



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2007

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Members	(02) 9953 6597
Racing (Monday & Friday only)	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au
Commodore	John Crawford
Vice Commodore	Bill Hogan
Rear Commodore	Liam Timms
Honorary Treasurer	Tony Clarkson
Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh

Cover:

Buck leading
Hickup and
Agent 88 during
the Super 30 race
on 24 November
(Photo John Jeremy)

CONTENTS

Coming Events	3
Signals from the Commodore	4
Musings from <i>Captain Amora</i>	5
Stress relief	9
Jigging in the Rigging	10
Images of LHI 2007	11
Dispatch from Hong Kong	13
Boat Porn	16
Australia Day Regatta	20
Sunday Sailing with the SASC	23
<i>Vanity</i> to Tasmania	25
Super 30 Action	30
Port Ops for Botany Bay	32
Holidays at the SASC	33
New Members	34
From the Archives	35

The SASC News is published six times per year.

Editor: John Jeremy

email: news@sasc.com.au

Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

COMING EVENTS

December 2007

FRIDAY 18 JANUARY 2008

First twilight race for 2008.

SATURDAY 19 JANUARY 2008

Point score races for Division 1, Division 2 (main and short series), Super 30 Division (main and short series), Classic Division and Cavalier 28 Division.

SUNDAY 20 JANUARY 2008

Point score races for Division 6 and Gaffers Division.

SATURDAY 26 JANUARY 2008

172nd Australia Day Regatta

SATURDAY 2 FEBRUARY 2008

Point score races for Division 2 (main series), Super 30 Division (main series), Classic Division and Cavalier 28 Division.

TUESDAY 5 FEBRUARY 2008

First race in the Paul Slocombe Trophy twilight series.

SATURDAY 9 FEBRUARY 2008

Point score races for Division 1, Division 2 (main and short series), Super 30 Division (main and short series), and Classic Division.

SUNDAY 10 FEBRUARY 2008

Point score races for Division 6 and Gaffers Division.

TUESDAY 12 FEBRUARY 2008

Second and third races in the Paul Slocombe Trophy twilight series.

SATURDAY 16 FEBRUARY 2008

Point score races for Division 2 (main series), Super 30 Division (main series), Classic Division and Cavalier 28 Division. Young 88 Regatta.

SUNDAY 17 FEBRUARY 2008

Young 88 and Super 30 Regattas.

TUESDAY 19 FEBRUARY 2008

Fourth race in the Paul Slocombe Trophy twilight series.

SATURDAY 22 FEBRUARY 2008

Point score races for Division 1, Division 2 (main and short series), Super 30 Division (main and short series), and Classic Division.

**LOOK-
ING FOR
THE TEN-
DER?**

**Call Mike, Al-
lan or Craig
on
0418 678 690**



Well the spring part of our season has nearly passed us by with a very mixed bag of weather. We will see what the December weeks bring and then we all get ready for summer. I trust everyone has had an enjoyable first half, certainly on the water the SASC has been starting some big fleets, with the Super 30s seemingly everywhere you look on the harbour and almost everywhere you look on the land. It's great to have such an active and, dare I say, youthful group back at the Club on Saturdays adding to our diversity, a hallmark of the SASC.

Those of you who race regularly will be aware that harbour is a busy and a potentially dangerous place especially when people do not abide by the well established rules of the road. You may have noticed that the commercial ferries have been blasting their horns much more regularly in recent times. This is a signal to all of us that we must give way to all traffic flying the red diamond — it is also a signal that our sailing activities are under pressure.

If you do not give way, apart from being irresponsible you will join a small but selfish group of yachtsmen whose on-water behaviour has already been noted and whose actions may well result in all of our harbour activities being further restricted by the authorities. Please ensure by your example that you are not one of that group.

Running up to Christmas I would like to thank everyone for their contributions to the Club, be it racing, cruising or just sitting on your boat in Mosmans Bay. Special thanks go to our small but efficient staff who keep the place operational. Thanks to Megan and to Maggie on the inside, Rod Phillips and his boatshed team on the slipway, to Frank Rulli for keeping us spick and span and to our tender drivers Alan Williams and Mike Power and Craig Whitting for delivering and collecting us. Finally, thanks to my fellow directors for their sound advice and constant good humour and to our race management teams who get us on our way each weekend whatever the weather.

Before I close I would like to acknowledge a special thanks to Patrick Munn who retired from the SASC office in June. Patrick ran the office for many years with a modest understated manner and a quiet determination, he never appeared to stress yet everything happened as it should. I know many people miss Patrick and while he may have gone, he is not forgotten. Thank you Patrick.

Next year we will be reporting to you all on the slipway planning and programme and on plans for making more use of the Mosman Boatshed for the benefit of members. I wish you all a happy Christmas and a New Year packed with sparkling nor-easters, sunny days and balmy evenings, or howling southerlies and rain if that's what you'd like.....



MUSINGS FROM CAPTAIN AMORA

December 2007

by
Tony Barry

December always brings some memories of past voyages to Hobart. I have had some pleasant, and some not so pleasant, memories from my five (well, four and a half actually) trips to Hobart during the 1980s in the annual Sydney to Hobart yacht race. Two were in my own yacht *Wimaway*, a Duncanson 35, and the others as navigator in *Firetel*, under the command of skipper Bob Lawler, but one return passage after the race in 1996 was very special. It was a relaxed cruise in *Charisma* with Jim Lawler and his crew, which in itself was such a privilege, after they had competed in the 50th race in 1995. On board was Peter Luke, who at that time was 79 and in remarkable health. Peter had sailed his yacht *Wayfarer* in the first race in 1945 with eight other yachts and wanted to be a part of the 50th Anniversary race. He had made contact with the SASC to ask if there would be the possibility of a berth. As he always would, Jim put his hand up and Peter Luke joined *Charisma* for the 50th Sydney to Hobart.

Peter's yarns of his sailing exploits and of the events of the first race were enthralling and some can be heard on oral history tapes at the Maritime Museum. Peter Luke passed away at 92 on 23 September and Club member Geoff Ruggles took a rare day off from his Saturday starting duties in *Captain Amora* to attend a memorial service held at Port Stephens in Peter's memory. Peter Luke had donated his body to research and learning and so there was no funeral. There was an obituary published on the Timelines page of the Sydney Morning Herald on Thursday 18 October.

Geoff Ruggles is a member of the SASC and drives from his home in Kiama to be a part of Russ Chapman's Saturday starting crew in *Captain Amora* every week. Geoff also went to Hobart in that very first race aboard *Wayfarer* as crew with skipper Peter Luke and four others.

Geoff was the youngest at 21 and was given a place in *Wayfarer* some months before the start after a long apprenticeship as a sea scout with the Mosman Sea Scouts at the head of Mosman Bay. Geoff is now the only surviving crew member of *Wayfarer* from that first race to Hobart.

The race was actually an after thought as the original passage to Hobart on Boxing Day 1945 was intended to be a cruise in company, more or less to celebrate the end of the Second World War. Peter Luke in *Wayfarer* together with our own Jack Earl in *Kathleen Gillett* and Charlie Cooper in *Asgard* were the organisers of the

Photo Tony Barry

Geoff Ruggles in
Captain Amora



SASC NEWS

cruise. This kind of activity was prohibited during the war years due to the ever present danger of Japanese submarines and petrol rationing making fuel unavailable for pleasure boating.

Geoff, young as he was, attended many meetings in the photographic studios of Monte Luke, Peter Luke's father, in Castlereagh Street and in a Milk Bar next to Wynyard Station to organise the cruise. It was at these meetings that the Cruising Yacht Club, the fore runner of the CYCA now in Rushcutters Bay, was constituted. Geoff was a founding member of the CYC. Many others heard of the original organisers' plans for a Boxing Day cruise to Hobart and wanted to join in. Captain John Illingworth, a British officer here in Sydney with the navy, wanted to take part in his yacht *Rani*, but only on condition that it be a race. And so the race was born. Nine yachts crossed the start line on Boxing Day, outside the Heads, as there was still a wartime antisubmarine boom across the harbour at Watsons Bay.

Captain Illingworth was the only competitor with yacht racing experience. *Wayfarer* is a 12.6 m Bermudan yawl designed by John Alden — still owned by Peter Luke at the time of his death — she is moored at Soldiers Point in Port Stephens.

There were no safety regulations as such and Geoff recalls doing a man overboard recovery drill in *Wayfarer* off the Heads in preparation for the race. The dan-buoy light was a carbide lamp which, when wet, produced flammable carbide gas and it ignited when deployed. It worked perfectly, but there was great difficulty and consternation among the

Wayfarer's crew. Geoff Ruggles is on the left. Peter Luke is at mast, second row

Photo courtesy David Coldfelt



crew when trying to recover the lifebuoy and flaming carbide lamp December 2007 without burning *Wayfarer* to the waterline. Radios were not compulsory but *Wayfarer* was fitted with an army-issue A10 radio which only survived one day, not being suited to a marine environment.

Wayfarer had no winches — it was hard work, and with two major southerly gales during the ‘cruise’ the cotton sails were blown out many times and continually required hand-stitched repair. Geoff remembers the yacht’s foredeck hatch cover being lost early in the race in the first southerly gale. Canvas tied over the opening made for a very wet passage on board and, no doubt, contributed to the failure of the A10 radio.

After several days battling the first southerly *Wayfarer* sheltered in the lee of Broulee Island on the NSW south coast to allow the crew to have a hot meal and a good night’s sleep before pressing on towards Hobart. *Wayfarer*’s log entry for 28 December at 4.30 pm reads “Anchored behind Broulee Is. but anchor dragged. Dropped second to hold her while we set torn reefed main and staysail. Sailed back to weather shore and laid out both anchors. After a good meal went ashore to phone. Tricky surf to land and get off.” What modern Hobart yacht carries a dinghy for such an occasion?

There were no electric circuits on board — the petrol engine was used only for propulsion. Navigation lights were kerosene hurricane lamps as were the lights in the cabin. A log entry on 30 December, at 3 am, records a minor emergency: “Fire in galley. Apparently caused by leakage of fuel. Used extinguisher”.

Geoff, being the youngest member in the crew, was called on at 1 pm on 3 January in light northerly breezes to retrieve a jib halyard from the masthead. That day *Wayfarer* encountered heavy Force 6 north winds and more torn sails so the skipper decided to shelter in the lee of Schouten Island off the east coast of Tasmania to allow the crew some hot food and another good night’s rest. Storm Bay, on the east side of the Derwent Estuary, lived up to its reputation in 1945. *Wayfarer*, on rounding Cape Raoul, beat for twelve hours in raging headwinds without making headway. Skipper Peter Luke, no doubt without opposition from the crew — least of all from Geoff who was the junior crew member — decided to anchor in Port Arthur. The log for 5 January, at 3 pm, reads “Anchored Port Arthur. Made phone calls. Dined and supped ashore. Roast pork and crayfish”.—it was a good idea to bring that dinghy.

Wayfarer crossed the finish line in the Derwent River the next day after eleven days to cheers from the crew of the finish boat provided by the Royal Yacht Club of Tasmania which had remained on station despite the long time taken for *Wayfarer* to finish.

As David Coldfelt said in his obituary for Peter Luke “*Wayfarer* set a record that still stands — the longest time to complete the course, 11 days six hours and 20 minutes. They were ocean racing but not yet “ocean racers”. Geoff Ruggles says it was supposed to be a cruise but went on to compete in *Wayfarer* in the 1946 and 1950 Sydney to Hobart races before retiring from sailing temporarily to raise seven children.

We in *Captain Amora* are pleased he has returned.



John Jeremy photo

Clewless?, *Degrees of Freedom* and *Magic* beating to windward in company during a recent Sunday race



Concentration on the faces of John Crawford and his crew in *Vanity* in the last seconds before the start



Ahh! That's better! The happy faces at the finish are further proof, if we need it, that we should all go sailing more often

JIGGING IN THE RIGGING

David Salter recounts some unpleasantness aloft during the recent LHI race.

Those with weak stomachs should not look closely at the photo reproduced below. It shows what terrible unseen things can be happening way above our heads during a long ocean race.

Tom Byrnes and myself were the two SASC members in the crew of the Camper & Nicholson 55 *Pacha* for this year's Gosford–Lord Howe Island Race. We had a tough trip with steep seas and 35–45 knots on the nose the whole way. Taking my trick at the helm late on the second night I noticed that the boat was “sagging off” — not pointing as high as previously and losing speed. The source of our problem was soon identified: the lower shrouds were alarmingly loose, waving about in the breeze. We put the problem down to stretch in the new 1x19 caused by the heavy pounding we'd endured. Two shifting spanners came on deck and the slack was taken up in the turnbuckles. But we worried there was now almost no thread left to accommodate any further stretch.

With no sign the weather would abate, the owner prudently decided we should take our foot off the pedal and complete the passage in “cruising mode”. Once we'd finished a man went up in the bosun's chair and the reason for our poor performance was immediately revealed. The V-shaped tangs holding the through-bolt for the lower shrouds had failed on both sides. Our pounding had then allowed the bolt to gouge its way down through the softer alloy of the mast. Not a pretty sight.

Photo by David Salter

Tang failure on *Pacha* allowed constant pounding to drive the shroud-bolt down the mast





All photos by David Salter

Azzurro was the sole SASC entrant in the 2007 Lord Howe



Tony Purkiss batted well in the Yachties v. Islanders match



Trevor Cosh accepts third place in the PHS Division



Assorted Azzurons meander back from an island breakfast

DISPATCH FROM HONG KONG

December 2007

On Sunday 18 November the annual Around the Island Race took place in Hong Kong, organised by the Royal Hong Kong Yacht Club. Heading east out of Victoria Harbour in light winds and hazy conditions were 186 sailing vessels from 470s to 47 footers as well as 10 outriggers in this 26 n mile event.

*by
Dennis Wood*

Your correspondent was on one of the eight Etchells taking part. Those of us who worked the “island” shore found favourable wind and were well clear at the heads. Once outside the breeze freshened to a stiff easterly for a quick reach down to Stanley at the south eastern tip of the island.

From Stanley the winds veered to the north and moderated for the beat past Repulse Bay and Aberdeen to Green Island, marking the western entrance to the harbour.

Once back in Victoria Harbour the winds again turned fickle with the leaders running into a big hole just off Tsim Sha Tsui on the Kowloon side. Star ferries had to weave their way around the becalmed fleet.

Finally light winds came in from the west for a spinnaker run back to the start/finish line off the clubhouse.

The race was part of larger program of activities on the harbour, including a Star Ferry race (I wonder where the organisers got that idea!). Incidentally, Hong Kong literally means “fragrant harbour”. Like Sydney, there is no better place to be!

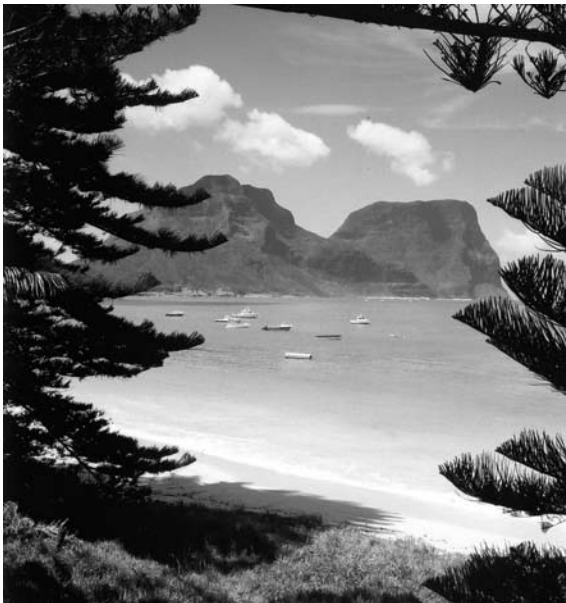
The 2007 Round the Island Race at Hong Kong

(Photo courtesy Dennis Wood)



COME and ENJOY SASC FRIDAY TWILIGHT RACING 2007/2008

A FUN WAY TO WIND DOWN ON FRIDAY
NIGHTS AND A CHANCE TO BECOME ELLIGIBLE
TO



David Salter photo

Win a trip for 2
to
**LORD HOWE
ISLAND**
(Valued at over \$2,000)

HOW? Simply sail in the SASC Friday Twilight Series and when you make a season entry and complete 5 races your boat becomes eligible to enter the draw for a trip for 2 to Lord Howe Island. The more races you compete in increases your chances of winning. Potentially you can be entered in the draw 12 times. The trip for two will be drawn at the completion of the last race in the series. **Contact the club and enter now!**

Sponsored By:



Are YOU a Property OWNER or MANAGER

Are you paying a fortune for maintenance of your access control system and still receiving unsatisfactory service?

If so call Concise Systems today.

Why *Concise Systems*? Because since our conception in 1987 we have been big enough to tackle the most complicated installations, yet small enough to cater for individual customer needs.

You are not just another number with *Concise Systems*.

A *Concise Systems* access control system can control your

Alarm: Back to Base or Local

Air-conditioning: Preset Timing

Lighting: Preset Timing

Lift: Floor Destination Reporting, Lift Landing Readers.

Carpark: Limited Spot Rejection Facility

Tenant and Base Building doors

Call **Matt Kelly** of *Concise Systems* for a free quote to upgrade your existing system to a reliable, state of the art, fully distributed *Concise Systems* access control system.

 **CONCISE
SYSTEMS**TM

Office: (02) 9809 0588

Mobile: 0425 224 641.

Email: matt@concisesystems.com.au

BOAT PORN

During a recent visit to Europe, David Salter surrendered to the seductions of some of the world's greatest yachts.

It is, of course, utterly illogical to ascribe human qualities to a yacht. They are mere wood, stainless steel, Dacron, paint and varnish. Yet in the presence of a truly beautiful boat the sense that these are living things is often inescapable. How can any object so magnificent and pleasing to the senses *not* have a soul?

That thought overwhelmed me many times as I dawdled the docks of Nice, Cannes and St Tropez in October, feasting my eyes on the assembled fleets of classic superyachts. For any wooden boat 'tragic' this experience is faintly erotic — the yachts all lie languorously gleaming in the Mediterranean sun, stern-to, gunnel-to-gunnel and showing off their curves like a bevy of screen starlets. It's pure boat porn.

These thoroughbreds do their most prominent racing off Sardinia and in the Caribbean but the South of France is their natural home. Beautiful people, beautiful yachts, and the unmistakable scent of money. You can walk off the fantail, across the cobbled quay and straight into some of the most exclusive restaurants and fashion boutiques in the world. It was my good fortune that the fleet had just finished a regatta off the Gulf of St Tropez and was resting up before the delivery trips back to their home ports.

Anything under 80 ft is dispatched to outer pens

All photos by David Salter





To keep one of these classic giants in the manner to which they are accustomed is witheringly expensive. A chat with the boat ‘niggers’ confirmed that it was not uncommon for the yachts to have a permanent crew of six, including full-time chefs and engineers. Every square inch of varnish and stainless steel is washed and polished — every day. You never know when the owner might arrive unannounced by private helicopter.

Size matters to these people. The most prized mooring berths are in the old stone horseshoe-shaped dock at St Tropez. Here, any yacht less than 80 feet need not apply. The gorgeous *Moonbeam III* by William Fife was, at just over 30 m, far from the leader of the pack. Pride of place — at least while I visited — went to *Eleonora*, the 41.5 m Herreschoff schooner. That’s 135 feet in the old money. *Lulworth*, lying less than an hour’s drive to the North at Cannes, was even longer, but with less hull volume. These yachts have a size and presence that makes modern maxis look like dinghies. A mainsail batten on *Sunshine* might be pressed into service as the boom for *Wild Oats XI*.

But it’s not the scale of the yachts that takes the breath away, it’s their beauty. They represent an era when naval architects designed by eye rather than computer mouse. And what glorious lines those men drew! *Nan* is now 110-years old yet her sheer line and entry embody such sublimely subtle curves that they still seem fresh after four generations. Yachts of this vintage were created and built by craftsmen who strived to achieve an aesthetic harmony between form and function. The boats

Millionaire’s row
at St Tropez

had to look as good as they sailed. The best of them are objects of such profound intrinsic value that their restoration and maintenance verges on the curatorial. To stand before them in all their varnished glory is like visiting one of the great European galleries. But these are not static exhibits — they’re living works of art that continue to provide the thrill of competitive sailing.

It was heartening to note that most owners of the older classic superyachts have had the courage to return them to their original gaff rigs. This entails a forest of extra halyards, check stays and runners (not to say a football team of extra crew), but the sense of assurance that flows from adhering to the original design must surely be worth the additional effort. The more modern classics, such as *Sophie* and the splendid *Ag-netha* from Germany, have retained post-war Marconi rigs, including their elegantly tapered timber spars. The only obvious concessions to modernity — at least above deck — are the widespread use of large winches and discreetly mounted electronics.

Even to the casual eye, each of these magnificent yachts has its own character. *Sunshine* and *Rowdy* are joyful day boats — large but low-wooded racing sloops without life rails and designed purely for fun around the buoys. *Eugenia* and *Owl* were built to do more serious work, and both have many thousands of tough passage miles under their keels. *Veronique* and *Rebecca* are dignified cruiser/racers (and, like so many classics, named after their owner’s wives in an attempt to justify the expense).

If there is a single theme that unifies these classic superyachts then it is their love and respect for detail. Every aspect of the shipwright’s craft is on display. Immaculately laid teak, stunning coach houses, beautifully fashioned tackle blocks, splendidly commanding wheels and binnacles. Even the humble boom crutches are often minor masterpieces of carpentry.

Attention to detail on *Eleonora* main boom



Each yacht is an unspoken seminar on the power of unified design, and tangible proof that the overall impact of true excellence will always be greater than the sum of its individual parts.

I drank in these boats for hours, taking scores of photos while trying to savour and commit to memory every aspect of the fleet. But photography struggles to capture their most essential element: pride. These are proud ships. Through their sheer style and size they exude a self-confidence that has largely been lost from the sport of yacht racing. These yachts embody a set of traditional sailing values whose end was signaled by the introduction of fiberglass construction. It is difficult to imagine, a century from now, anyone approaching *Alfa Romeo* with similar reverence.



Helming position invokes sense of command



Polishing duties never end

AUSTRALIA DAY REGATTA 2008

The 172nd Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Saturday 26 January 2008. 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 is available at www.sasc.com.au and copies of the Australia Day Regatta programme are available at the clubhouse.

The Australia Day Regatta Race Management Committee is chaired by SASC Past Commodore John Jeremy and Immediate Past Commodore Charles Maclurcan 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 *Kanimbla*.

Other attractions on the water on the day will include a parade of tall ships and other craft in which all are invited to participate before the Regatta, an aerial display by the RAAF Roulettes and a parachute drop into Sydney Cove by Army Red Berets.

SASC yachts sailing in the 2007 Australia day Regatta

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.

Photo John Jeremy



A CLASSIC EVENING

December 2007

On Thursday 29 September a Classic Boat meeting was held at the SASC at 8 pm. Nigel Stoke spoke about the history of and alterations to *Fidelis*. Ian Smith talked about *Ripple*, a 35 footer that raced with the SASC 70 years ago. She is being given a new deck, deckhouse and complete re-ribbing and refinishing. Peter Docker lectured on his rebuild of the 6 metre *Yeoman*, a total reconstruction.

The lectures were all illustrated with images projected by Rear Commodore Liam Timms. About 45 persons attended, all of whom were so attentive to the presentations that a pin drop would have been noticed. Many people told me that they were thrilled to be there and asked to be invited again if another similar event is held.

Southerly

A REMINDER

Members are reminded that the Club is not able to provide a disposal service for used batteries and waste oil. It costs extra money for the Club to have these items removed and it is the responsibility of members to dispose of waste of this type away from the Club. Oily bilge water must also be correctly disposed of away from the site. Above all, oily water must never be deposited in the slipway drainage system which is not designed to manage such waste.

FRIDAY TWILIGHTS

Friday Twilights are as popular as ever. If you plan to sail on Friday nights and to stay for dinner afterwards, please ring Megan or Maggie as soon as possible and **definitely no later than Wednesday** when Megan will polish the Club's crystal ball and order the food

No table bookings can be accepted after 1700 on Wednesday

A booking sheet is also 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 — add your crew to the list on the notice board now!

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS
AND DIRECTORS EXTEND THEIR
BEST WISHES TO ALL MEMBERS
FOR A HAPPY CHRISTMAS SEASON,
AND GOOD SAILING FOR 2008

*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 MEGAN,
MAGGIE AND DENISE
(ADMIN AND RACING),
ROD AND JEFF
(BOATSHED), FRANK
(CLUBHOUSE), MIKE,
ALLAN AND CRAIG
(TENDER DRIVERS)
AND THE STARTING
TEAMS



Port tack starts — *Degrees of Freedom* crosses *Clewless?* in the Division 6 start (above)

Hoana clear ahead of *Sylvia* at the start of the Gaffers (below)

Photos John Jeremy





Sylvia powering to windward (above)

A close finish between *In the Lap of the Gods*, *Paper Moon* and *Sylvia* (below)

Photos John Jeremy



VANITY TO TASMANIA

December 2007

And so we were finally ready to go to sea..... Is anyone ever ready to go to sea? All the preparations, all the thinking, all the lists, all the advice, all the work, all the money, all the stress — and we were going cast our lines off the pontoon at the SASC, wave goodbye to *Nancy K*, sail down the harbour and set sail for Hobart. Three men in a (24 foot) boat — a questionable activity I thought to myself.

I'd have to say it certainly did make me think, but if it all worked out it would be a memorable adventure and "I'm gunna" (my lifetime mantra) might become "I did it", just this once. The final week was a bit of a dream, an air of unreality pervaded most of my activities, what the bloody hell was I thinking of, lots of things crossed my mind, but bailing out was not one of them, at this stage I was up to my armpits in commitment — Hobart here we come. There was some comfort in the fact that my companions, Liam Timms and Pete McCorquodale, did not seem the slightest bit concerned. We might as well have been going for a twilight sail instead of heading for Batemans Bay. Perhaps they don't have any imagination?

The final day before we left was full of loose ends, with lists getting longer not shorter, how does that happen? The only question was how many loose ends could we leave loose and the answer seemed to be a lot. Eskys and food boxes were loaded aboard and made secure-ish

by
John Crawford

Eskys and food boxes secured to the cabin sole

(Photos courtesy Liam Timms)



on the floor near the mast. Fixing eyes had been fitted to the main frames at floor level to act as tie down points so things should stay more or less where they were put. Sea rugs, pillows and personal gear were tucked away into various corners and wet weather gear stowed up forward beyond the mast. The fore-hatch was secured below with a lanyard and taped up with sticky-back on deck to keep the Tasman Sea on the outside.

Finally, Ajax took up his position on the starboard shelf next to the aft porthole (where he could see out). For those who don't know Ajax is *Vanity's* VIP, (Very Important Penguin) who was allowed to join us for the trip. Marni Raprager, Ajax's custodian had given her permission for him to travel with us as he had done in *Maluka* for the Hobart Race one month earlier. This was a considerable responsibility, but at least he knew the way.

We had aimed to leave the Amateurs at around 1400, but the pressures of corporate life delayed Liam, so we decided not to rush and enjoyed a glass or two of champagne while tied to the pontoon, not really wanting to leave. The weather was mild and overcast, with a light south-east breeze, which was due to head east and then north east over the next two days, ideal for us. The weather of course is rarely ideal and delights in proving forecasters and sailors alike, wrong.

At 1800 we decide to go, the engine was started, mooring lines let go and we said goodbye to the crowd of one (Marni) on the pontoon and headed for Batemans Bay. Having cleared the moored boats we felt we should test Britney before we left the safety of the harbour. Britney was our self steering gear, a Tiller Pilot 2000 (Britney steers, sounds much better than George). She had not been sea-trialled due to time constraints, not clever but time was a problem.

Ajax, the Very Important Penguin, on duty



Britney was connected and promptly spat the dummy, (seems she's a tad volatile) fused her circuit and retired from duty. This was a timely reminder that we carried no spare fuses, not one! Mistake. Fortunately Peter McCorquodale, came to the rescue by informing us that *Torquill* had boxes of fuses on board, so if we stopped at *Torquill* we could collect some. So, back we went to Mosmans Bay and *Torquill* to stock up on fuses.

This didn't take very long and we decided we would insert a 15 amp fuse in Britney rather than 5 amps. Did the trick, she never said a word on the whole trip after that and was beautifully behaved. (There must be a wider lesson there?).

We hoisted sail under South Head and motored out into the increasing swell. The breeze was around

6 knots from the south east or even the east south east at this stage so under sail and power we were able to head south a mile or so from the shore. It was a mild, 24°C and lights had started to twinkle onshore as people settled into their evenings. The cliffs along Bondi became a velvet black. We switched on our navigation lights, turned off the engine and split into watch mode with one on deck and two below, rotating so we had two hours on and four hours off, with all on deck as required if conditions demanded.

Vanity was pushing into a shortish chop atop a south east swell and responding to every wavelet that passed. By this time we were motor sailing again. She tends toward skittish and declines to push through waves, preferring to bounce over them. We would have time to get used to the motion. It wasn't bad, but it wasn't comfortable either and you certainly know where the potholes are! Peter McCorquodale was fine, Liam and I were OK but not hungry if you understand the distinction.

We refuelled off Point Perpendicular, approximately 64 nautical miles from the SASC. The wind had died and we motored with sails slatting. A pod of dolphins joined us for an hour or so as Britney steered us south on 210°. Refuelling is not easy at sea as the filler is in the cockpit floor which is self draining and under some conditions the sea backs through the outlets, with water covering the fuel filler opening. I decided that refuelling had not been thought through very well and under rough conditions would be well nigh impossible. The lesson was to keep the tank topped up all the time. Refuelling involves siphoning from 10 or 20 litre plastic jerry cans. Our tank capacity is only 25 litres, OK for the harbour but not helpful for long sea voyages.

By 2017 on 26 February *Vanity* was one nautical mile north of the Tollgates and by 2140 she was tucked up on a mooring under Square Head in Bateman's Bay on a calm night with clear skies. She was 140 nautical miles from the SASC pontoon according to our log. At around midnight after spaghetti bolognaise and a few glasses of red wine, we switched on the GPS found the chart for entry to the bar and on the high tide entered the river and motored to the marina. There were no berths to be seen so we tied up to the fuelling wharf until the morning, when we would sort things out.

Four days were spent in Batemans Bay. Liam and Peter had returned to Sydney and Ralph Peart and David Salter arrived to assist with the next leg from Batemans Bay to Eden on 30

Vanity in Batemans Bay



SASC NEWS January. The South Coast Coastal Waters forecast from Ulladulla to Gabo Island was predicting ESE winds 8–15 kts on Thursday swinging to the N and NE on Friday and Saturday at 15–25 kts. Sounded promising.

We departed Batemans Bay at 0805, waving to Coastal Patrol in their control tower and dutifully wearing our life jackets as we crossed the Bar. By 1435 we were abeam Montague Island 39 n miles south of Batemans with *Vanity* doing 7 knots (over the ground) under No. 3 headsail, staysail and main. Britney was steering in an easterly breeze of 15 knots and the sun was out. The crew slept, lazed and watched the wind and waves. It was quite peaceful, except that *Vanity* continued to leap over every wavelet she encountered with some enthusiasm. Lying in one's bunk was the best antidote to bouncing. As I lay there I couldn't help wondering how the Bass's and Flinders of this world managed to achieve what they did. Their boat was small, I imagine it bounced around like *Vanity* and yet not only did they do many sea miles they charted the coastline with extraordinary accuracy, plotting and sounding as they went. They had lousy wet weather gear, almost no lighting (oil lamps) and while their navigational equipment may have been the best available it was clumsy, clunky and heavy compared to today's equivalent. Their boats invariably leaked, their charts and paper was always damp and their writing instruments were dip pens, quills or pencils. Once you got wet it would take ages to get dry again, so you were probably rarely dry. Imagine yourself at your chart table on your modern dry yacht and compare that to the equivalent position aboard *Tom Thumb*. They were extraordinary people.

Vanity arrived in Eden at 1120, following the lead lights on the GPS chart and finding them remarkably accurate as you might expect, but still surprising to me when all this information is contained in device no bigger than a mobile phone. It took us 15 hours from Batemans Bay at an average of 5.1 knots and we were pleased with how things were working out.

We moored at the fishing wharf, outboard of a slightly dilapidated power boat that was For Sale. This kept us clear of the wharf piles which are designed for Bass Strait fishing boats — much, much bigger than *Vanity*. Liam was due to rejoin the crew to replace David Salter who disappeared early in the morning to catch a bus back to his car parked at the marina in Bateman's Bay.

Before Liam arrived we paid a visit to Eden Coastal Patrol, which occupies a prime cliff top position overlooking Twofold Bay, with views to the east and south east. We thanked the guys for their assistance and advice the previous evening. We admired their rows of radio receivers and got the latest Bass Strait forecast. The forecast was suggesting an early south west breeze, swinging south and quite quickly moving to the east and then the day after next a honking 25 knot nor-easter. We decided that we could handle that prediction and departed Coastal Patrol to make ready for Bass Strait.

Liam was due in from Sydney that evening and we had planned to depart Eden for Bicheno before 0800 the following morning, on 2 February. Everything was in place for the biggest test of the trip, crossing Bass Strait. I was nervous, but much more confident about *Vanity* at sea now we had had some experience. The forecast was good and it needed to be, because once we left Eden we would be out of radio contact until we closed the Tasmanian coast. All we had were a hand held VHF and a CDMA mobile phone, which proved as predicted to have an excellent range.



The final leg of our journey to Tasmania was about to happen with the Wooden Boat Festival due to open in Hobart on 9 February. It seemed we had plenty of time, but there is more excitement in the closing story of this interesting trip.....

Vanity alongside
in Eden

WHARF REPAIRS AT THE SASC



Photo John Jeremy

Trevor Cosh and his team of volunteers at work during recent wharf repairs



Crews keeping a sharp lookout in *Diana* (above) and *Arrow Voice and Data* (below)

Photos John Jeremy





On the run — *Buck*, *Hickup* and *Anduril* (above), *Very Tasty* (below)

Photos John Jeremy



PORT OPS FOR BOTANY BAY

Plans for a brand new \$6.9 million operations centre in Port Botany, NSW were unveiled on 2 October by Ports and Waterways Minister Joe Tripodi and Maroubra MP Michael Daley.

Mr Tripodi said the building will centralise all control of shipping for Sydney's ports and will be outfitted with more than \$2 million worth of state of the art communications technology.

"With the relocation of the car trade from Sydney down to Port Kembla and the ever increasing trade in containers, Port Botany will continue to grow," he said.

"By the end of next year more than 80 per cent of all shipping movements through Sydney Ports will be concentrated here in Port Botany.

"Catering for this growth, the NSW Government is constructing a brand new, \$6.9 million state of the art, environmentally friendly operations centre in the middle of the busy Port.

"The centre consolidates Sydney Harbour operations, bringing together navigation control, pilotage, communications control and other functions needed for efficient shipping," he said.

Mr Tripodi said the Iemma Government has committed to massive investment in our ports as part of the NSW Ports Growth Plan, ensuring future capacity needs are met.

"The expansion of Port Botany will deliver 9,000 new jobs to NSW and boost the State's economy by \$16 billion over the next 20 years – that's an average of \$800 million per annum.

"Today's announcement goes hand in hand with this massive investment," Mr Tripodi said.

Maroubra MP Michael Daley said the announcement was great news for the electorate, especially the community multifunction centre aspect of the new building.

"The operations centre will be a great investment for both our local community and for shipping efficiency," Mr Daley said.

"In local terms, there will be a great new learning centre for the use of visiting delegations, local community groups and education programs.

"Environmentally, the building will also be ecologically sustainable, carrying a 4.5 green star rating, which is obviously also great news for Maroubra," he said.

Mr Tripodi said a Development Application for the building was recently lodged with the Council of the City of Botany Bay and construction could begin early next year with operations beginning in late 2009.

HOLIDAYS AT THE SASC

December 2007

Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

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, normal service on the following days.

Saturday 22 December 0900 – 1800

Sunday 23 December 0900 – 1800

Wednesday 26 December 0900 – 1800

Saturday 29 December 0900 – 1800

Sunday 30 December 0900 – 1800

Monday 31 December 0900 – Sunset

Tuesday 1 January 0900 – 1800

The office will be closed from COB Thursday 20 December to the morning of Monday 14 January 2008. Racing will be off-line from COB Monday 18 December to the morning of Monday 7 January 2008. The boatshed will be closed from COB Thursday 20 December until Monday 14 January 2008.

THANKS FROM SOUTHERLY

Ranger has been moored at the Club for about five years and this has been a most enjoyable time for me and *Ranger's* crew. Members have often helped me and other not-so-junior persons with dinghy handling and other senior problems. This help is greatly appreciated.

Southerly



There are no new members to welcome in this edition. Watch this space!

SOUTHERLY TRAVELS

When talking with my ocean racing friends I feel a bit left out of it so to rectify this I have recently sailed from Honolulu to Sydney. This was done on board a 78,000 tonner — she went to windward grandly and the cuisine was first class. I may do a bit more ocean sailing.

Whilst in Honolulu I visited USS *Missouri* at Pearl Harbour. It was a great experience for me — my first time on board a battleship. With the exception of *Yamato* and *Musashi*, *Missouri* and her sisters were the most powerful gun ships ever built — no nation will ever build such a battlewagon again. These US ships were more practical than the Japanese vessels — what a sight it must have been to see them operating at 20 knots in company with the carriers in battle conditions.

Missouri has a dent in the starboard gunwale where she was attacked by a kamikaze Zero fighter in 1945. Fortunately the bomb did not detonate and the Captain insisted that the pilot be committed to the deep with full naval honours. It has always impressed me that men are prepared to immolate themselves in this way. In late April 1945 the Luftwaffe began to use this tactic against B17s causing many losses. The German airmen lacked the religious motivation of the Japanese.

Southerly

A rare photograph of all four Iowa-class battleships steaming together. From front to rear they are: US Ships *Iowa*, *Wisconsin*, *Missouri* and *New Jersey*

(US Naval Historical Centre)



NEWSLETTER DEADLINE

The next SASC News will be the February 2008 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 January 2008. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo by John Jeremy

Southerly's recent visit to USS *Missouri* reminds us of her visit to Sydney for the celebrations of the RAN's 75th Anniversary in 1986. She is seen here at her mooring in Athol Bight



RAN Photograph

A broadside from USS *Missouri* during a firepower demonstration off Sydney in 1986



Official Brokers to the SASC

List your vessel with us for
quick results
Every sale earns income for
your club

For friendly, professional advice contact
Matt Pyne, Geoff Pearson or Bob Vinks

TELEPHONE 9969 2144

FAX 9969 4191

sales@sydneyyachtingcentre.com.au

Now at the Middle Harbour Yacht Club

Open seven days — 9 am to 5 pm

Home of
NORTHSHORE
YACHTS