



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2002

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Cover:

Rob Roy, Tangalooma and Abedare at the start of the Captain Slocum Trophy race on 3 November. The trophy was won by Rob Roy (J. B. Rousselot)

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COMING EVENTS

DECEMBER 02

SATURDAY 7 DECEMBER 2002

Tenth race for Cavalier 28 Division and eleventh race for OK Dinghies, Classic Division and Division 2.

SATURDAY 14 DECEMBER 2002

Eleventh race for Cavalier 28 Division and fourth race in Cavalier 28 short series. Twelfth race for Classic Division and Division 2. Third race in Classic Division short series and sixth race for Division 1 and Division 2 short series.

SUNDAY 15 DECEMBER 2002

Fourth race for Division 6 and Gaffers Division.

SATURDAY 18 JANUARY 2003

Twelfth race for Cavalier 28 Division and OK Dinghies. Thirteenth race for Classic Division and Division 2.

SATURDAY 25 JANUARY 2003

Thirteenth race for Cavalier 28 Division and OK Dinghies. Fourteenth race for Classic Division and Division 2.

SUNDAY 26 JANUARY 2003

Australia Day Regatta.

SATURDAY 1 FEBRUARY 2003

Fourteenth race for Cavalier 28 Division and OK Dinghies. Fifth race for Cavalier 28 short series. Fifteenth race for Classic Division and Division 2. Fourth race in Classic Division short series and seventh race for Division 1 and Division 2 short series.

SUNDAY 2 FEBRUARY 2003

Fifth race for Division 6 and Gaffers Division.

TUESDAY 4 FEBRUARY 2003

First race in Paul Slocombe trophy twilight series.

SATURDAY 8 FEBRUARY 2003

Fifteenth race for Classic Division and OK Dinghies. Sixteenth race for Classic Division and Division 2.

SATURDAY 15 FEBRUARY 2003

Sixteenth race for Cavalier 28 Division and OK Dinghies. Seventeenth race for Classic Division and Division 2. Eighth race for Division 1 and Division 2 short series.

***NEED
THE TEN-
DER?***

***Call Robbie
on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700



I expect that many Club members have seen the new pontoon. It floats! We owe John Jeremy and his numerous advisers a vote of thanks for overseeing this project. Without their volunteer input the pontoon might not have been as well engineered as it is. Thank you to everyone involved.

Captain Amora will soon be complete as an up-to-date race control vessel. A new flag gantry has been installed, and should shortly be fully rigged. A new boarding ladder is also being fitted. This work finishes an upgrade program generated by the race officials that has continued for some years.

Club racing flourishes at present with satisfactory attendances on Friday evenings and a good fleet taking advantage of the Sunday program. A very successful Endeavour Championships was conducted recently with the promise of the fleet returning next year. Idle Hour Day was well patronised and I thank those that organized the beach refreshments.

I recently attended a lunch in the city where Dennis Connor spoke about the America's Cup. Whilst I felt somewhat detached from the relevance of the series such as it is now, I was fascinated by the story that unfolded as he spoke. It really does remain an awesome event, a truly relevant part of sailing folklore. I got the impression that there are some great deals to be had visiting the venue in Auckland and I have left some literature on the notice board at the Club regarding these. With the NZ dollar good value maybe some will consider a trip.

Waterways recently invited representatives of Sydney sailing clubs to a forum at Rozelle to discuss safety on the harbour, particularly in regard to Sydney ferries. Sydney Ferries have concerns about the behaviour of some sailors, and Waterways wants to encourage good behaviour amongst all users of the harbour. John Jeremy attended the forum and his report appears on page 20.

Competition for space on the harbour continues to grow. Waterways recently published a *Sydney Harbour Traffic Management Plan — Issues Paper* and has invited submissions on the topics addressed and any other relevant issues. The SASC will be making a submission, as, hopefully, will other sailing clubs. Commercial pressures are growing steadily with ever-larger numbers of cruise boats and even high-speed thrill-seeker speed boats. If we are not vigilant, the freedoms we have enjoyed on the harbour for generations will be eroded.

We all have a responsibility to maintain safety on the water and to help all water users enjoy the harbour. We may need to demonstrate that we can train our race officers and control our competitors, so that interference with the ferries and commercial craft is minimised. Our sailing instructions state that 'Yachts found to have interfered with the commercial shipping may be disqualified.' Perhaps the 'may' should be replaced by automatic disqualification. I would like to hear from members, in writing, regarding these matters. In the meantime, please cooperate when racing. If in doubt, tack away from commercial vessels and ferries. Take your actions early and decisively and always maintain a good lookout. The fewer the incidents, the less chance there is that our activities are restricted.

Charles Maclurcan

Mark Twain gallops 408 n miles to Lord Howe Island on starboard tack.

It's a bloody long way to sail for a cricket match, especially when you know the Yachties XI is sure to endure its usual thrashing. Never mind. For many of us the Gosford–Lord Howe Island race is the most enjoyable blue-water event on the calendar — a genuine Cat One passage ending at a glorious and unfailingly hospitable destination. So here we go again...

After a two-year personal absence from the LHI skipper Hugh O'Neill ducked below the barging buoy and brought *Mark Twain* up onto the reach we'd be enjoying for the next 58 hours 48 minutes and 25 seconds. The breeze was SW, dead on the beam and gusting to 25-30 apparent. "Too tight for a kite!" was the unanimous (and relieved) call from the crew of Mike Tomaszewski, Steve Grellis, Tony Purkiss, Ross Butler, Richard Lamrock and myself. With sheets eased *Twain* balanced nicely on one reef and the No. 3, making a steady 8.4 knots plus up to a knot of favourable set. Smiles all round and gleeful predictions of a record trip. We settled into our standard watch rotation system and for once I scored a nice, dry, lee pilot berth. One must always be thankful for small mercies.

There was precious little for Tomo to do as navigator. The rhumb line

by
David Salter

LANDFALL... is there a lovelier finishing line anywhere in the world?



bearing to the Island was 062° and we had no trouble trimming to that course. *Keeping* to it was another matter entirely. While the breeze may have been remarkably constant the sea-state was not. Underlying the quartering wave pattern was a 3-metre swell of unusually long fetch. This generated an awkward fish-tailing motion that made it difficult for any helmsman to find the “groove”. We all struggled to maintain hull speed and a straight wake. During one of his rare excursions on deck Tomo accepted an invitation to drive but gave up after one short trick. He returned to his Chief Cook & Bottle Washer duties, never to grace the helm again.

Late on the first afternoon came a worrying sight about two miles to windward: our SASC team-mates on *Bright Morning Star* charging back towards Pittwater under full sail. What could have happened? Speculation centred on either a serious crew injury or hydraulics failure. The next radio sked held little to help solve the puzzle. *BMS* confirmed they were “proceeding to Lord Howe” but had now retired from the race because their repairs required outside assistance. It was rotten luck for Dal, John Sturrock, Mel Godfrey and Gibbo. A broken steering cable cost them a certain podium finish on PHS.

Meanwhile, our race on *Twain* was quickly becoming almost routine. The breeze was so consistent it felt as if we were crossing the Pacific with the Trade Winds. Largely to keep ourselves occupied we shook out the reef, tweaked the barber-hauler and fiddled about changing between the No. 3 and No. 2 as the apparent varied. Cockpit conversation

SASC EAST...the
Leanda-Lei
Lodge, unofficial
club HQ for the
LHI race



was dominated by earnest debate over the dinner menu (and the usual defamatory remarks about how much slower the *other* watch was than our excessively talented selves). We were all more than satisfied with our first 24 hour run of 182 miles.

By the second night the sailing was a bit more robust and some of us were now sleeping in our wet weather gear. The SW had freshened again and come slightly ahead of the beam. And, with the gear now hardened up, a familiar old *Mark Twain* problem re-emerged.

Bang! “Bugger it! Genoa halyard’s gone!” A quick sweep of the torch revealed the No. 3 flogging itself slowly down the forestay. (Exactly this breakage has happened to us twice before — both times with the No. 3 up. The masthead sheave tends to jam under load so that the wire part of the halyard then steadily chews through itself with every passing wave.) We needed to de-power *Twain* immediately and somehow get the headsail under control before it became a sea anchor. In the initial confusion, with only two of us on deck in total darkness, our first attempt to stall the boat became a nasty involuntary. As we crash-tacked back the mainsheet caught the binnacle mounting and slammed it forward at a rakish angle. Meanwhile, the off watch roared up the companionway shouting obscenities in all directions.

Within minutes the hexed No. 3 had been recovered and sent back up on the port spinnaker halyard. Despite the enormous forces involved the only damage we could find was the bent binnacle mount. The compass itself was somehow still reading true. *Mark Twain* is an incredibly tough little boat.

That was the beginning and end of our dramas. The second 24-hour run was again exactly 182 miles, an extraordinary coincidence, but shortly afterwards we hit almost 2 knots of contrary current. By sundown the B&G through-the-water trip log was showing us virtually on top of the Island while the GPS reckoned we still had 40 miles to go. Regrettably, satellites don’t tell fibs. It was almost midnight before we ghosted over the finish line below Mount Gower, in company with *Bright Morning Star* which had done well to make up their seven hour delay.

It wasn’t until we came ashore the next morning that the sheer speed of the race struck home. *Merit* had absolutely demolished the old record with a time of 33 hours 34 minutes and 21 sec-

MAN OF THE
MATCH...V H
O'Neill at bat for
the Yachties XI



onds, spending just one night at sea. Even tiny *Berrimilla* had crossed the line before 1000 on the Tuesday so the race committee brought the presentation ceremony forward a whole day.

MINE HOST...Mr Wilson serves fillets of Kingfish caught that morning



And the cricket match? Well, we lost again to the Islanders, but by only 47 runs and the gap is steadily closing. At this rate the Yachties XI should register its first victory around 2008. I hesitate to record that the ‘Man of the Match’ award went to a certain V.H.O’Neill. His prize of a bottle of Bundy went mysteriously missing straight after the game but

was later found by the crew and promptly consumed — in his absence. Lack of rank has its privileges, too.

RESULTS

IMS [Corrected times] *Sting* (Terry Mullens/Sam Hunt) 36 43 05, *Polaris of Belmont* (John Quinn) 37 43 38, *Zoe* (Wayne Millar) 38 03 06.

PHS [Corrected times] *Delta Wing* (Bill Koppe) 48 02 06, *Merit* (Ian Treleaven) 50 04 24, *She II* (Peter Rodgers) 53 20 51.

TEAMS 1. CYCA/TCYC (*Merit, Sting, Zoe*) 2. GSC (*Police Car, Delta Wing, Koolewong*) 3. SASC/RANSA (*Polaris of Belmont, Mark Twain, Berrimilla*) 4. CYCA (*Eureka, Panache, She II*)

FASTEST 1. *Merit* 33 34 21, 2. *Sting* 39 09 42, 3. *Eureka* 40 03 17

PONTOON COMMISSIONED

It was years in the planning, and many may have doubted that it would ever happen, but late on the afternoon of 14 November, the last bolt was turned and Neil Horton and his team from The Jetty Specialist set their course north for Caloundra and home. The new pontoon for the Sydney Amateur Sailing Club was complete. Naturally, there will be a few tweaks to details as we get used to our new 54 t floating craft, but all can now enjoy the brand-new facility. The old days of holding the old pontoon together with straps and crossed fingers are over.

What better way to tell the story of the project than to reproduce some images from the photo album.





9 October — The buoyancy for the pontoon is a large slab of polystyrene foam wrapped in high-density polyethylene (HDPE). The 2 mm thick material (commonly used to line dams) is welded with a heat gun (above)

11 October — The deck of the pontoon is made of reinforced concrete. Several tons of steel was set out on top of the foam buoyancy. The pontoon was assembled at No. 2 White Bay (below)





14 October — The concrete deck is surrounded by a steel frame, seen here being lowered into position. It was galvanised and painted with a marine epoxy paint scheme after fabrication. It is made so it can be removed in sections if repairs are ever need in future (above)

18 October — Pouring the concrete. About 18 cubic metres were required (below)





23 October — After completion, the pontoon was left to cure for three weeks. It was also given a good wash — should this be a new maintenance routine? (above)

23 October — Considerable engineering thought went into the design of the pile guides. A major worry was — would they fit? They did (below)





4 November — Demolition of the old pontoon underway (above)

7 November — The old pontoon left the SASC early under tow to White Bay after sixteen years' service to the Club (below)





7 November — Launching day. After lifting, welding of the HDPE was completed. As it happened, one of the cranes proved to be not up to the job, and the pontoon was put down again to await the help of another, 120 t, crane (above)

8 November — Fitting new HDPE sheaths to the existing steel piles (below)





8 November — Lifting the new ramp into position (above)

11 November — The old pontoon on the wharf at No. 2 White Bay awaiting demolition. Most of the material was sent to the tip (below)





14 November — Almost finished (above)

18 November — The new pontoon in use for it's first special event, the Putt Putt Picnic (below)



TWILIGHT RACING 2002 — 2003

Friday twilights began on 1 November with good attendances in mostly ideal conditions. A Friday evening sail is a great way to end the week and this year participation provides the opportunity for someone to win a tropical holiday for two, thanks to the generous sponsorship of Concise Systems.

To be eligible, boats must be entered for the season and complete more than five races during the season. For each completed race after the first five, the boat's name will be entered in draw, so the more races, the more chances of winning. The winning boat will be drawn at the completion of the last race of the season.

Deciding how much food to order for Friday evenings is one of Faye Buckley's great weekly challenges. If you plan to come sailing on Friday nights, please ring Faye or Maggie Stewart as soon as possible and preferably before Thursday. No table bookings can be accepted after 1200 on the Friday. A booking sheet is available on the notice board, and members are encouraged to use this facility when they are passing.

Volunteers are also needed to help clean up and ensure a great evening for all. Please add your crew to the list on the notice board at the first opportunity.

AUSTRALIA DAY REGATTA 2003

The 167th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Sunday 26 January 2003. This popular event is a great way to celebrate Australia Day, and SASC members are invited to join the Sydney Harbour fleet. A Notice of Race and Entry form has recently been sent to members by Maggie Stewart and it is also available at www.sasc.com.au.

The regatta is managed by the Australia Day Regatta Race Management Committee which has several SASC members — Charles Maclurcan (Deputy Chairman), Fred Bevis (Treasurer) and John Jeremy. Charles Maclurcan and John Jeremy will be starting the main harbour races again this year. The start and finish will be close to Clarke Island, near the Regatta flagship HMAS *Manoora*.

Activities on the harbour are a major part of the Australia Day celebrations and the Regatta is always well supported by SASC Members, so fill out the entry form and come sailing!



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The Royal Navy Type 42 destroyer HMS *Nottingham*, severely damaged off Lord Howe Island on 7 July, has left Australia for home. Following de-ammunitioning and de-storing in Newcastle, *Nottingham* was towed to Sydney on October to await the Dockwise Shipping B.V. heavy lift ship *Swan* for transport to the UK.

Swan is a semi-submersible heavy transport/product carrier that can carry deck cargo up to 25 000 t or 32 928 m³ of clean product cargo in cargo tanks. The ship has an overall length of 180.5 m with available deck space 126.8 m x 31.6 m.

Nottingham was docked on *Swan* off Parsley Bay in Sydney Harbour on 22 October. The docking, which took about ten hours, revealed the extensive damage to the destroyer. *Nottingham* was a tight fit on deck with less than one metre's clearance forward and aft. After further preparation alongside at Garden Island, the ships sailed for Southampton at 0200 on 29 October.

The docking was the largest 'collection' by a heavy-lift ship in Sydney since *Mighty Servant 3* docked the drilling rig *Sedco 600* in January 1989.

At 3 500 t *Nottingham* is a relatively light cargo for Dockwise who operate a fleet of 14 semi-submersible vessels serving the offshore oil and other industries. They recently announced that Hyundai Mipo Dockyard in Korea will jumboise their heavy transport vessel *Blue Marlin*. The ship will be widened by 21 m to create a stable platform of 63 m breadth. After modification, *Blue Marlin* will have a deadweight of 78 000 t, enabling the ship to carry heavy structures up to 73 000 t.

HMS *Nottingham* safe on board *Swan* off Parsley Bay





Dock ships have visited Sydney Harbour more times than we might easily remember. In 1989, *Mighty Servant 3* collected the drilling rig *Sedco 600* off Double bay. The rig had been working on Sydney's new sewage outfalls (above)

The museum ship *Batavia* arrived in Sydney in the dock ship *Condock 3* in November 1999 (below)



by
John Jeremy

Many representatives of Sydney yachts clubs attended a Sydney Harbour Sailing Forum at Waterways on Monday 25 November 2002. The forum was opened by Trevor Williams, the Regional Manager-Sydney of Waterways, who invited a representative of Sydney Ferries to address the meeting.

The forum was planned as an opportunity to discuss issues relating to safety on the harbour, and to encourage a safe attitude to boating behaviour. Sydney Ferries' main concerns relate to safety issues arising from the unpredictable behaviour of sailing craft, particularly dinghies, and the difficulties ferry masters have at choke points on the harbour which often result in problems meeting timetables. The cooperation of clubs was requested, particularly when planning courses. The main areas of concern were on the Manly ferry route and the inner harbour west of Circular Quay.

Waterways described how they had been taking a close look at aquatic licences, particularly for clubs west of the bridge, to keep marks away from pinch points and felt that many problems had been reduced this season. They are most concerned about some clubs placing rounding marks in shipping channels on occasions and warned that Boating Service Officers would remove these marks first and ask questions later. They were relying on yacht clubs to use their best judgement when setting courses.

In the wide-ranging discussion that followed many club representatives praised the Sydney ferry masters for their care and patience in navigation through the sailing fleets on Saturday afternoons. Problems meeting schedules were recognised and it was suggested that Sydney Ferries review their weekend schedules to reduce the pressure on masters. Many of those present identified the behaviour of some cruise vessels and fast motor cruisers as a much greater threat to harbour safety. Waterways urged clubs to report incidents so that appropriate warnings could be given. They said that warnings are frequently effective and they are reluctant to impose penalties unless offences are repeated.

Several yacht club representatives asked Sydney Ferries and Waterways to report any serious incidents with identifiable yachts to them so that the clubs could take appropriate action. They pointed out that the clubs are keen to have their competitors observe the rules and show courtesy on the harbour for the safety of all. Trevor Williams emphasised that Waterways is reluctant to add to the conditions attached to aquatic licences preferring yacht clubs to police their own fleets through their sailing instructions. He asked clubs to spread the safety message amongst members to encourage appropriate behaviour amongst all harbour users.



The Ranger class yacht *Vanity* is now competing regularly in the SASC Classic Division. Sean Langman had a dream a few years ago about this black boat named *Vanity* and he has since transformed the dream into reality. Having taken the measurements of most of the class he informed me that A1 was no *-*ing good on account of the load-carrying bulge in her hull. I asked if I should burn her, but he replied with a definite no. My late father had Billy Fisher flatten the hull as A1 was being built as he did not intend to race her, although he did a few years after her launch.

Construction was well advanced when our director John Crawford purchased *Vanity* and funded the completion of the boat in collaboration with Sean. Melanie, Cliff Gale's grand daughter christened *Vanity* at a fabulous launching ceremony at Sean's yard on 9 March 2001. There were many passionate speeches and copious refreshments.

On October 26 *Vanity* won her race in a very fresh south-easter. Although she did not set running sails she beat the fleet boat for boat (except for a thirty-five footer) on elapsed time with a margin of 52 seconds. At present her light weather performance is patchy; when in the groove she is devastating. Considering she is 24 feet long overall by 9 feet beam and 3.5 tonnes displacement, I find her performance defies belief. This boat has been somewhat optimised for racing, for example her ballast ratio is similar to that of bermudan rigged yachts of *Ranger's* era.

All this is a great joy to me. The concept is a great credit to Cliff Gale, an amateur seat-of-the-pants designer and it is rewarding to see Sean's ideas and boating skills so emphatically vindicated. It is my opinion that *Vanity* is the fastest small heavy cruising yacht in Australia.

Southerly





A most enjoyable Opening of the Season Dinner was held at the Club on 20 September. The Clubhouse looked magnificent and it was an excellent opportunity to entertain representatives from other clubs.

In his welcome, Commodore Charles Maclurcan made a reference to the full moon which seemed to have everyone apart from Kate Maclurcan puzzled (above)



SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON, AND GOOD SAILING FOR 2003

BEST WISHES TO ALL OUR STAFF ON BEHALF OF ALL MEMBERS WITH THANKS FOR THEIR SUPPORT AND EFFORTS OVER THE LAST YEAR



SEASONS GREETINGS FROM FAYE, MAGGIE AND DENISE (ADMIN AND RACING), ROD AND BRETT (BOATSHED), PATRICK (CLUBHOUSE), NINA (FRIDAY TWILIGHTS), ROBBIE (TENDER DRIVER) AND THE STARTING TEAMS

THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible.

The kitchen and barbeque facilities will be available, but the bar will not be open.

TENDER SERVICE

No service on Christmas day or New Year's Day.

Saturday 21 December 0900 – 1700

Sunday 22 December 0900 – 1700

Thursday 26 December 0900 – 1700

Saturday 28 December 0900 – 1700

Sunday 29 December 0900 – 1700

Tuesday 31 December 1300 – Sunset

The office will be closed from COB 20 December to the morning of 6 January 2003.

LETTER TO THE EDITOR

Dear Sir,

On four occasions recently I visited the Club on week days in the late afternoon. I found the Club open and inviting the attention of any passing vandal. On two of the occasions members were working on their boats in the bay but they would have been too far away to note any incident at the Club. We cannot expect the committee or the staff to mind our clubhouse for us at these times. To protect our valuable asset I suggest we all take more interest in the security of our Club.

John Pennefather

VALE DAVID LEWIS

The sailing adventurer David Lewis has died at age 85 at Tin Can Bay in Queensland. His achievements include the first world circumnavigation by multihull, making known the traditional navigation used by Pacific Islanders and leading the way for private expeditions to the Antarctic.

David Lewis wrote *Icebird*, the story of his first solo return voyage from Sydney to the Antarctic Peninsula in 1972-73 on his 32-foot steel sloop. *Shapes in the Wind*, the story of his extraordinary life, will be republished in December, telling how he returned to Australia after the loss of *Taniwha* which broke her foremast on her maiden voyage and sank.

Boating-oz.com

Welcome to the following new members:

Damean Clarke
Dean Crichton
Beverly Schurr
Clay Mullens (Junior Member)
Jesse Mullens (Junior Member)

NEWSLETTER DEADLINE

The next SASC News will be the February 2003 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 22 January 2003. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

AYF MOVES TO NEW OFFICE

After many years at the Royal Sydney Yacht Squadron, the AYF has moved office. The new office is at 18 Herbert Street, Artarmon, NSW 2064. The telephone is 9902 2155 and fax 9906 2366.

The postal address of the AYF remains unchanged: Locked Bag 806, Milsons Point, NSW 2061. The email address and website also remain the same: ayf@yachting.org.au and www.yachting.org.au

NO MORE FOULING?

Surprising new lessons in dolphin anatomy and polymer chemistry may be teaching researchers a thing or two about how to keep ship hulls free of tubeworms, barnacles and other aquatic organisms.

Dolphins are well known among anatomists for the extraordinary hydrodynamic properties that allow them to reach sustained swimming speeds of 20 kn or more. Now a chemist is taking her inspiration from another exceptional dolphin feature — its unique skin topology — to combat the underwater biofouling of ship hulls

Karen Wooley, a professor of organic and polymer chemistry at Washington University in St. Louis, USA, said marine organisms normally lock into place on ship hulls or pier pilings through secreted protein adhesives. These glues operate on the nanoscale level, a sub-microscopic realm that affords them Lilliputian footholds.

Speaking to science writers recently at a Council for the Advancement of Science Writing conference hosted by Washington University, Wooley explained that her work focuses on understanding molecular-level interactions between biological systems and synthetic materials, whether harmful or beneficial. Her challenge for combating biofouling, then, has been to devise a polymer on the proper scale to prevent adhesion by such marine organisms.

From www.newsday.com, 3 November 2002



To complement the story of the construction of the new pontoon, it is perhaps appropriate to remember our previous pontoons in *From the Archives*. The original dinghy pontoon was a small affair, seen above on a damp Northcott day in February 1983. Its replacement, seen below in October 1986 with *Tingari* alongside, transformed boat handling at the Club.





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