



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2014

SYDNEY AMATEUR SAILING CLUB

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Cover:

A start for the
Sunday Classic
Division

(Photo John Jeremy)

CONTENTS

Coming Events	3
Signals from the Commodore	4
In Praise of Sunday Racing	5
Three Men in a Boat (plus Tom)	9
The Knot Board	13
Aloft with Chris Manion	18
The Day Began with a Bang	19
A Tale of Two Saturdays	20
Award for Bill Gale	24
Celebrating 20 Years	24
Naval Bits	25
HMAS <i>Canberra</i> Joins the Fleet	25
Visiting Cats	33
Friday Twilights	34
Holidays at the SASC	36
Wharf Rules	37
New Members	38
From the Archives	39

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COMING EVENTS

December 2014

FRIDAY 16 JANUARY 2015

First Friday Twilight race for the year

SATURDAY 17 JANUARY 2015

Point score race for Super 30 Cup and Super 30 Gold Cup, Classic Divisions, Cruiser Racer Division long and short series and Cavalier 28 Division

SUNDAY 18 JANUARY 2015

Point score race for Non-spinnaker Division and Classic Non-spinnaker Division

SATURDAY 24 JANUARY 2015

No racing

MONDAY 26 JANUARY 2015

179th Australia Day Regatta

SATURDAY 31 JANUARY 2015

Point score race for Super 30 Cup and Super 30 Gold Cup, Classic Divisions, Cruiser Racer Division long and short series and Cavalier 28 Division. Super 30 Teapot Trophy and Cruiser Racer Codock Trophy

THURSDAY 5 FEBRUARY 2015

Classic Twilight race

SATURDAY 7 FEBRUARY 2015

Point score race for Super 30 Cup, Classic Divisions and Cruiser Racer Division long series

SUNDAY 8 FEBRUARY 2015

Point score race for Non-spinnaker Division and Classic Non-spinnaker Division

SATURDAY 14 FEBRUARY 2015

Point score race for Super 30 Cup, Classic Divisions, Cruiser Racer Division long and short series (Female Skipper Race) and Cavalier 28 Division

SATURDAY 21 FEBRUARY 2015

Super 30 MHC Sprint Series, point score race for Classic Divisions and Cruiser Racer Division long series

SUNDAY 22 FEBRUARY 2015

RANSA Regatta

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TENDER?**

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Allan
or Mitch on
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Sun: 0900-1700

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tact the fast
tender on
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SIGNALS FROM THE COMMODORE

We have just completed a very successful Spring season of sailing and now have a small break before the Summer series. In most pointscore tables there are only single points separating the competitors and, with ten races in the New Year, the competition will be exciting.

The excitement before the new season will be 70th Sydney to Hobart Yacht Race. This year there are 119 yachts making their way south. Two of these yachts carry the 'A' prefix sail number, A140 being the Ron Forster skippered *Ariel* and A19 being carried by Sean Langman's *Maluka of Kermandie*. It's an enormous undertaking to prepare yacht and crew and we wish both yachts the very best wishes for their journey south.

The experts will be closely analysing the performance of gaffers versus bermudian, joining the high aspect/'gaff look alike' division this year will be Jim Clark and Kristy Hinze's 100 foot Supermaxi *Comanche* for its first race and at the pointy end of the fleet will be 28 foot *Maluka of Kermandie*, launched in 1932 and designed by Sydney Harbour and Amateurs legend Cliff Gale. In addition to the extra mainsail area they share other similarities like bow sprit, straight stem and wineglass stern (wide-rimmed champagne glass if you wish). The race will be down to the underwater technology and the crew work. *Comanche's* 21 person crew list has, no doubt, been looking at the strong Amateurs representation of Sean Langman, John Crawford, Peter McCorquodale and Sean's son Peter, who will be making the most of the home ground advantage, although I don't believe the Tasman adjacent to Bass Strait gives anyone an advantage when Mother Nature dials up the weather.

Fortunately we will be fully indulged with Yacht Tracker to watch this great event unfold over the 630 n mile course to Hobart.

The Club finishes the year in great shape with works ongoing in the clubhouse, slipway and the boats. Thank you to all the volunteers, the constant works is a genuine demonstration of how hard our facilities are being used to keep the Club's on-water and off-water activities going.

A very special thank you to Megan, Judy, Alice, Rod and Peter who have looked after us so well and kept The Amateurs just perfect for the year!

Have a wonderful time over the festive season, if you are down at the Club over the holiday period please ensure you clean and stow anything you use and lock up as there may not be anyone after you.

Enjoy family, friends and the harbour and if you are travelling I trust you arrive safely and look forward to seeing you in 2015.

Best wishes,

Liam Timms



IN PRAISE OF SUNDAY RACING

December 2014

The SASC conducts Sunday racing on eight occasions per season for Bermudian (no spinnakers) and Gaffers (spinnakers) starting around noon. These events are very attractive — the harbour is almost empty of pleasure vessels — they are already moored at various bays. [*They weren't on Sunday 23 November — the harbour was the coolest place in Sydney and they were out in force — Captain Amora rolled like you wouldn't believe — Ed.*] The modern 18s do not race until we have finished.

The 'hoist a spar' fleet varies from four to six starters so it was thought wise to combine them this season with the classic Bermudians to increase the fleet size. Commodore Timms, the division representative, decided to make it a non spinnaker (please no gennikers) division, a stroke of genius.

This has already resulted in two more gaffers competing and an influx of Bermudians. I am confident that there would be fewer of them if extras were allowed. There is an unmatched atmosphere of fun sailing on Sundays and the new rule will add to this. There is, in this concept, an opportunity for new owners and crews to hone their skills and, later, to participate in Saturday events.

An owner has informed me that he will be able to compete with his wife and grandchildren which pleases him greatly. After Christmas

All photos John Jeremy

The non-spinnaker division start on Sunday 28 September



SASC NEWS

metre boats and other long vessels will join the fleet creating a large speed differential, however I am confident that our Commodore's handicapping skills will eliminate any problems.

It is possible that, in future, the fleet will be split into two divisions based on elapsed time. Entrants from other clubs will be welcomed. Yachts arrive back at the SASC earlier than on Saturdays and the camaraderie and enjoyment is wonderful.

As You Do reefed
for a fresh day's
sail

Southerly





5 to 6, *Cherub* and *Rambull* on the last leg (above)

Clewless? about to tack across the finish line (below)





Paper Moon and Zulu in a close finish

THREE MEN IN A BOAT (PLUS TOM)

December 2014

The round trip to Lord Howe Island for the yachties BBQ is an annual ritual for many SASC offshore sailors. David Salter recounts this year's passages

No doubt there's a limit to the number of times you can enjoy sailing over to Lord Howe Island at the beginning of every Summer, but we haven't reached it yet. There is no sweeter landfall than the world's southernmost coral island — a tiny speck of extinct volcanoes bearing 060°, 425 nautical miles out into the Tasman from Sydney.

Twenty or so years ago most of the offshore yachts on the Sydney Amateur Sailing Club register would always do the annual race from Gosford to Lord Howe which started in Broken Bay on the last Saturday of October. These days many of the same people and boats do the round trip as part of what's become known as the "BBQ Cruise", usually sailed in mid-November. For the 2014 cruise the SASC fleet was *EZ Street*, *Maris*, *The Indefensible* and *Fidelis* — a stronger representation than from any other club involved. Since the first event in 2003 the BBQ has raised more than \$40,000 for the local LHI school and introduced scores of sailors to the challenges of a genuine ocean passage — and the unique delights of the Island itself.

This year my ride for the round trip was *The Indefensible*, a sturdy Cavalier 37 from the same mould as Kay Cottee's famous 1988 solo round-the-world boat *First Lady*. My shipmates, yet again, were that legendary pair of blue-water rascallions from The Amateurs: owner/skipper Hugh O'Neill and his long-suffering deputy, Dal Wilson. The

The Three Amigos
– Dal Wilson,
David Salter and
Hugh O'Neill –
happy and safe
on their mooring
in the LHI lagoon

All photos courtesy David Salter



three of us have sailed thousands of miles together in a variety of boats. The wags dubbed us “Three Men in a Boat”, “The Three Amigos” and even “Three Blind Mice”, and with an average age just over 70 we were long on experience and short on muscle. So, along for the ride, came young Tom, the 21-year-old grandson of the skipper. Tom had done just a few hours offshore, but he’s strong and a quick learner. We were confident we’d make a sailor of him over the next 850 miles.

We brought forward our departure from Sydney from the customary Thursday morning getaway to lunchtime on Monday. That gave us a whole week to get there before the Tuesday evening BBQ, but we were keen to reach the Island ahead of a big southerly system. It can be difficult — and sometimes just plain impossible — to navigate the very narrow entry to the North Passage into the lagoon with a large SW swell running. Bad conditions often force the authorities to close the lagoon altogether and arriving yachts must anchor on the leeward side of the Island until the weather improves. Best to avoid such unpleasantness.

Generally, the rule-of-thumb is that if you have a great trip one way you’re likely to get a shellacking going in the other direction. On *The Indefensible* this year we did the whole eastward passage on starboard tack — and never had to contend with more than 22 knots of apparent wind. A reef or two kept the boat nicely balanced, the No. 2 jib pulled us through the swells like a team of Clydesdales and the autopilot steered tirelessly during every watch. It was a comfortable and swift 60-hour passage, averaging almost exactly 7 knots. The only incident of any note was when the inner forestay broke free during the middle of the second night (the keeper on the pelican hook was somehow flicked up by the

The unmistakable profile of Lord Howe Island on a sparkling day





lazy jib sheet). We had around 20 knots on the beam at the time and just lashed it to windward until daylight. And when the distant silhouette of Ball's Pyramid crept above the horizon through the morning mist, followed by the unmistakable profile of the Island itself, we knew our decision to set off early had been prudent.

However there can also be minor frustrations associated with arriving at Lord Howe at whichever time the wind gods choose. With no navigational lights or beacons, a safe nighttime entry to the lagoon is impossible. Then there's the issue of tides. When we whistled up Clive Wilson of Lord Howe Maritime on VHF 12 at 0700 he cheerily informed us that it was now "dead low" and that we'd have to wait at least three hours before there'd be enough water in the passage and at our mooring. So there was nothing for it but to reach gently back and forth, start tidying up the boat, consume a few consoling Bundy & Cokes and wait as the time ticked by and the tide rose.

Finally, we got the "OK, you blokes know your way in" call from Clive and inched our way along the leads and onto a good mooring in the stunning, crystal-clear waters of the lagoon. Welcome to paradise! Tom, who'd never been to Lord Howe, was utterly gobsmacked by the sheer beauty of the place. On another mooring just 50 yards away bobbed *Smoky Cape* (Jack Earl's last boat), the tiny 24-foot ketch Ian Hansen had just sailed over single-handed. Ian is a mate and neighbour in Sydney, so I hailed him immediately and he scooted over in his RIB to share an icy-cold ale in our cockpit. The comradeship of the sea is truly something special. Twenty minutes later Wayne, the local policeman (in typical island style), ferried us and our bags ashore.

What followed was six days of relaxation in splendid Lord Howe

The traditional BBQ at Ned's Beach raised almost \$4,000 for the local LHI school

weather. The BBQ at Ned’s Beach was enjoyable as always. In the end, 12 boats made it to the Island for the fund-raiser (rather appropriate as this was the 12th Annual BBQ Cruise). We raised \$3,900 for the school from direct levies, plus another \$1,000 from a raffle. Not surprisingly, the Classic Yachtsman of The Year Award went to Ian Hansen for his terrific single-handed effort.

Hugh needed to be back on the mainland to meet a family obligation so we planned to leave at the first opportunity on the Wednesday, but once again, the tide was against us and Clive wouldn’t let us go until 1600. It was a gorgeous afternoon with the predicted light NW so we motor-sailed into the setting sun and settled down for the trip. The forecasts pointed to continuing light air until the slow-moving high passed through before an expected southerly some time during the final 24 hours.

What we didn’t expect was the NW to strengthen. By early on the second night we were getting 25+ knots hard on the wind. Even with two reefs and most of the No. 2 furled it was pretty uncomfortable. Then, when the breeze jumped to 35+ at 0200 we called “all hands” and doused the main. At first light, lying a-hull, we rigged a third reef, rolled out a bit more jib and pushed on along the rhumb line. The current was against us and our SOG a depressing 2.5 knots. Never mind, at least we were heading in the right direction. The twice-daily HF radio skeds showed the returning fleet quite scattered, but 35+ knots seemed standard for our part of the Tasman. Further behind, *EZ Street* was copping 48-knot gusts and was knocked down at one stage.

Eventually the NW blew out and we were back to motor-sailing into a wispy 4 knots of SW. It took 12 hours for this to freshen to a decent close-hauled sailing breeze, by which time we were nearing landfall. Through an overcast Saturday dawn we spotted the low outline of the NSW Central Coast, then glimpsed the Bahai Temple above Mona Vale. Soon we were in the Harbour, motoring along the Western shore to avoid the Amateurs racing courses. In the distance I could see *Mister*

The Indefensible resting on her mooring in Mosman Bay after the 850nm round trip



Christian having a dice to the finishing line at Clark Island. Twenty minutes later we were alongside at the Green Shed and clearing out the boat. Straight home lads for a hot shower!

The recent internal upgrading of the clubhouse has thrown light on an unusual feature of the décor — The Knot Board. As we are establishing the provenance of many items around the walls the following may be of interest to members. The Knot Board was collated and assembled by Sandy Boxsell of the HMAS *Tingira* Association and then donated to the Club by the Amateurs member Tom Selby (1908–96) back in 1973.

Tom was a multi-faceted Australian personality, who lived life to the full as an Australian doctor and soldier. He lived through World War I, the Great Depression, pre-war New Guinea and experienced front-line combat in World War II as a member of the Sixth Division in the 2nd AIF.

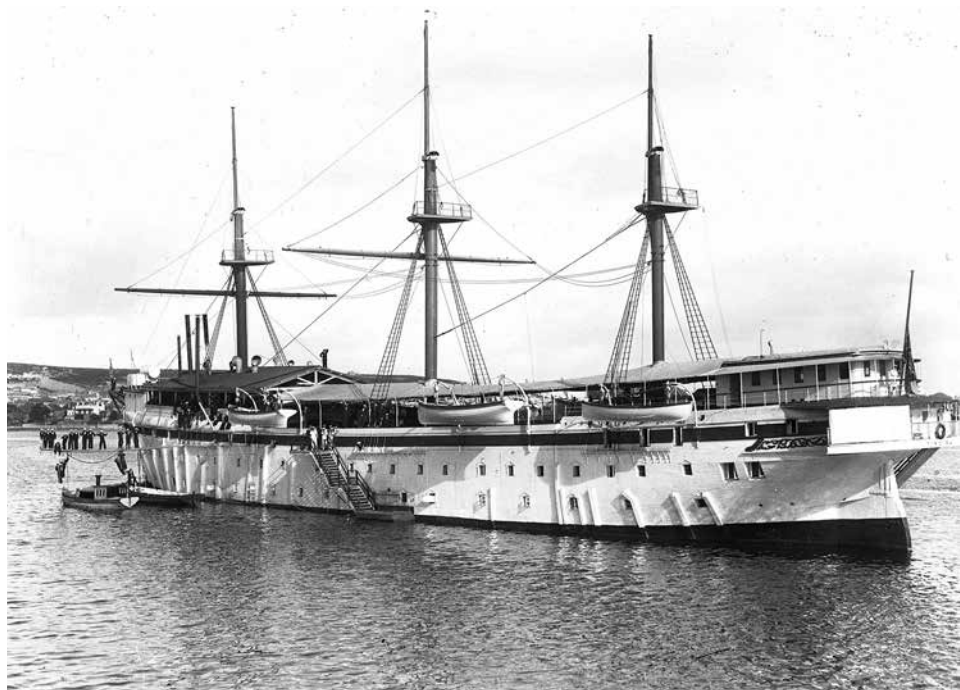
Tom's career in medicine began as a ship's doctor. He served on SS *Changte*, SS *Montoro*, MV *Parrakoola* and RMS *Orcades* and, from his memoirs, it seems to have been a cavalcade of wild parties and comedic episodes. He served the country with distinction during World War II in campaigns in Greece and New Guinea. In his work he supervised the recuperation of many servicemen from the ravages of diseases such as malaria etc.

Although not clear, the origins of the Knot Board have a relationship with the first Royal Australian Naval cadet training ship, HMAS *Tingira*, which was moored in Rose Bay from 1911 to 1927. The ship was built in Scotland by Alexander Hall & Co. in 1866, as the passenger clipper *Sobraon*; the largest composite-hull sailing vessel ever built. She sailed

Sobraon moored off Cockatoo Island as a school ship, 1890 to 1911

RAN Historical Collection





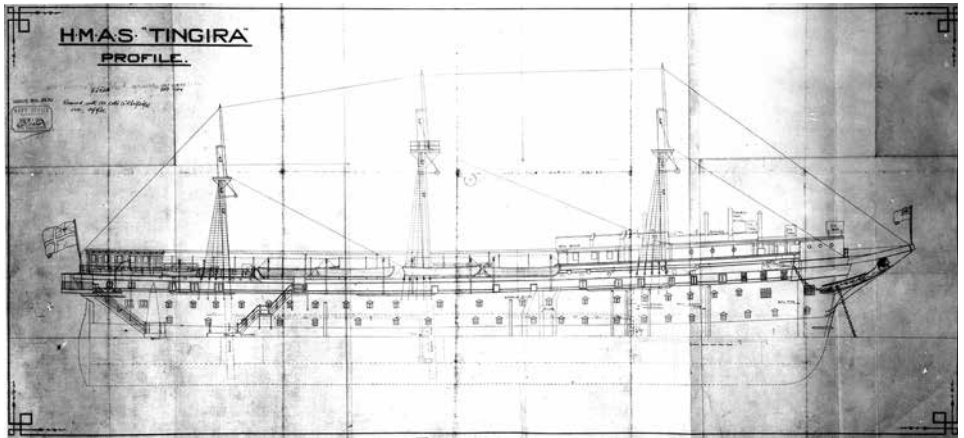
Australian National Maritime Museum

HMAS *Tingira* at anchor in Rose Bay

A guard of *Tingira* boys

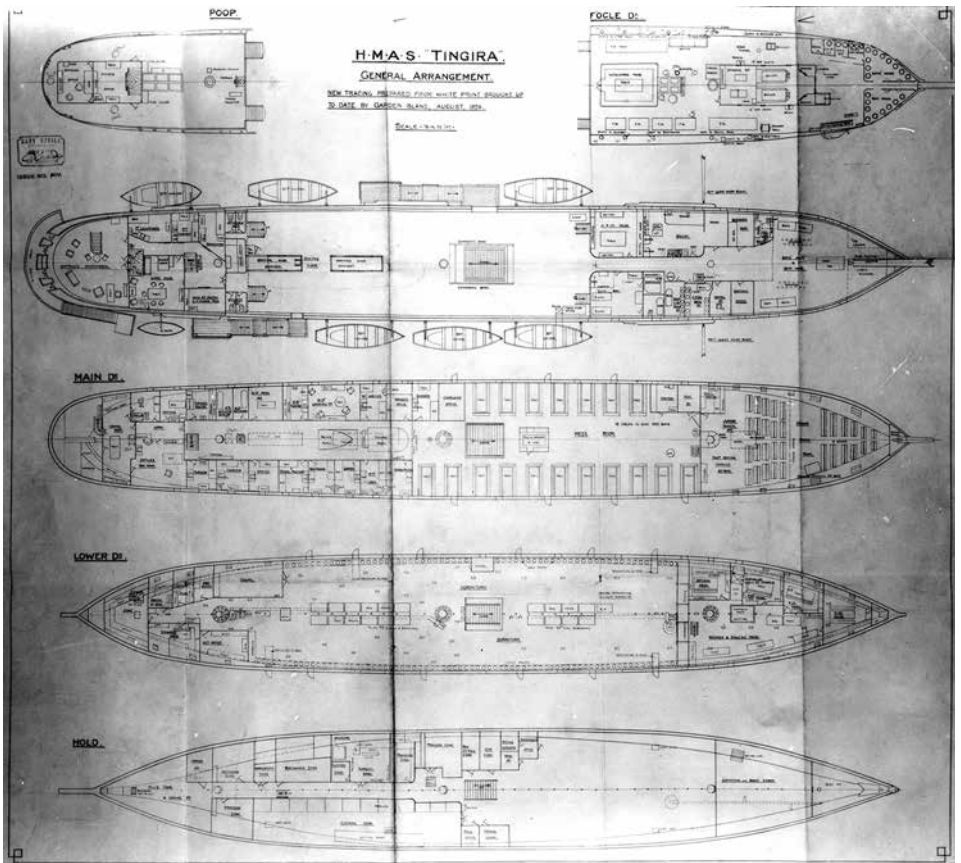
RAN Historical Collection





John Jeremy collection

HMAS *Tingira* profile



John Jeremy collection

HMAS *Tingira* deck plans

SASC NEWS

on an annual migration run between England and Australia until 1891. *Tingira* was paid off in 1927 but, despite efforts to preserve the ship, was broken up in 1941. Interestingly, *Cherub* (A4), was a beneficiary of this, having hatch covers made from the recycled teak deck timbers from the ship.

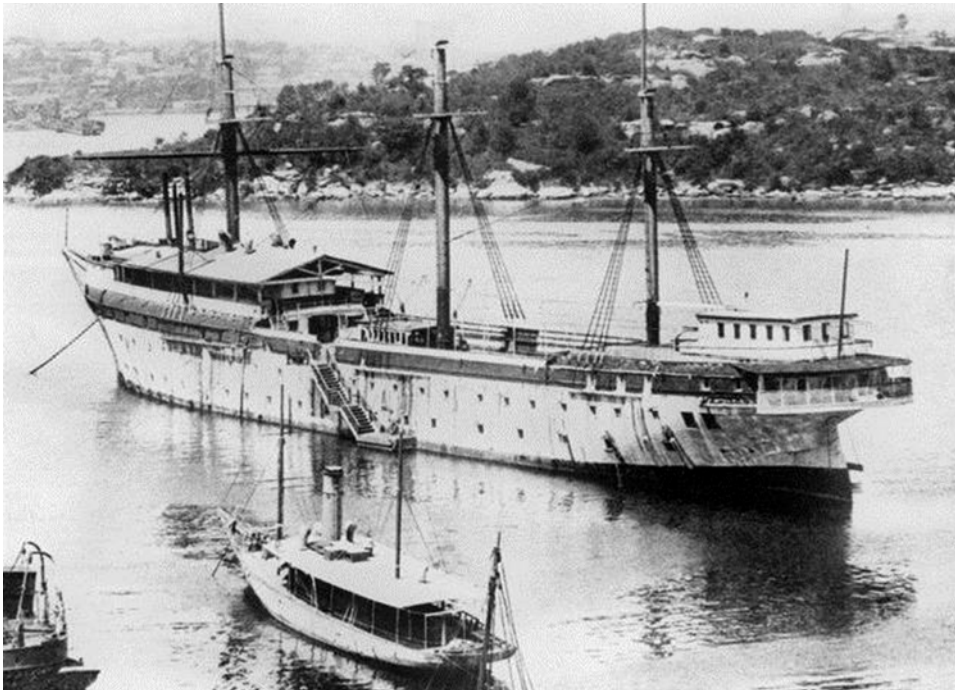
The *Tingira* cadets were trained in traditional seamanship. They exercised by climbing the rigging of the ship every day, learning the ropes. Although they were isolated on board ship, one of the ways they could relieve the boredom was by producing knot-work art and this forms a large part of what we see in the Club today. I have to surmise that Tom Selby's background as a ship's doctor and dealing with the boredom of patients recuperating from long illness was the connection he found with the Knot Board.

Whilst we no longer have the time or inclination to produce decorative knot work, it represents a time now past, when sailing ships were held together and pushed by the skills, strength and attention to detail of their crews. The Knot Board therefore represents the qualities that lead to success in sailing and something to be celebrated and aspired to in our modern world. Next time you are at the Club, take a moment to look closely at the knot work and imagine the hours and lives spent working the cord whilst sailing to all corners of the globe!

Peter Scott

Tingira and *Ena* in
Berrys Bay, about
1932

Australian War Memorial 301557





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ALOFT WITH CHRIS MANION

This month, we're pleased to profile Chris Manion, AKA "Mano". Chris is Regional Manager NSW for Schindler Lifts, and with wife Cath is raising two teenagers, 17 and 19. Chris races his Beneteau First 325 Magic with the SASC, and sits on the board of directors.

I began sailing in my mid teens on Pittwater with friends, then bought my first boat, a Gwen 12, then a Hobie 14 and a Prindle 16. While at uni, I worked for Geoff Pearson at Sydney Sailboat Centre; this included sailing on many yachts, sail boards and other small boats.

My first memory of sailing is holidays on Pittwater and the Hawkesbury on a 40 foot yacht.

I first sailed with the Amateurs in 2003 after my partner in *Magic*, Mike Daniel, bought a Crossfire 20 that Herschel Smith had owned.

I joined the club because we had a mooring in Mosman Bay, a boat, and was a family friend of Charles Maclurcan, who was Commodore at the time.

I enjoy sailing in 10–12 knots with our big No 1, with a group of friends in the Sunday series, and also sailing the Whitsundays, which we have done four times (bareboat and racing).

My favourite season is spring, as it's the start of the new sailing year — great weather, twilights start, Lion Island race and Balmain Regatta.

My most memorable time sailing was the Bob Brown race last year,

Photo John Jeremy

Magic and her crew



with 20 knots from the south — 3 hrs 10 min to Coasters, *Magic* doing 12.5 knots, and a great night with friends and waking up to a beautiful day at the Basin.

The most challenging moment on the water was in the 80s, returning to Sydney from QLD and needing the storm jib and trysail with no engine on a 30 foot racing boat. We had just won the Sydney to Mooloolaba race.

I never go sailing without my gloves.

I stay race-ready with a rigorous fitness routine and numerous gym sessions — just look at me! And walking up the hills at SASC to my car.

My dream boat is still to be found. 35–40 feet and sailed by one or two people with all the creature comforts to keep Cath happy — while also attracting a good handicap.

When I'm not sailing, I am with family and friends, or around home; also at work Monday to Friday.

If I were a boat, I would be fast, comfortable and modern.

I look forward to sailing on the Mediterranean with my wife Cath and friends.

THE DAY BEGAN WITH A BANG



Photo Judy Wogowitsch

At about 1000 on 18 November the clubhouse was shaken by a loud explosion in the water off the wharf. Even the boat on the slipway shook. Police divers inspected the area thoroughly but could find no evidence of the source. It may have been a build-up of methane in the sediments although the source of ignition remains a mystery

A TALE OF TWO SATURDAYS

A week can be a long time in sailing, as David Salter recounts

It is a constant source of wonder that there aren't more "incidents" on Sydney Harbour as four or five clubs share the same water for racing every Saturday. In truth, at those times when there *is* an unfortunate coming together of boats, more often than not it's a pleasure craft hitting a racing yacht. Those of us with our backstay burgees flying can usually be expected to know the rules of the road and to take reasonable measures to avoid contact. However it's a danger to become complacent about these things, as a few recent experiences on *Mister Christian* demonstrate.

During the second upwind leg of a Classics Division 1 pointscore race *Fagel Grip* was approaching on starboard as we tried to squeeze past on port. You know the rest. As the two yachts closed to 50 yards, Jerry Lees on *Fagel* found a nice lift which was, of course, a nasty knock for us. *Fagel*, a 30 square metre, is as long as a wet week and takes an eternity to pass. By the time I'd realised we were now on a collision course and got the crew back into the cockpit for a crash tack, contact of some kind — if only a glancing blow — seemed inevitable. But as I desperately put the helm down they luffed up and a collision was thankfully avoided. Both yachts soon settled back onto course and I was relieved not to hear a "Protest!" hail or see a red flag. It was a very gentlemanly sporting gesture from Jerry.

However, the sailing gods are not so easily assuaged and our punishment came swiftly. Trying to buck the incoming tide on the last leg into EC we drifted against the mark and had to take a painfully slow penalty turn. As *Fagel* sailed past Mr Lees couldn't resist a cheery "Having fun, guys?" crack as they waltzed off into the distance. Fair enough. Shortly after (no doubt still seething at my own poor helmsmanship), I managed to drop one of our floating winch handles overboard. You don't go back for them in a race and even though it had 'Mister Christian A16' written along the handle, the chances of ever seeing it again seemed remote. Somehow we scrambled a sixth place finish and the first thing I did once ashore was to seek out Jerry and apologise for our port/starboard indiscretion. In true Amateurs style, the matter was settled with a laugh. Let's have a beer. Things could only improve next week.

And they did. The following Saturday, as we mooched around the pontoon before the race, Maurie Evans of *Malohi* walked up with a sly smile, dipped into his sailing bag and handed me the winch handle that had gone over the side the previous week. Amazing! It had been fished out of the water by Ray Simmonds, an Etchells skipper. Ray is a mate of Maurie's and knew that *Mister Christian* was a SASC yacht. During the week he'd given it to Maurie, who was now passing it on

to its rightful owner. What a lovely way to begin the day's racing and there was better to come. December 2014

Starting off our customary 18-minute handicap we slowly worked our way through the Div.1 fleet and were lying in third place on the second approach to Shark Island. Close-hauled on port tack and enjoying a welcome little private gust, I noticed *Sydney*, the 60-footer owned by Charles Curran and helmed by Dave Kellett, roaring towards us on starboard. Oh no, not again!

“Can’t duck him. We’ll have to tack!” shouted Bob Moore on the mainsheet. My heart sank. Whatever avoiding tactic we chose would cost us truckloads of time and any chance of winning the race. “Hang on, he’s going!” Bob yelled, with obvious relief in his voice. On the helm, Dave neatly spun the big 60-footer just in time to leave us enough space to continue on our way to the layline. I’ve known ‘Commander’ Kellett for more than 30 years since he was sailing master on *Condor*, but by any measure this was still a splendidly generous act. We pressed on and — with the benefit of a few lucky lifts — managed to take the gun from *Malohi* by just two seconds.

That night I sent Dave an email thanking him for his fine Corinthian spirit and explaining that his decision to tack away had almost certainly made the difference for us between winning and losing. And what did this ISAF heavyweight, YA board member, former CYCA Commodore, Olympic technical delegate, Sydney-Hobart winner and all-round international yachting eminence say in reply? Just two words: “We try”.

Don’t you love this sport?

STORMY WEATHER



Photo John Jeremy

The sky was threatening on Friday 5 December as *Captain Amora* set sail for the usual twilight start. Luckily the storm passed before the race was scheduled to start

179th Australia Day Regatta 2015



The 179th Australia Day Regatta will be held on Sydney Harbour and other NSW waterways on Monday 26 January 2015. 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 www.australiadayregatta.com.au and copies of the Australia Day Regatta program are available at the clubhouse and on the web.

The Australia Day Regatta Management Committee is chaired by SASC Past Commodore John Jeremy and Past Commodore Charles Maclurcan will be starting the main harbour races again this year. The start and finish will be near Point Piper. The regatta flagship, HMAS *Canberra*, will take up station at the Point Piper mooring at approximately 1300 after participating in the Salute to Australia off Sydney Cove at noon.

A sausage sizzle will be available at the SASC after the Regatta.

Members are asked to keep the pontoon, piles and holding moorings clear for visiting yachts on the afternoon of Australia Day.

Touch-and-go for dropping off guests will be possible at the end of the pontoon.

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.



SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS
EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR
A HAPPY CHRISTMAS SEASON AND GOOD SAILING
FOR 2015

*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, JUDY AND
ALICE (ADMIN AND RACING) ROD, ROY AND DONALD
(BOATSHED), PETER (CLUBHOUSE), MIKE, ALLAN
AND MITCH (TENDER DRIVERS) AND THE STARTING
TEAMS



AWARD FOR BILL GALE

At the 2014 Yachting Australia Awards ceremony in October Bill Gale was presented with a Lifetime Achievement Award, one of the highest awards in the sport of sailing.

Well done Bill, richly deserved



CELEBRATING 20 YEARS



The recent well-attended lunch to celebrate Rod Phillips' 20 years with the SASC



HMAS *Arunta* in the Southern Ocean in company with HMAS *Sirius*, enroute to Albany, Western Australia to take part in the commemoration of the departure of the first troop convoy to the Middle East in 1914

HMAS CANBERRA JOINS THE FLEET

The Governor General of Australia, His Excellency General the Honourable Sir Peter Cosgrove, AK, MC (Retd), together with the Prime Minister of Australia, the Hon Mr Tony Abbott, MP, were the guests of honour on 28 November as Australia's first Landing Helicopter Dock (LHD) was welcomed into service in the Royal Australian Navy.

The Australian White Ensign was raised for the first time, signaling that HMAS *Canberra* was formally commissioned into the Fleet.

Navy, Army and Air Force members of ship's company lined the aircraft hangar as invited guests witnessed the historic event.

The Chief of Navy, Vice Admiral Tim Barrett, AO, CSC, RAN, said that the commissioning was a step towards developing the future of the Navy.

"HMAS *Canberra* is an exciting addition to the Royal Australian Navy. This very capable ship will serve the nation well for decades to come," he said.

The White Ensign is hoisted for the first time on HMAS *Canberra*



RAN photograph

SASC NEWS

Commanding Officer, Captain Jonathan Sadleir, AM, RAN, said that it was also a significant moment for the tri-service ship's company who had been training for months in preparation for the introduction of the LHD.

“It was a proud and emotional experience for me to stand with 400 exceptional members of my crew today.

“Through the efforts of many organisations, this outstanding ship is now a reality,” CAPT Sadleir said.

The ship brings a significant increase in amphibious potential to the Australian Defence Force.

“We know it's an awesome ship with huge capability, but the next step is to go to sea and test procedures, refine and consolidate, so we can be ready when the nation needs us,” he said.

HMAS *Canberra* will proceed to sea in the coming weeks for a period of training and assessment for the crew.

Canberra is first of two LHDs to be introduced into the Navy. The ship is expected to be used for diverse tasking such as humanitarian assistance, disaster relief and amphibious operations.

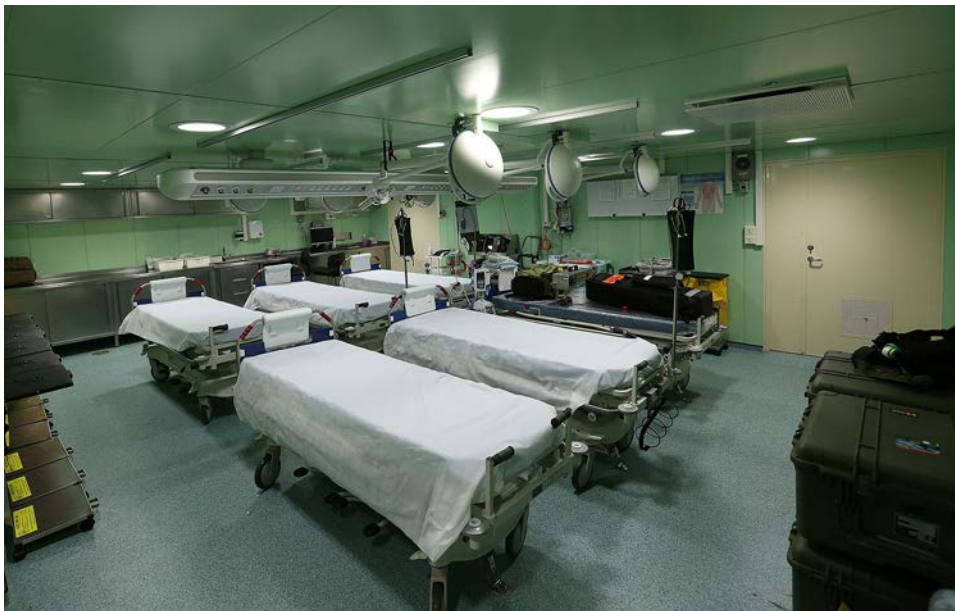
Canberra is capable of embarking more than 1000 troops and associated cargo which can be landed ashore by helicopters or state of the art landing craft.

She is the third ship to bear the name.

HMAS *Canberra*
arriving in Sydney
to prepare for
commissioning

RAN photographs





The Resuscitation Room is part of the medical facility on board HMAS Canberra

The galley on board HMAS Canberra



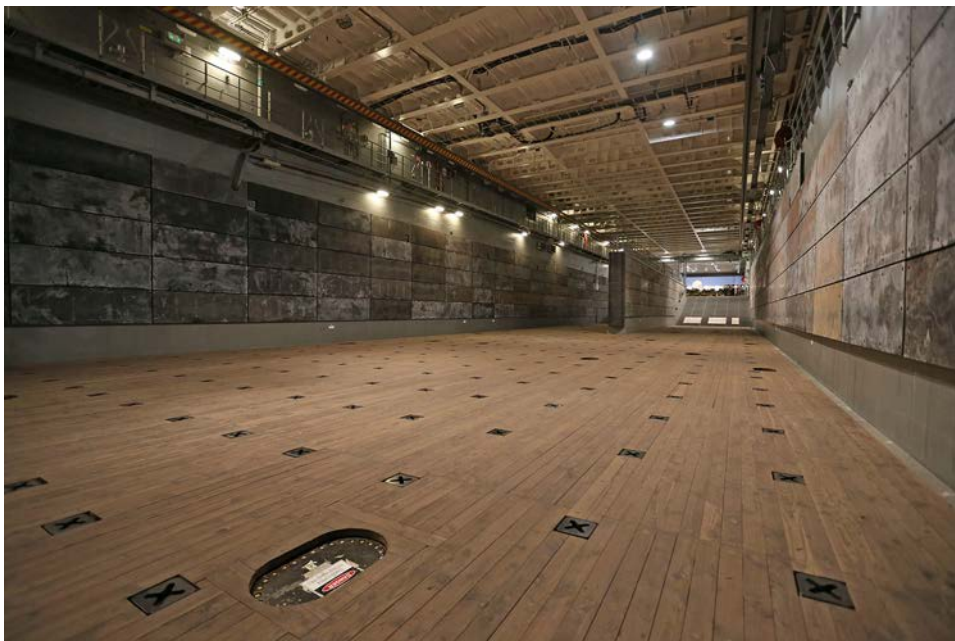


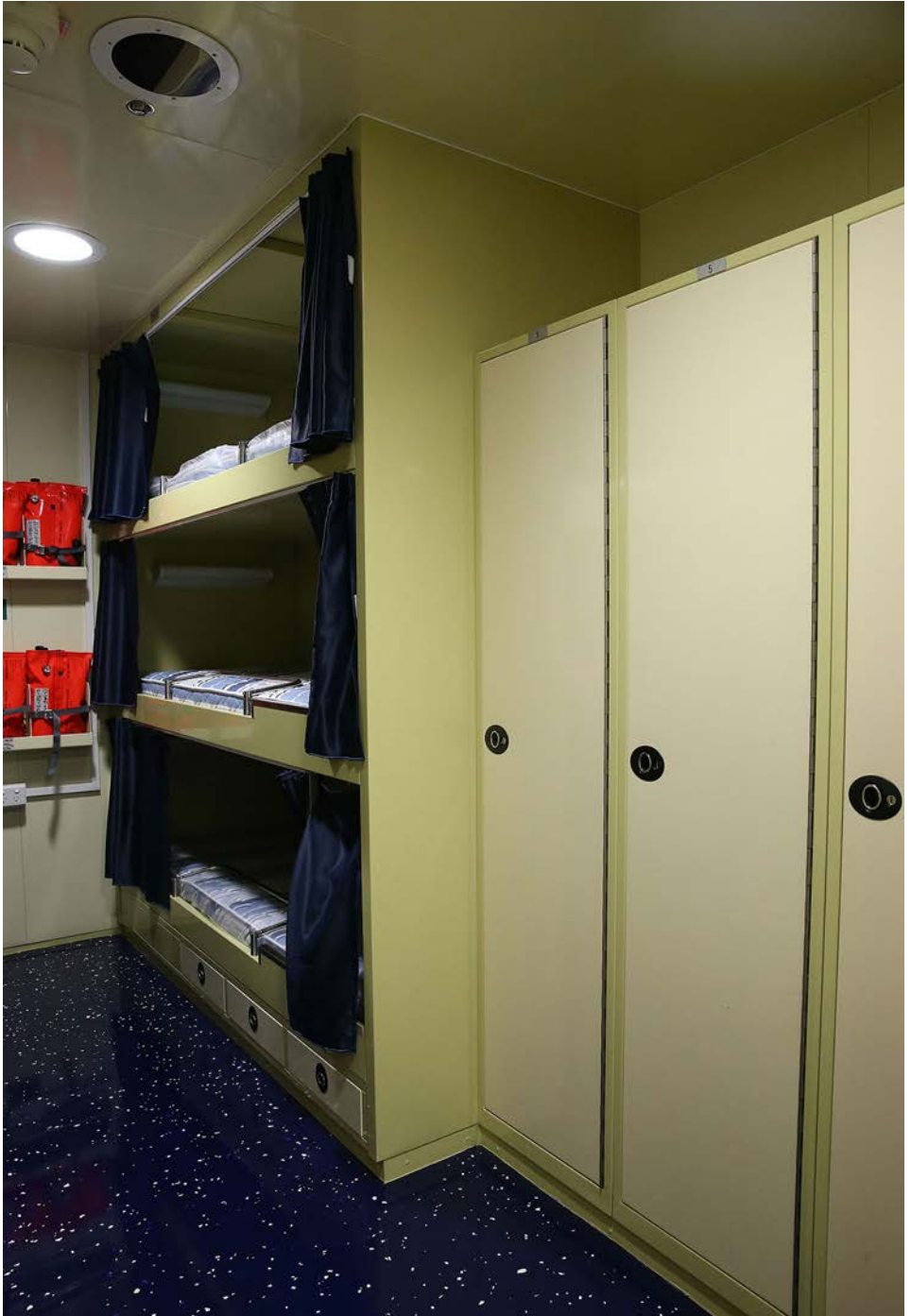
The bridge on board HMAS Canberra



The hangar and light-vehicle deck on board HMAS *Canberra*

The well dock on board HMAS *Canberra* can accommodate four landing craft





A junior sailor's sleeping space onboard HMAS Canberra



The embarked forces cafeteria on board HMAS Canberra

One of the four 25 mm Typhoon guns fitted on board HMAS Canberra



General Particulars of HMAS *Canberra*

Displacement (full load)	27,500 t
Length (OA)	230.82 m
Beam (moulded)	32 m
Beam (wl)	29.5 m
Flight deck area	4,750 m ²
Flight deck height	27.5 m
Draught (at full load)	7.08 m
Well dock	69.3 m long by 16.8 m wide
Landing craft	Four LCM 1E
Max vehicle weight	65 t
Heavy vehicle cargo deck	1,410 m ²
Complement	400 (including watercraft and flight deck crews)
Embarked force personnel	1,000

Propulsion

Gas turbine alternator	One LM2500 of 19,160 kW
Diesel alternators	Two MAN 16V32/40, each 7,448 kW
Propulsors	Two Siemens azipods each with two 4.5 m propellers, power 11 MW each pod
Bow thrusters	Two, each 1,500 kW
Emergency generator	One Progener-Mitsubishi S16R PTA, 1,350 kW
Speed (maximum)	over 20 knots
(cruising)	15 knots
(astern)	8 knots, maximum with full directional control
Range (cruising speed)	9,000 n miles

Aircraft

HMAS *Canberra* can operate a range of rotary wing aircraft, including:

- MRH90 helicopter
- CH47 Chinook heavy-lift helicopter
- UH60 Blackhawk helicopter
- S70B2 Seahawk
- Armed reconnaissance helicopter
- MH60R Romeo Seahawk

Lloyd's Register Naval Focus December 2014



Photo Michal Tomaszewski

Four Polynesian catamarans visited Sydney Harbour recently for the opening of the IUCN World Parks Congress 2014. More information on their voyage can be found at muavoyage.com

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FRIDAY TWILIGHTS



Photos John Jeremy

Ariel and Spinaway at the Division 3 start (above)

Fagel Grip with Division 1 at the start (below)





Zulu and Clewless? approaching the finish (above)

Paper Moon with Sic Em Rex and Spindrift on the last leg (below)



HOLIDAYS AT THE SASC

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 20 December 0900 – 1800

Sunday 21 December 0900 – 1800

Friday 26 December 0900 – 1800

Saturday 27 December 0900 – 1800

Sunday 28 December 0900 – 1800

Wednesday 31 December 0900 – Sunset

Thursday 1 January 0900 – 1800

The office will be closed from COB Friday 19 December to the morning of Monday 12 January 2015. Racing will be off-line from COB Friday 19 December to the morning of Monday 12 January 2015. The boatshed will be closed from COB Thursday 18 December until Monday 12 January 2015.

MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense.**

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

Please — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.

WHARF RULES

December 2014

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

Obstruction of the dinghy launching area on the pontoon by moored boats causes considerable inconvenience to those members who use dinghies. Please keep this area clear at all times



NEW MEMBERS

We welcome the following new members:

Mark Jacobs
Warwick Soden

SASC NEWS IN COLOUR

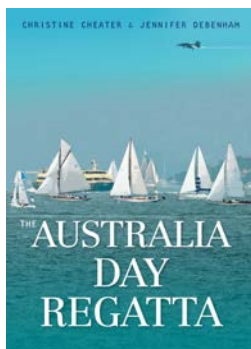
Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

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



Copies of *The Australia Day Regatta* can be obtained from the SASC office



NEWSLETTER DEADLINE

The next *SASC News* will be the February 2015 edition. Contributions from members, which are always welcome, should reach the editor by Friday 23 January 2015. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Australian National Maritime Museum, Sam Hood Collection

A remarkable photograph of Rose Bay taken early in the twentieth century. The naval training ship HMAS *Tingira* is anchored in the bay, so the date must be after 1911

Sydney Yachting Centre has joined forces with Yacht Sales Australia...

(Official Brokers to the SASC)

Yacht Sales Australia is the coming together of three successful boat brokerages – Sydney Yachting Centre and Australiawide Boat Sales (Scarborough QLD and NSW) into one dynamic entity - *Yacht Sales Australia*. This exciting development brings together over 30 years boat broking experience, offering buyers access to high quality new and used yachts and power boats. **We're the only Brokers to run a listing and sales register classic yachts!** Our team are all dyed in the wool long term boaties, with passions ranging from racing, cruising and refurbishing boats of all descriptions. We're only too happy to use this knowledge to guide and assist owners and buyers alike when listing or looking for your new or used boat.

The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

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

For a complimentary valuation on your boat or to list, call 9969 2144 or email: sales@yachtsalesaustralia.com

...we're still at Middle Harbour Yacht Club



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