



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2014

SYDNEY AMATEUR SAILING CLUB

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Cover:

Kelpie after the start of the Classic Non-spinnaker race on Sunday 28 September
(Photo John Jeremy)

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COMING EVENTS

October 2014

FRIDAY 10 OCTOBER 2014

First Friday Twilight race

SATURDAY 11 OCTOBER 2014

Pointscore race for Super 30 Cup, Classic Divisions, Cruiser/racer Division long and short series and Cavalier 28 Division

SATURDAY 18 OCTOBER 2014

Pointscore race for Super 30 Cup, Classic Divisions and Cruiser/racer Division long series

SATURDAY 25 OCTOBER 2014

Pointscore race for Super 30 Cup, Classic Divisions, Cruiser/racer Division long and short series and Cavalier 28 Division

SUNDAY 26 OCTOBER 2014

Balmain Regatta

SATURDAY 1 NOVEMBER 2014

Pointscore race for Super 30 Cup, Super 30 Gold Cup, Classic Divisions and Cruiser/racer Division long series

SUNDAY 2 NOVEMBER 2014

Pointscore race for Non-spinnaker Division and Classic Non-spinnaker Division

THURSDAY 6 NOVEMBER 2014

First Classic Twilight Race

SATURDAY 8 NOVEMBER 2014

Pointscore race for Super 30 Cup, Classic Divisions, Cruiser/racer Division long and short series — Cruiser/racer combined race MHYC/SASC at MHYC

SATURDAY 15 NOVEMBER 2014

Pointscore races for Super 30 Cup and Super 30 Gold Cup (Super 30 MHYC Sprint series), Classic Divisions, Cruiser/racer long series and Cavalier 28 Division

SATURDAY 22 NOVEMBER 2014

Pointscore race for Super 30 Cup, Classic Divisions, Cruiser/racer Division long and short series

SUNDAY 23 NOVEMBER 2014

Pointscore race for Non-spinnaker Division and Classic Non-spinnaker Division

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Dennis or
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Sun: 0900-1700

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you can con-
tact the fast
tender on
0418 678 819**



The Amateurs' Opening Regatta was held on Saturday 13 September. It was splendid sight with 45 yachts hoisting their crisp white sails against the emerald waters of Sydney Harbour. Our special thanks to Past Commodore Vic Dibben who very generously sponsored the day with beautiful prizes. Vic has been sponsoring the Opening Regatta for many years encouraging us all for a great season of racing.

Congratulations to the 2014 Opening Regatta winners. *Gynea* (Jeremy Sharp) was first with *Mystic* (Ian Anstee) second and *Magic* (Chris Manion) third.

Thank you to the many volunteer equipment auditors who gave their time and wisdom over two weekends in August to complete the safety audits of the competitors' yachts.

Tuesday 12 August was a very humbling day at the Amateurs. A lunch was held for Honorary Life and Life Members. Those gathered in the room had over 1,100 years of membership between them and these are the people who, for many years, have dedicated themselves and nurtured the 'Amateurs Spirit' underpinning the great Club that we enjoy today. I looked around the room and realised I couldn't note one above the other, in true Amateurs form they did it together and the Club which I am fortunate to serve today owes its gratitude to them all. Thank you Tony Saunders for organising and ensuring this thread into our precious history is recognised.

Rod Phillips celebrated (in fact The Amateurs celebrates) 20 years of dedication to The Amateurs in September. The Club has been the beneficiary of his great skill and efforts and we are very appreciative. Rod's 'before and after' collection would something to be revered and fortunately we get to witness it all in action on the water. Rod is always on hand rain, hail or shine to help in an emergency or lend his time to major events like Gaffer's Day. Our total success on water has been ensured by Rod, the club vessels are always available for duty and he 'cares' for many of the yachts making up our racing fleets. It has been a pleasure to work with someone as skilled and dedicated as Rod and I trust we remain in good hands long into the future.

The Flag Officers' Dinner was on Friday 19 September and was another great success when we hosted the sailing clubs of the harbour, Australian National Maritime Museum and the Officers of RMS. The guests all appreciate the hospitality of The Amateurs. Thank you to Rear Commodore Sean Kelly, Megan, Judy and Peter for making the event a success.

It is very pleasing to note that, with the significant portion of the improvement works undertaken to the Green Shed and slipway, the facilities are now booked well ahead. Please remember to contact the office for your booking.

Enjoy your sailing season whether it be racing, cruising or just messing in boats, The Amateurs is a great place for it!

Liam Timms

RANGERS AT IT AGAIN

October 2014

Why would one contemplate getting up early on a peaceful Winter Sunday morning and pressuring one's self to don winter sailing gear and an overweight warm jumper, hop into a car, drive to the Amateurs, find a parking spot and ensure that the heavy load to be carried to the Club consists of one-way consumables with very little thrown into the bag that has to be brought back up the hill.

It must be the thought of a repeat of a mystical experience as on the cold but sunny morning of 3 August — a minimum of 30 faithful devotees did exactly that; whether they be skippers and crew of three of the four participating Ranger-class boats, starters or dedicated spectators on the yachts *Bordeaux* (Peter Zehnder, Alice Murphy and Gaffers' High Priest Gale plus faithful), *Arinda* (Leanne Gould and more Ranger devotees), *Mister Christian* (David Salter) or *Maris* (Tiare Tomaszewski and crew). The mystical event or ritual was the second "Ranger Class Sprint Series."

Ranger, *Cherub* and *Vanity* were joined by *Vagrant*, which had ventured from west of the bridge on her own bottom, accompanied by a spectator entourage in the guise of John Westacott and guest crew on board *Malveena*. Not to be outdone or miss out, the Harbour's fifth Ranger, *Kilkie* (A3), restored by Alic and Genevieve Osborne also joined the throng under motor, together with David Mathlin's wishbone schooner *Sana* and the Maurice Griffiths gaffer *Reverie* (Nigel Berlyn and John

by
John
Diacopoulos

Cherub and *Vagrant* at the start of the first race

All photos John Jeremy





The start of race three



Barclay), and there was a rumour that the Cliff Gale-designed *Mathana* was also out there somewhere.

The reward for the effort was yet another superb day of sailing on, or watching, four Rangers race three short windward-leeward courses to satisfy the enthusiasm of Billy Gale who, having retired from racing, has ardently taken up the pastime of a spectator in much the same way as race horse owners — i.e. one-eyed with a very subjective verbal commentary. Having insisted that *Ranger* had endured bad luck in the

Spectator boats following the competitors

Reverie (right) shadowing the first race





Ranger and *Vanity* approaching the finish in the first race

first two races, word has it that he was excited beyond belief when Rob Brown (of 18 footer fame) steered his cherished boat to victory (assisted by Ross Shaw, Merrill Barker, Peter McCorquodale and Greg Sproule) ahead of the boat of the series, *Vagrant* (Sean, Cathy and Peter Langman, Peter and Claire Inchbold)

The results over the three races of the second series put *Vagrant* in front, with *Ranger* and the always-close *Cherub* (Peter Scott, Mark Pearse, Philip Kinsella, Ian Kinsella and Phil Jones) equal second with *Vanity* third with John and Holly (Snowboarder) Crawford, Lise Mellor, Liam Timms and John Diacopoulos rendering what Crawford refers to as unsolicited and unhelpful gratuitous advice.

The wind was light and variable ranging from west through south west to south and south east with a short lived easterly slant in race 1 which put *Vagrant* so far ahead that the rest looked like L Platers.

The breeze hovered around 5 to 8 knots with a few puffs struggling to reach 10 and the start shifted from the vicinity of Steel Point in race 1 to Athol Bay for races 2 and 3 with clear wind at the correct end of the line being critical.

Once again the concept was to compare boat speed and, once again, the grown-up children who made up the crews had different thoughts as they tried to thrash each other in the variable breeze both upwind and down.

The results for the day however reflect the slight speed difference between the four boats which is accentuated in light weather. *Vagrant*

has slightly less wetted-surface area and larger mainsail roach than the others with *Cherub* and *Ranger* being very similar and *Vanity*, with a different ballast ratio and possibly a greater wetted surface, being a smidgin faster in heavier breezes than in the light stuff.

Back at the Club, whilst Leanne Gould volunteered for BBQ duties, frivolity prevailed with the Commodore handing out the usual hardware and Bill Gale reminding all and sundry how proud he was to see four boats of his father's design racing, 81 years after the launching of the original, and rightfully praising the Club, its staff and its directors for the wonderful club spirit which prevails on the part of all involved in the Club's activities. Despite his usual rather lengthy delivery Bill, of course, forgot the Starters. The team for the day was Charles Maclurcan, John Jeremy, André van Stom, Brian Guest and Tony Clarkson, and the job was carried out with the usual precision and lack of fanfare. Thank you starters. One of these days someone will actually remember you on the day.

Being at the Amateurs is like being in a village isolated from the rest of the world and, after a day like that, the climb back up the hill to reality is almost acceptable.

The "Ranger Sprint Series" has now been put back in the cupboard until the winter of 2015.

P.S. *Ranger* was built in 1933, *Vanity* was built in 2001 and several others were built in between. At present there are two more "in build" and another is awaiting restoration by someone yearning for a project. Any takers?

A light wind start





All photos John Jeremy

The largest yacht in the Lion Island Race, the Volvo 60 *Southern Excellence II*, finished the course in just over four hours and twenty five minutes. She was 12th on handicap

SHEER LUNACY AT LION ISLAND

October 2014

Tom Moul't's little red *Lunacy*, a glass-fibre Contessa 32, won Division 2 of the Lion Island Race on September 6, out-sailing seven larger LWL yachts to take the Anitra V Trophy. The win was all the more remarkable in that *Lunacy* competed just two-up, with Tom Griffiths as crew.

Second in Div.2 was another SASC yacht *Indulgence* (Michal Tomaszewski) with *Shibumi* (Paul Thompson) third. In Division 1 there were 14 competitors and a very close tussle for handicap honours between *Limelight* (Alan Husband) and *Copernicus* (Greg Zyner). After a long, hard race *Limelight*, a Bavaria 43, prevailed by just 90 seconds. *Much Ado V* (John Stephen) was third.

After almost three weeks of constant southerlies the fleet battled big seas, forcing a number of retirements. The spinnaker start in Watson's Bay was relatively quiet, but once the yachts cleared the Heads and turned north conditions became more challenging. A succession of rain squalls brought wild changes in wind direction and strength during the morning and crews were kept busy gybing spinnakers and making headsail changes. One squall saw the breeze swing suddenly through 120° catching some yachts "dead in the water" with sails aback.

After rounding the laid mark off Lion Island the fleet battened down for a tough work all the way back to Sydney making the true race distance around 45 nautical miles. On *EZ Street*, Bruce Dover reported gusts of

A crowded start for Division 1 against a rainy sky





Torquil, *Ticket of Leave* and *Ceilidh* on the way to sea

up to 25 knots. Those conditions probably helped the smaller yachts gain a handicap advantage. *Southern Excellence II*, a Volvo 70, could only manage 12th place.

Spindrift and *Lahara* later retired but *Lunacy* (A69) won Division 2

SASC member Sean Langman was an unofficial competitor in *Team Australia*, his 60-foot trimaran, and completed the race in an astonishing 2 hours 40 minutes.

David Salter





Limelight, winner of Division 1

Sean Langman's trimaran *Team Australia*



ROD PHILLIPS CLOCKS UP 20 YEARS

“... It was 20 years ago today, Rodney Phillips came to Mosman Bay...”

In September the SASC’s shipwright and slipway manager completed two decades of service to the club. He spoke with David Salter.

He first came to the Amateurs as a two-week fill in for someone who’d busted their foot, and ended up staying 20 years. Rod Phillips is a fixture at the Club in his battered cap, half-smoked durrie, torn T-shirt and baggy board shorts. He’s the bloke everyone turns to when they need skilled work or a tip on how to solve the sort of problems that only crop up for people who like messing about in boats. It’s hard to imagine Mosman Bay without him.

Born in Manly in 1968, Rod did his apprenticeship under Ian Bashford at Cammeray Marina from 1985 to 1988 while studying for his trade qualifications at Ultimo Tech. After a stint at the Manly boatshed he came to the SASC as the “offsider” to Phil McWilliams but took over the main job, aged just 26, after only a year in the supporting role. What’s kept him here ever since? Rod reckons it’s the unique atmosphere of the Amateurs.

“This is a lovely place to work,” he says, “with friendly people and friendly clients. I like to think of myself as being real friends with the members. It’s something you wouldn’t have in a different working

Rod Phillips



environment. You see people on a regular basis and get to know them. It's not like your car mechanic — you might get to see him once a year, for five minutes.”

That sense of comradeship is matched by the satisfaction Rod says he gets from the job. “You might have to take on a boat that's been badly neglected. But when you put it back in the water looking like brand new, that's a good feeling — and generally people appreciate it. It's good, too, that the slipway is run as a service to members. They get a reduced rate that makes it way cheaper to haul your boat out here than elsewhere. A real bargain, in fact.”

Surely there are aspects of the job Rod finds less than enjoyable? “Well, I don't mind some people assisting as long as they know what they're doing and not telling me how to do everything. You get some owners telling you how much the job should cost, or telling you how to slip their boat. That can get a bit frustrating.”

Among the changes he's seen during his two decades at the club Rod lists the EPA regulations as a major influence on the way the SASC operates as a workplace. Those requirements also put an additional burden of personal responsibility on him as the slipway manager. However to balance that, the new rails and winches have been a huge advance, particularly the ability to drive them with a remote control. “They're also a lot safer, and less noisy”, he says.

More generally, Rod notes a change in the financial and management approach the Club has taken to his role. “We used to run the slipway and shipwright services on a ‘zero profit’ basis. It was pretty much all for the members and whatever money we made went into maintenance. Originally, we were answerable to the whole board and everyone had their own ideas. It was unworkable. Now, I'm answerable directly to the Vice-Commodore and we're expected to generate some revenue.

“It's a much better way of doing things. I appreciate that the Board has come to realise that I actually do know what I'm doing and they give me a lot of say in what happens with the slipway and boatshed. It's been a pleasure to work here.”

So, will Rod be with us for another 20 years? “Most probably – that's if all the chemicals don't kill me first!”

A NEW FACE ON THE CAPTAIN

Meet Persia Littlewood — a new face in the *Captain Amora* Saturday starting crew. At the end of last year's summer series, after seven years in the job the *Captain's* Cameron Edwards decided to retire to concentrate on his final year of naval architecture at the University of New South Wales, much to the envy of the remaining members of the Saturday Race Management Team who are at least three times his age. Oh to be so fortunate, but we really do enjoy the camaraderie and Saturday afternoon teas in the *Captain* — wouldn't miss it for quids as they say.

We wish Cam all the best in his chosen career and say thanks for great service and good company. Cam's place on *Captain Amora* has been taken by Persia Littlewood, whose first day out was at the Opening Regatta on Saturday 13 September. It was a real baptism with fire for her with 53 competitors, a really busy day with no time for coffees.

Persia is from a sailing family and they live on Mosman Bay. Father Ross campaigns the family's J124 *As You Do* at the Amateurs, mostly in the twilight and Sunday series, and competed in the Opening Regatta. Persia is a student at the St. Andrews Cathedral School in the city and, as a trombone player, has a music scholarship and is a playing member of several school ensembles. Like Cameron, Persia is also a sailor having much experience on the family yacht and is involved in the youth training programme at the Royal Sydney Yacht Squadron. Persia is the youngest in her family with a brother and two elder sisters.

All of us Oldies in the *Captain's* Saturday starting crew hope you enjoy your new job. You will certainly contribute greatly in reducing the average age of the crew. Welcome Persia — we enjoy having you on board.

Tony Barry

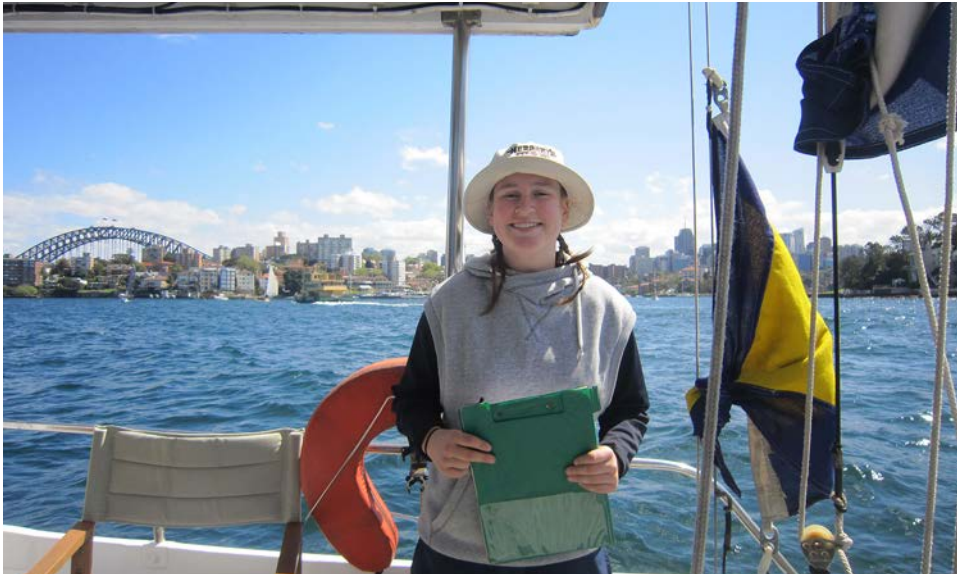


Photo Tony Barry

Persia Littlewood at work in *Captain Amora*



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By secret agreement, the recent Classics Cocktail Party at the Club turned into a surprise tribute to the night's Guest of Honour, Bill Gale.

Around 80 classic yachting enthusiasts braved rain and a nasty SW blow to attend the SASC Classics Cocktail Party on 26 August. Almost every boat that races in the Division 1 and 2 fleets was represented, plus a strong showing of club supporters, including Sir James and Lady Hardy.

The evening was hosted by David Salter who took the opportunity to encourage more participation by classic yachts in the club's racing programme. As the business part of the function concluded, the Guest of Honour, D.W. Gale Esq was invited to take his place in the imaginary dental chair on stage. From that point the party became something of a "roast" for Bill, who has retired from racing after just 62 seasons.

Speakers included John Crawford (on behalf of the skippers), Merrill Barker (speaking for Bill's long-suffering crew), Ian Macdiarmid (sailmaker-by-appointment to the *Ranger* class), and Sean Langman (who's known Bill since childhood). David Salter read a poem he'd written in Bill's honour (published elsewhere in the *News*).

Not surprisingly, Bill's response to all this light-hearted ribbing was so long and detailed that it had to be broken at the half-way mark for everyone to re-charge their glasses. Needless to say, the traditional Gale style of oratory was well received and ended with a toast and 'three cheers for Bill' lead by Charles Maclurcan.

Special thanks are due to Megan and Judy from the office for their wonderful support, and Leanne Gould for the lovely flowers. Marni Raprager prepared an evocative slide show featuring 50 years of Bill and *Ranger*, while Mike Warner presented Bill with an original cartoon by the artist from *Afloat* magazine. A measure of the fine time had by all was that by the end of the evening the club had just one bottle of champagne left undrunk.



Photos John Jeremy

The attentive crowd at the Classics Cocktail Party



Ian Macdiarmid giving the sailmaker's perspective of Bill Gale's sailing career (above)

Sean Langman obviously hit the spot (below)



THE LAST GREAT GREEN STREET GENT

Some lines on the retirement of Bill Gale from regular racing at the SASC

Now every time a Southerly blows we'll always think of Bill,
We'll think of him and *Ranger*, and of Gale Street, Hunter's Hill,
Of fish fries in the summer heat, of stout before the race,
Of hearty laughs and classic yachts, and Bill's long cheery face.
That jaunty gait and ready quip, the trademarks of his ardour:
A love of sail — and sailing folk — on sparkling Sydney Harbour.

Adherents of the gaff rig faith could find no better preacher,
For him the boats that hoist a spar should need no other feature,
"They reckon gaffers cannot point," (he mocks with gentle laugh),
Then hauls some main to twist the leech — and cut the breeze in half.
"She sails herself" he likes to say, with hands above the tiller,
"I haven't had to change this rig since sheets were of manila."

At any function (large or small) Bill loves to give a speech,
Imparting yachting anecdotes to everyone in reach,
Resplendent in club blazer and his neatly knotted tie,
He tells us all the history — the "who", the "what" and "why".
A century of shipwrights, (he knows each one by name),
And once he's started none of us can shut him up again!

It seemed that every other week he'd find a new harem
Of lissome girls in tight-fit pants to join the *Ranger* team,
His loyal crew endured this jape but feared when winds grew fresh,
Their captain's driving hand might find temptations of the flesh.
(But other skippers lived in hope — a long way further back —
That glimpsing ample cleavage might give Bill a heart attack.)

Boat maintenance is not his strength, he favours lighter things,
As long as *Ranger* stays afloat Bill overlooks its dings,
He always sees that heavy work is left to other blokes,
And gives the major painting jobs to Sean & Co. at Noakes.
He did, however, once appear with two-inch brush in hand,
To do the crudest varnish job that's ever graced this land.

The Club is central to Bill's life; we have no prouder member,
For more than sixty seasons he'd look forward to September,
The start of racing kept him young; the simple love of sailing,
The Club, for its part, tried to help when Bill's old strength was failing,
So now the pontoon "Gale Rail" stands in tribute to his life,

And those of us in middle age board dinghies, free of strife.
But now he's quit. No more we'll see that friendly, cheerful dial,
Those baggy pants with shirt-tails out; that warm and generous smile.

No more the battered canvas hat, those ancient jokes and stories,
 The tales of races long ago, and long-forgotten glories.
 Yet through it all shines one great truth of Bill and his *AI*:
 Above all else he understands that sailing should be fun.

So here's to Donald William Gale, the last great Green Street gent,
 His life a happy testament to sailing time well spent.
 Bill's legacy is plain to see on any Saturday,
 When booming fleets of classic yachts can now come out to play.
 The SASC owes him much – we love him with a will,
 And every time a Southerly blows we'll always think of Bill.

David Salter

ANOTHER RANGER!



A group of Ranger-class owners, past present and future, gathered in late August to toast the memory of Cliff Gale and to dedicate the keel of the next new Ranger. Standing around the stem assembly, from left to right are Warwick Thompson (former owner of *Maluka*), Ian Smith (builder of this boat), Mark Pearce (*Cherub*), Marcus Cranney who has built a new Ranger to hull and deck stage outside Murwillumbah, Bill Gale holding the original half hull model of *Ranger*, Brendan and Susie Moore (*Careel*), Simon Sadubin (*Etrenne*), and Graeme Proctor (*Retreat*). Ian expects the build to take about five years and other gatherings will mark significant stages in the construction. The boat will be carvel planked in Huon pine on Spotted Gum. Ian and Marcus are both working to the lines Ian and Simon took off *Ranger* about eight years ago when they shared the boatshed at Chowder Bay

LIFE MEMBERS LUNCH



A very successful lunch for Honorary Life and Life Members was held at the Club on 12 August, organised by Tony Saunders. For some reason, on these occasions it is traditional to acknowledge Her Majesty Queen Victoria. Naturally, she could not be present but Maggie Stewart, seen below with the Commodore, was kind enough to stand in for her this year.

photos John Jeremy



FLAG OFFICERS DINNER

October 2014



The annual Flag Officers' Dinner was held at the Club on 19 September attended by some 55 members and guests. Commodore Liam Timms (below) welcomed the guests who included Flag Officers from Sydney yacht clubs and RMS Boating Services Officers

photos John Jeremy





The Club looked a picture on 19 September for the Flag Officers' Dinner. Leanne Gould generously provided many of the flowers used for the night.

SALVATION ARMY CHRISTMAS APPEAL

As usual the Club will be collecting goods for the Salvation Army Christmas Appeal. All donations must be at the Club prior to the second Friday in December and the criteria for each type of donation follow.

Food: non-perishable, preferably with a long storage date, that can be used by families over the Christmas and New Year period.

Unwrapped gifts: Unwrapped presents allow parents to personally select suitable gifts for their children. This is a more dignified way of allocating gifts. If you are really stuck for an idea or pushed for time, you may wish to supply some wrapping paper to allow parents to wrap the gifts themselves.

Gift vouchers: What a great idea! They're perfect because of their flexibility. They're an ideal gift for older children and adults, or for a parent who doesn't want to miss out on the joy of purchasing their child a Christmas gift directly from the store.

Soft toys: Please refrain from donating soft toys as the Salvation Army receives an abundance of soft toys.

If in doubt, have a chat with Megan or Judy in the office on 9953 1433.

VALE JOHN JACKSON OAM

October 2014

It is with great sadness that I report the passing of another of the great stalwarts of our Club — a past Commodore who sailed his last voyage on 9 September 2014.

John Jackson joined the Club in 1954 and was a contemporary of the writer at an important time in the history and development of the Club. We met at the time when the Club was in its period of “hibernation” having been without a clubhouse since 1900 and was conducting its meetings at History House in Circular Quay.

Possibly John, myself and Bill Gale were the only extant members who might have had a memory of this period. The Club was then racing a variety of boats including open boats. At that time yachting and yacht clubs were coming into the modern era and so we were enthusiastic in our efforts to bring SASC into the 20th Century.

John was racing *A’ Bhirlinn*, a small Bermudan sloop which was moored opposite the present Club, then a battered old boatshed owned by Max Emken. John was a successful racer winning a gold medal in the 1956–57 season and again in 1959–60.

In 1961 he was racing secretary, a director of the Club and our YA NSW delegate. John introduced a winter series of racing in 1961 but this did not capture the SASC imagination and the CYC took up the baton with some success.

By now he owned *Lady Luck* and won a gold medal in 1961–62.

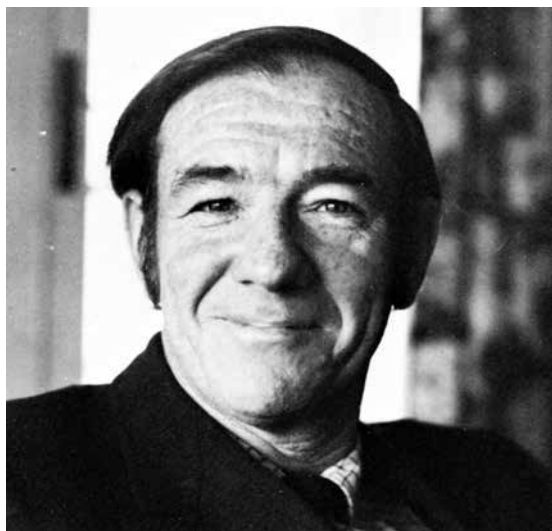
John was a member of the committee which sought out and assisted in acquiring the present Clubhouse in 1962 and went on to become Vice Commodore and Chairman of the Centenary Celebrations Committee.

Commodore John Jackson

In 1966 he succeeded the writer as Commodore of the Club and was made a Life Member in 1969.

John organised a well appreciated event “Northcott Afloat” — a charity event for children of the Northcott Crippled Childrens’ School when members transported the children around the Harbour in their yachts for some years until the school closed. This event formed the model for other Clubs who then ran similar events.

Other boats John raced were *Game*, a quarter tonner and, later, a Soling *Freezing Hot*.



An optician by profession with shop premises in Parramatta, in later life he devoted himself to service of the profession.

As a mark of the calibre of the man he became the Chairman of the Optical Licensing Board for some 20 years and also of the Guild of Opticians and inaugurated the Australian Dispensing Opticians Association

As a result of his efforts, in 2008 John was awarded the Medal of the Order of Australia (OAM) for his services to his profession.

John is survived by his wife Jeanne, always a willing helper in the Club events and two children — his son Peter and daughter Ruth who have our sympathy.

During all of his life until his last days John Jackson was an enthusiastic supporter of the Club and was a fine example of the dedicated spirit which has allowed it to evolve the unique character it bears today.

He will be sorely missed and our Club bids him fair winds and quiet seas on the rest of his voyage.

Nick Cassim

VALE LAURIE SCHNEIDER

Past Commodore Laurie Schneider passed away on 21 September at the age of 90. Laurie was recently seen at the Club when he attended the Honorary and Life Members lunch on 12 August.

Laurie was Commodore 1969 to 1971 and was subsequently elected an Honorary Life Member. He was also a former Chairman of the Boatshed Committee and was an active member of the Club's Centenary Celebrations Committee in 1972.

Commodore
Laurie Schneider



The following is partly from memory.

Laurie was a toolmaker who somehow acquired a hardware store from which he did quite well. It enabled him to pursue his passion for sailing International Thunderbirds. This was a plywood, hard-chine vessel designed in Seattle. Over 1,250 were built world-wide with 100 in Australia of which 60 were in NSW.

In 1972, according to our centenary book, the SASC had 20 in our race programme — the class being pushed on by Laurie. Laurie was also President of the Thunderbird Association in Australia. He twisted my arm to join the Thunderbirds and I purchased

Thunder I and commenced racing in his division but I could never catch him and had to rely on the handicapper!

Laurie had a plywood Thunderbird, *Larriken*, which was followed much later by fiberglass versions *Larriken II* and *Scarecrow*. He raced in world championships both in Australia and overseas. Laurie's first wife, Babs, passed away some time ago and a later Thunderbird regatta in Vancouver, he met a Canadian lady, Joan, who was racing her own Thunderbird. Joan moved to Sydney and they were married. Joan has also passed away.

Thunderbirds were a fast 26 footer for their time and Laurie tried to keep the class alive by pushing the fiberglass version, but newer vessels arrived with more features and the division eventually collapsed. Laurie, being technically competent, was also very much involved with veteran cars, rebuilding and displaying quite a few to pristine condition. The following is from his funeral notes:

With the wind on the starboard, you hold sway,
The man on port tack must give way,
Hauling a wind or running free,
The weather ship luffs for one a-lee

So Laurie has gone on his last spinnaker run.

Tony Saunders



Photo John Jeremy

Laurie Schneider
at the Life Mem-
bers' lunch on
12 August this
year

ARCTIC WRECK FOUND AFTER 169 YEARS

After more than 169 years, Canadian researchers have discovered one of the two ships from the doomed Arctic expedition of Sir John Franklin, cracking one of the largest mysteries in sea exploration.

The wreck was found some 11 m below the surface using a ROV recently acquired by Parks Canada. It has since been identified by divers from Parks Canada as HMS *Erebus*.

“Franklin’s ships are an important part of Canadian history given that his expedition, which took place nearly 170 years ago, laid the foundations of Canada’s Arctic sovereignty,” said the Canadian Prime Minister, Stephen Harper.

Also commenting on the finding, Her Majesty Queen Elizabeth wrote, “I was greatly interested to learn of the discovery of one of the long-lost ships of Captain Sir John Franklin. Prince Philip joins me in sending congratulations and good wishes to all those who played a part in this historic achievement.”

On his fourth Arctic expedition, Royal Navy officer and explorer Franklin departed England in 1845 with his crew to explore the last un-navigated sections of the Northwest Passage



Photos Parks Canada

A sonar image of the recently-discovered wreck (above)

Cannons and loose timbers on the starboard side near the stern of the wreck of HMS *Erebus* with Parks Canada diver Filippo Ronca taking measurements at the muzzle of a cannon (below)



when the expedition's two ships became icebound in Victoria Strait near King William Island, killing all 128 men aboard.

Several artifacts from the expedition have been found over the years, but until this latest discovery there has been no sign of either vessel.

Marty Klein, founder of Klein and of Side Scan Sonar, whose technology was utilised in the discovery, said, "This find ranks as one of the most important shipwrecks ever found with the help of side scan sonar including RMS *Titanic*, USS *Monitor*, *Hamilton* and *Scourge*, H.L. *Hunley*, HMS *Mary Rose*, the *African Boy* shipwreck and *Lake George Radeau*."

Sonar imaging led researchers to believe that the wreckage is relatively well preserved and that condition has been confirmed by divers.

Eric Haun

FORTY YEARS BETWEEN BEACHINGS AT LORD HOWE ISLAND

Marking 40 years since she and her sisters, HMA Ships *Brunei* and *Buna*, last retracted from that beach, HMAS *Labuan* beached at the exact place of their last mission at Lord Howe Island.

During her decommissioning voyage, the Landing Craft Heavy (LCH) kissed the sand of Prince William Henry Bay in darkness on Sunday 9 August.

HMAS *Labuan*
beached at Lord
Howe Island

RAN photograph



SASC NEWS

Labuan's Commanding Officer, Lieutenant Christopher Cockerill said that it was great to see such support for Navy from a small community.

“We were expecting the local police sergeant on the beach; however, we were pleasantly surprised by the large turnout of locals,” Lieutenant Cockerill said.

Labuan's last ever drying-out routine under an Australian White Ensign allowed the small community a rare, up-close look at an Australian warship.

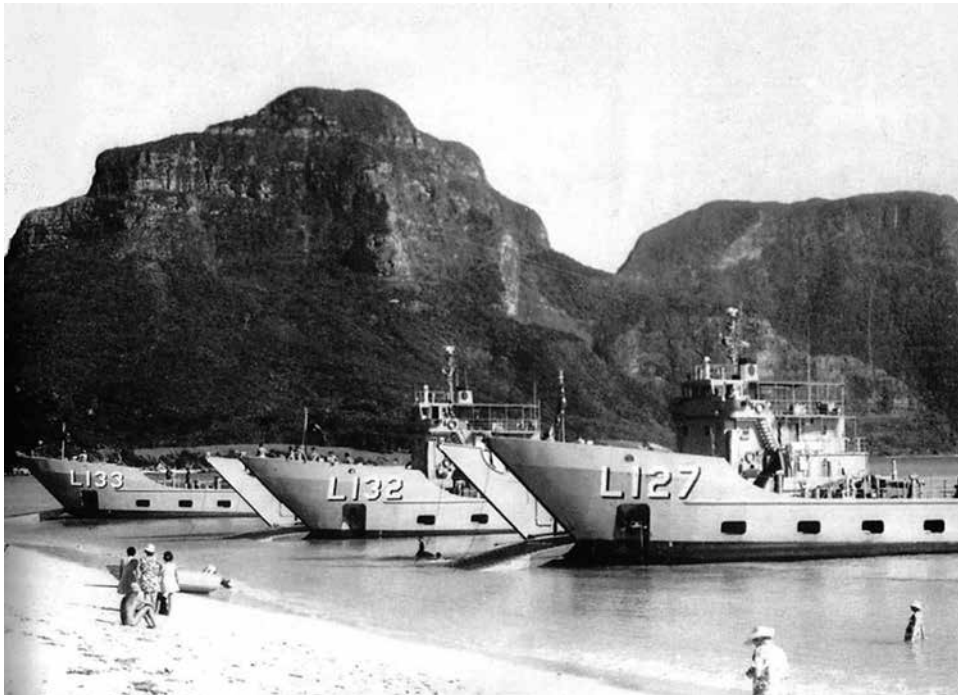
With the bow door down and the ship open to visitors, several locals approached the members of the ship's duty watch to recount their own childhood memories of the ship's first beachings. Leading Seaman Christopher Gamble said it was great to be able to beach the ship one last time on the Island.

“This is a special occasion, not just because it's our last drying-out routine, but because of our shared history with Lord Howe Island,” Leading Seaman Gamble said.

The arrival of the LCHs in 1974 was a significant event for Lord Howe Island. The ships, along with a Squadron from the Royal Australian Army Corps of Engineers, assisted in the construction of the Island's airfield. The unique capability of the LCH enabled the transportation of essential equipment to an island with no deep water berths.

HMA Ships
Betano, Buna and
Brunei at Lord
Howe Island in
1974.

ADF photo



The airport was necessary following the withdrawal of the seaplane service to the island. It also made way for increased tourism as well as providing locals with easy access to the mainland, giving the isolated community a much needed economic boost.

During the recent three day visit, the ship's companies of *Labuan* and *Tarakan* explored the island's pristine beaches, rugged tracks and inspiring mountains. All agreed the island was a paradise but the ship's golfers and fishermen were particularly sorry to depart. The Lord Howe Island community farewelled the sailors with a fish barbeque and games of lawn bowls.

All three remaining LCHs will be decommissioned in late 2014. HMAS *Buna* was decommissioned in 1974 and transferred to the Papua New Guinea Defence Force.

Ben Johnson
Photo John Jeremy

The flying boat service to Lord Howe Island ended when the airstrip was completed



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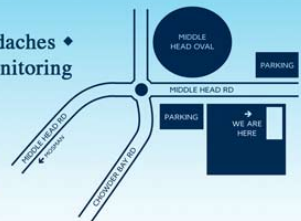
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THEY DO STILL BUILD THEM LIKE THAT

On 12 September, the Royal Navy of Oman formally accepted ownership of its new sail training vessel at a ceremony at Damen Schelde Naval Shipbuilding in Vlissingen, the Netherlands.

The three-masted steel clipper, named RNOV *Shabab Oman II*, will sail the world's oceans as an ambassador for Oman, demonstrating the country's centuries-old maritime tradition. The 87 m vessel is Damen's third such clipper.

The acceptance ceremony follows the successful completion of sea trials in late July which took place in North Sea coastal waters around Vlissingen.

"During the trials, we checked everything that cannot be tested while moored in the harbour," explained Damen Project Manager Arnoud Both. *Shabab Oman's* impressive 2,700 m² sail area was also put to the test.

Damen brought in eight of its own technical personnel and a number of systems subcontractors for the sea trials. However, sailing such a special vessel requires specialised expertise.

"We hired an experienced clipper captain and some of the officers and crew members from another Damen-built clipper, *Stad Amsterdam*," said Mr Both.

RNOV *Shabab Oman II*

Damen photo



BERMUGAFF OR GAFFUDIAN?

October 2014

The main in the photograph of the 18-footer is either a Bermugaff or Gaffudian sail — I would be pleased to hear from a kind reader the correct description. Mast height in the modern 18-footer is restricted and the only way to greatly increase sail area is with a high-aspect ratio gaff rig using modern technology.

The centre of effort is much lower than if the same sail area was used in a triangular sail if taller masts were permitted. It would be very difficult to hold the boat up in a breeze if a taller Bermudian was legal.

Recently I contacted a sailmaker about the relevant technology and he referred to the head batten as the gaff batten. An SASC Super 30 skipper tells me that he is minutes faster in light airs so rigged and the gaff batten swings to leeward in a squall thus reducing the heeling moment. He has much better leech control than with a classic Bermudian main which would require a mast eight feet taller to obtain the same area.

In the last Hobart race *Wild Oats*, while working to the finish in a very strong wind, had a deep reef in the main and, with the decrease in the foot length, the dimension of the gaff batten was emphasised. The result was a quadrilateral (gaff profile) if ever I saw one.

Southerly

A modern gaffer?



SEARCH FOR AE1 DISCOVERS CONTACT OF INTEREST

The Australian Defence Force has confirmed that a number of contacts of interest were discovered during the search by HMAS *Yarra* in the Duke of York Islands, Papua New Guinea for the wreck of the Australian submarine AE1.

The contacts were located during the search for HMAS AE1, which was conducted between 6–9 September. A number of contacts were able to be classified as natural objects. However, one contact remains unidentified and will require further investigation.

These types of contacts are frequent in this region due to large rocky outcrops or ridging along the sea bed, as well as battle debris from World War II.

The sea bed in the search area is a very steep volcanic shelf with numerous large rocks. The water deepens quickly as it extends from the coast.

The contact will require further interrogation prior to confirmation or elimination. This will be subject to operational requirements.

The RAN will not disclose the exact location of the contact until it has been properly identified.

RAN photos



Able Seaman Combat Systems Operator Mine Warfare Ryan McDonald (right) and Seaman Combat Systems Operator Mine Warfare Rodney Burnett guide the Mine Disposal Vehicle outboard from HMAS *Yarra* to investigate an underwater sonar contact in the waters of Papua New Guinea



The Royal Australian Navy's coastal minehunter, HMAS *Yarra*, conducting an underwater search for HMAS AE1, the RAN's first submarine, in the shadow of Rabaul Tavoruvur (volcano) off the coast of East New Britan in Papua New Guinea.



HMAS *Yarra*'s operations room closed up during the search for AE1 which has been missing for 100 years

WORLD'S LARGEST FAST CREW BOAT

The 70 m Fast Crew Boat (FCB) was christened *Muslim Magomayev* at a ceremony at the Incat shipyard in Tasmania on Monday 15 September.

The Australian shipbuilder Incat Tasmania has built the vessel for the oil and gas industry in Baku, Azerbaijan.

Caspian Marine Services executives and 12 Azerbaijan crew witnessed 10-year-old Hilary Clifford, granddaughter of Incat Chairman, Robert Clifford, cut the ribbon releasing the champagne.

The vessel is named *Muslim Magomayev* in honour of Azerbaijan's famous opera and popular music singer Muslim Magomayev who died in 2008. Magomayev was a renowned entertainer not just in Azerbaijan but all the former Soviet states, often dubbed as their answer to Sinatra.

This first-of-type DP2 class 70 m vessel is being delivered to Caspian Marine Services to operate fast crew transfers for 150 offshore workers to multiple installations in the Caspian Sea. The high speed of the FCB will allow operational efficiency over helicopter transfer for both passengers and cargo, whilst the semi-SWATH hull design, along with active ride control, will reduce stress on passengers so they arrive at an oil platform relaxed and fit to work.

Muslim Magomayev has a deadweight capacity of about 200 t and is capable of carrying 150 passengers and 14 crew, along with deck cargo, in up to 40 knots of wind and seas of 3 m significant wave height.

The vessel's 16 m beam was determined by the width of the Volga-Don

Photos by Peter Harmsen

Muslim Magomayev on trials



Canal which it must transit on its delivery from Hobart, Tasmania to Baku in Azerbaijan.

October 2014

Muslim Magomayev will be the world's largest high-speed crew catamaran operating in the global oil and gas industry. Power is supplied by four 2880 kW MTU engines each driving Hamilton HT 900 waterjets. The design speed was 36 knots with a service speed of 30 knots at full load and 90% MCR. On her first day of trials the vessel comfortably achieved 38.7 knots at a light displacement.

The ship has been constructed of lightweight marine grade aluminium over the past year at Incat Tasmania's Derwent Park Hobart shipyard, with concept design by Incat Crowther of Sydney and production engineering by Revolution Design Pty Ltd (Incat Tasmania's design team). It is the first craft Incat has built to the DNV Clean Design notation, giving it a "Green Passport".

The vessel's electronic installations are extensive with an expansive wheelhouse to accommodate the range of high tech systems required for the dynamic positioning.

Crew transfer is completed primarily by the Amplemann system, a stabilized access platform, providing a stable deck and gangway to safely transfer between the offshore platform and the vessel. The access platform compensates for the vessel's motion by using six hydraulic cylinders. The FCB will hold station with four control stations each utilizing Hamilton Jet's MECS control system integrating with a DNV DYNPOS-AUTR dynamic positioning system. This system provides improved safety during crew transfers in conditions up to sea state 4.

Starboard quarter view of *Muslim Magomayev* at speed



NEW MEMBERS

We welcome the following new members:

Lachlan Evans
 Ian Forbes
 Bruce Marich
 Colin Ritchie
 Nino Tesoriero
 David Weston

SASC NEWS IN COLOUR

Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

FOR THE RECORD

Frank Hetheron is wondering if he has discovered a cloak of invisibility. Reports of the Bob Brown Trophy races of 2013 and 2014 in the *SASC News* both failed to mention that *Molly* was the first over the finish line. *Molly* was not invisible — the results on the web site record her achievements and now, for the record, so does the *SASC News*.

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
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top (2XL only)	\$49.00
<i>The Australia Day Regatta</i> (book)	\$70.00



NEWSLETTER DEADLINE

The next *SASC News* will be the December 2014 edition. Contributions from members, which are always welcome, should reach the editor by Friday 28 November 2014. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Rana (A20) sailing on Sydney Harbour in 1930. *Rana* was owned by Commodore Dick Down who held that office for a record twenty years, from 1914 to 1934. *Rana* is being restored by Peter Langman and should be sailing in SASC events again in the not-too-distant future

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.

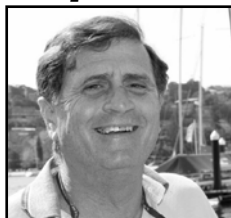
The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

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

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