent assessment of Australian fisheries canvassed 96 fish stocks across 22 wild catch fisheries and concluded that 13 stocks remain overfished or subject to overfishing. This is a significant improvement from 2005 levels which indicated that 24 stocks were endangered by overfishing. Ten of these wild catch fisheries are solely managed by the Commonwealth through the Australian Fisheries Management Authority (AFMA) and the remaining 12 are managed jointly with other Australian State authorities or other countries through international arrangements. In addition to the fisheries managed by AFMA, there are more than 100 other fisheries around Australia that are managed by State governments [3].

Totalling \$2.18 billion, the overall value of Australian fisheries has declined by 31 per cent since 2000; although most of this decrease occurred between 2000 and 2006 with production stabilising from 2007–10. Fisheries production including aquaculture, Commonwealth and State wild catch fisheries were valued in 2009–10 at approximately \$870 million, \$317 million and \$993 million respectively. During 2009–10 Australia's Commonwealth-managed fisheries accounted for about 25 per cent of the production of all fisheries. The northern prawn fishery, and the southern and eastern scalefish and shark fishery generated production valued at \$88.8 million and \$81.3 million respectively. Together these fisheries generated over half of the production value of Commonwealth fisheries. Add to these the southern bluefin tuna fishery worth \$38.1 million, and the eastern tuna and billfish fishery at \$30.1 million, and these four most valuable fisheries equate to 77.7 per cent of revenue [4].

Australia's largest export markets for seafood are Japan, Hong Kong and the United States; high-value export species include lobsters, prawn, tuna, abalone and salmon. However, a decline in the volume of exported edible fishery products, as well as world market prices for fisheries, combined with the more recent appreciation of the Australian dollar saw the value of Australian fisheries exports decrease by 55 per cent since 2000 to approximately \$1.2 billion in 2009–10. Notwithstanding the size of Australian fisheries, Australia also imported

SASC NEWS fishery products, worth \$1.52 billion in 2009–10, including fish and prawns, which compete with Commonwealth fisheries production [5]. Aquaculture in Australia has grown at an average of approximately 12 per cent per annum since the early 1990s and the industry accounts for 40 per cent of the gross value of fisheries production in Australia. The majority of the value of aquaculture production in Australia comes from high value species for domestic and overseas markets. The top five species in terms of production are salmonoids, tuna, prawns, and both edible and pearl oysters. As global consumption of marine species continues to rise, aquaculture production requires further development to meet this demand [6].

Due to increasing demand for certain fish species and overfishing in various waters, IUU fishing activities continue to be a widespread problem. Illegal fishing negatively impacts on economic returns in the fisheries sector, while also damaging fish stocks and the marine ecosystem. Internationally there are 44 regional fishery bodies which exist to help nations work together in the management, protection and conservation of marine ecosystems including fisheries. Of these, 20 have a specific management mandate and are known as Regional Fisheries Management Organisations. Protecting sovereignty and territorial waters in Australia's maritime jurisdiction is the responsibility of six government departments, however, only the Australian Customs and Border Protection Service and the RAN, possess the capability to enforce Commonwealth maritime law at sea. The assets within these organisations, including aircraft, patrol boats and surveillance systems, are used to patrol and monitor territorial waters as well as respond to suspected illegal incidents at sea [7].

The trend in illegal fishing within Australia's EEZ rose steadily between 1999 and 2006 particularly in northern waters which are relatively close to adjoining coastal states. The 1974 memorandum of understanding between Australia and Indonesia recognises traditional fishing by Indonesian fisherman in an area specified as the 'MoU Box' in northern Australian waters. Unfortunately some Indonesian fishing vessels continue to use non-traditional methods to illegally fish in the 'box' or they fish outside it in Australian waters. In other cases, criminal syndicates deliberately fish illegally in these waters. Australia responded to this illegal fishing activity by improving its maritime security arrangements through the enhancement of domestic maritime operational capability and stronger deterrence measures within its domestic fisheries legal framework. To maintain pressure on illegal foreign fishers and deter illegal maritime activities, operations such as AUSINDO CORPAT with the Indonesian navy enable RAN patrol boats to participate in joint surveillance and patrol units in northern waters [8].

The marine ecosystem south of the Antarctic convergence, has suffered from extensive illegal fishing. While the Heard Island Fishery is managed sustainably, the toothfish stock in the Antarctic Waters Fisheries is already significantly depleted in the spawning area for the species. Whilst Australian vessels did not fish these during 2009–10, the high levels of estimated catch from IUU fishing continued to exceed the precautionary catch limits set by the Commission for the Conservation of Antarctic Marine Living Resources resulting in the toothfish stock remaining classified as overfished. Bilateral treaties with France enable surveillance and joint patrols of each other's maritime zones in the Southern Ocean to help manage distant but economically important marine resources [9].

Global demand for bluefin tuna has also led to the serious depletion of most bluefin tuna

stocks resulting in Australia classifying it as overfished during 2009–10. Whilst this has led to a significant increase in the aquaculture/cage ranching of bluefin tuna, worth \$102.2 million, its highly migratory nature hinders attempts to sustain the species [10].

In 2011 AFMA announced that foreign illegal fishing apprehensions in Australian waters were at an 18-year low reflecting a significant reduction in illegal fishing activity, however, the pressures driving IUU fishing remain strong and Australia's maritime security and constabulary requirements will continue to increase in the future. The global demand for fish stocks in the Southern Ocean may soon demand additional patrol vessels which are capable of withstanding conditions in southern waters, and illegal foreign fishers from Indonesia indicate that Australia's northern coastline will also remain a high priority for constabulary operations. Australian experience over the last decade, in relation to countering frequent illegal pursuits in the great geographic expanse of Australia's maritime sovereignty, has demonstrated that naval and other available resources can sometimes be stretched [11].

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11. See Australian Fisheries Management Authority, *Annual Report 2010–11*, Canberra, 2011, p. 2. Reprinted from Semaphore, Issue 3, 2013, published by the Sea Power Centre — Australia



RAN Photograph

The Royal Navy Type 45 destroyer HMS *Daring* alongside at Williamstown, Victoria, on the way to Sydney for the International Fleet Review with the RAN's future HMAS *Canberra* behind. *Daring* has a full load displacement of 7,570 t, is 152.4 m long and is the first ship in a class of six. She was commissioned in July 2009



RAN Photograph

HMAS *Newcastle* and HMAS *Melbourne* pass each other as *Melbourne* takes over from *Newcastle* as the Australian ship assigned to Operation SLIPPER, Australia's military contribution to the international campaign against terrorism, maritime security in the Middle East Area of Operations and countering piracy in the Gulf of Aden

HOW TO DRIVE AN LHD

October 2013

The future HMAS *Canberra*'s command team has had its first taste of raw LHD ship-handling, albeit at 1:20 scale.

The commanding officer of *Canberra*, Captain Jonathan Sadleir AM, the executive officer, Commander Jonathan Earley and the navigating officer, Lieutenant Commander Calvin Johnson, spent four days in August at the Australian Ship Handling Centre — Port Ash, near Newcastle, practicing and honing their LHD ship-handling skills on a purpose built model.

CAPT Sadleir said time spent at Port Ash was dedicated to assuring that the model accurately represented LHD handling characteristics and working through bridge management.

“It’s been a superb couple of days and it’s pretty exciting. It’s a versatile and manoeuvrable vessel but that means it has more options we can potentially use bringing with it a level of complexity,” CAPT Sadleir said.

“The beauty of it is, with a facility like Port Ash and the available simulation we have right now, we can compensate and overcome those challenges,” he said.

The hand-crafted LHD model took about 12 months to complete and features the unique azimuth pod (Azipod) propulsion system.

Two 360 degree Azipod propulsion units and two bow thrusters give the LHD a high degree of manoeuvrability in confined and shallow water.

RAN Photograph

The Executive Officer of *Canberra*, CMDR Jonathan Earley (seated), Navigating Officer, LCDR Calvin Johnson (standing) and Port Ash facilitator, John Ryan, hone their LHD ship-handling skills



“Due to the hands-on nature and complexity of it, I am of the view that there is a need for ship-handlers to maximise simulation opportunities to remain current, much like a pilot would maintain currency in an aircraft,” CAPT Sadleir said.

“Additionally there’s clearly a cost benefit; it’s much cheaper to run a battery-powered model than it is to run an actual LHD,” he said.

Port Ash is one of only a handful of ship-model simulators in the world, featuring 2.5 hectares of water with varying depths.

The scaling effects mean one nautical mile (1852 m) becomes 74.08 m, three knots of wind becomes 15 knots and one hour becomes 12 minutes in the models.

Port Ash Director, CAPT Cliff Beazley, said the centre offered naval ship-handlers unique opportunities.

“We’ve built a finger wharf which represents Fleet Base West and we use the boatshed for an approximation of Fleet Base East, so all the familiar spots are there,” CAPT Beazley said.

“For raw ship-handling you cannot beat the real thing or the real thing in miniature, which is what we’ve got here,” he said.

Tug masters from DMS Maritime in Sydney were also on hand to develop LHD berthing and departing procedures.

“Berthing a ship is a system, and the tug masters are part of that, hence my desire to have them on the learning journey with us,” said CAPT Sadleir.

CMDR Earley said it was a brilliant training aid for the ship and its propulsion system. “It’s an impressive model in terms of the control, the quality of the build and the way it responds and manoeuvres,” he said. “It gives us a variety of environmental conditions to work out our individual skill sets and develop confidence in using the system,” he said.

“In terms of manoeuvrability, the LHD is light years ahead of an Anzac-class frigate. An FFG comes close because of its auxiliary propulsion units but the LHD has its Azipod system plus the powerful bow thrusters — you can do almost anything with it.”

Paul Berry

I have taken on the task of maintaining the Club's dinghies because I was concerned that they were becoming run down and that an effort on working bee days was not the best maintenance routine.

The main problem with the Walker Bay Dinghies is that the white plastic in the oars, rowlocks and rowlock sockets lack durability and this has been accentuated by members using metal rowlocks in the plastic sockets. Members who use the dinghies will note that some of the Walker Bay oars, rowlocks and sockets have been replaced by new gear. These cost less and we hope the new equipment will be more durable. As part of this, one oar has been painted and another coated with a decking finish. It is hoped that the use of one of these products will reduce the time oars are out of service for maintenance. The long term plan is to replace the Walker Bay oars, rowlocks and rowlock sockets as they wear out and to use a durable protection product on the oars, even if it is less attractive than many coats of varnish.

I have two requests to dinghy users:

1. Do not move oars with steel rowlocks to a dinghy with plastic sockets and the converse, plastic rowlocks to a dinghy with steel oar sockets. We want to maximise the life of the assets which we have available.
2. Please report any defects to the office, so I can put it on my work list. There will not be any interrogation; but a comment like "I noted that Dinghy Number 3 had a broken oar" will be accepted as the truth, even if you noticed it after you broke it.

John Pennefather



Photo Charles Maclurcan

Amateurs can be found everywhere. André van Stom proudly displaying the SASC ensign at Cameron Corner during a recent trip outback

NEW MEMBERS

We welcome the following new member:

John Young

WHERE'S MY ANCHOR?

In 1940 my late father purchased a CQR anchor for A1. For some years I lodged it in the Nor-east corner of the SASC boatshed.

A couple of months ago a needy person, possibly not a member, borrowed the item.

As I am resuming fishing in September, I will be pleased if the borrower would return the anchor to the boatshed.

Southerly

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 December 2013 edition. Contributions from members, which are always welcome, should reach the editor by Friday 22 November 2013. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



RAN Historical Collection

Sydney Harbour, October 1913. The flagship of the young Royal Australian Navy, HMAS *Australia*, at anchor off Farm Cove with the cruisers *Sydney* and *Melbourne* following their enthusiastic welcome by the people of Sydney on 4 October. Their arrival is being celebrated by the International Fleet Review 2013 — a full report will appear in the next edition of SASC News

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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