



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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April 2024

**SYDNEY AMATEUR SAILING CLUB**

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The start of the Bob  
Brown Trophy Race on  
28 March

(Photo John Jeremy)

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# COMING EVENTS

April 2024

## WINTER AT THE AMATEURS

### *The SASC Winter Series 2024*

Winter in Sydney offers some stunning sailing on the Harbour — why not organise your crew and enter the SASC Winter Series to be held during May, June and July this year. The Series consists of six point-score races with a start at 11.30 am in Athol Bay. Winter racing can be great fun with smaller fleets and the chance to get involved in racing. We are proposing four divisions including spinnaker and non-spinnaker

You can enter online via the website: <https://sasc.com.au/entry/>

### Winter Series Calendar

- Race 1 — Saturday 4 May 2024
- Race 2 — Saturday 25 May 2024
- Race 3 — Saturday 1 June 2024
- Race 4 — Saturday 15 June 2024
- Race 5 — Saturday 6 July 2024
- Race 6 — Saturday 20 July 2024

SASC courses will include a race around Cockatoo Island in a westerly breeze — a very popular course in the past. After the racing join everyone back at the Clubhouse for the prizegiving and hot food. Sailing Instructions will be available on the website shortly.

Contact David in the Sailing Office with any queries or help with your entry – [racing@sasc.com.au](mailto:racing@sasc.com.au)

## SAVE THE DATES

- |                                      |  |
|--------------------------------------|--|
| <b>Wednesday 1 May 2024</b>          | General Meeting at the Club            |
| <b>Friday 3 May 2024</b>             | Winter Series Opening Night Party      |
| <b>Saturday and Sunday 11–12 May</b> | Working Bee at the Club and Green Shed |
| <b>Saturday and Sunday 18–19 May</b> | Working Bee at the Club and Green Shed |
| <b>Wednesday 22 May 2024</b>         | Trivia Night at the Club               |
| <b>Wednesday 21 June 2024</b>        | Sounds of the Sea                      |
| <b>Saturday 29 June 2024</b>         | SASC Annual Prizegiving                |

### **NEED THE TENDER?**

Call

**Nancy K**  
on

0418 678 690

or

**Jack Millard**

on

0418 678 819

(race days)



## SIGNALS FROM THE COMMODORE

Two significant events occurred in this last month of the 2023–24 Season at the Sydney Amateurs. Firstly, the Kelly Cup was finally won by *Shambles* after 50 years of Herschel and crew having a go, and secondly, the Club purchased a replacement start boat after the *Captain Amora's* 45 years of service. The significance of these events points to the spirit of our club, the longevity of both our boats and our members. There are other worthwhile character traits at work here; persistence, passion and endurance.

Neither of these events would have been achieved if not for the work of many staff and volunteers, half a century of the starters going out before and coming back after the race boats, of maintenance of the boats and the club to support the racing, and, last but not least, of tender drivers plying up and down the bay. Of course that only accounts for the visible roles, behind the scenes the work of the office and racing secretary, the slipway, the directors and bar staff. So in acknowledging the two events we can celebrate a great achievement for the Club as whole.

It has indeed been a wonderful season of sailing with a high level of participation in racing. The Friday Twilights in particular attracted a large number of boats with the combination of close racing and the lively social atmosphere back at the Club. Twilights also tend to be the entry point for new members to experience what the Club has to offer, so skippers please look to the crew list to offer someone new to the Club the opportunity to join in.

Saturday and Sunday racing have been sustained by boats such as *Mister Christian*, *Hoana*, *Cherub*, *Double Dutch*, *Shambles* and *Clewless?*, amongst others, which operate on the principle that “too much sailing is barely enough!” Having two skippers and sharing the boat can be part of the secret here. Another essential aspect to growing our racing is the training of crew skills and training crews to skipper.

And now the twilights have ended, Easter's Bob Brown race is run, and the champions in all divisions have been declared. The weather is changing to its cooler cycle and the Club can enjoy a well-deserved break for a few weeks until the Winter season starts. The quiet time doesn't last long but it is essential for recharging the spirit and repairing the bodies, boats and buildings.

Being a year for hosting Gaffers Day and being a proud club, we have scheduled working bees for weekends in May to spruce the place up. There is plenty of work planned for the Green Shed, around and inside the Clubhouse and on the new start boat, there is a list of volunteers and a large order being placed for sausages. We have a Trivia night planned for 22 May and, on the Winter solstice, an evening called Sounds of the



Sea. There is no better time for getting to know your fellow members and enjoying the spirit of the place.

Lastly, spare a thought for those members who have not been able to get out on the water to sail. We who are raising sails to the wind will carry you with us in our thoughts and hope for your return to your boats when you are recovered.

See you on 4 May for the first winter race.

*Peter Scott*  
Commodore



Photo John Jeremy

*Shambles*, seen here competing in the Australia Day Regatta, is the winner of the Kelly Cup for 2024

# THE TALE OF “TOMMY TWO-CONTESSAS”

(PART 1)

It's all Mad Bob's fault. Bob was a Melbourne-born colleague of mine in Sydney who'd spent 25 years living in the London. While there he'd built his own boat and sailed just about everywhere in Northern and Western Europe.

When his job took him to America, he thought his sailing days were over and bequeathed to me his complete collection of 25 years of *Practical Boat Owner* mags from around 1968 to 1995 and a huge collection of charts. Over the next few years, I read every issue of *PBO* and studied these beautiful blue and white 'in fathoms' charts.

I've done most of my sailing in mostly gorgeous weather in Australia, but thanks to Mad Bob's old mags, I've been dreaming about sailing around those craggy rock-strewn coasts of Southern England and Atlantic France for a while now. There's something about those twelve metre tides and cosy harbours which have always looked exciting to me. I figured I'm still fit enough and have to time to do it, so if not now, when?

I already have the boat for the job; *Lunacy* is a Contessa 32, built in England and the perfect compact cruiser for the trip. I looked into shipping her to the UK and back — until I found out to do so would leave me with little change from a hundred grand, and the paperwork, registration and customs for a lengthy stay would be quite tricky.

*Alcyone* waiting for Tom on the hard in Essex



I started eyeing up Contessa 32s for sale in the UK, and found, for considerably less than the cost of shipping *Lunacy* I could buy a tidy, 43-year-old example called *Alcyone* on sale in Essex, which is near the mouth of the Thames Estuary. My thinking was that if I got hold of a sister-ship, I would already know the boat intimately and how she sails — and I could even borrow a few parts from *Lunacy* that she might be missing.

Through the Contessa 32 Association I found out the history of *Alcyone*; she'd been built for the brother-in-law of the builder, she'd been to the Azores and back, done a lot of racing. After a pretty good refit in 2008 she had circumnavigated the British Isles UK. Someone had also paid for a proper survey before changing their mind at the last minute and she looked pretty sound. By late November last year, she was mine.

I spend a few weeks doing the paperwork, registering *Alcyone* as a British Ship (which we can do as members of the Commonwealth), getting UK insurance (Cheaper than Australian insurance) and being issued with a UK radio licence etc.

At first, I thought I could arrange get the boat prepared remotely, then simply step aboard a few days before setting off on my cruise. It soon became apparent that this was a daft plan, so in early March, I got a Frequent Flyer return to Pommy Land to go and have a good look myself. Boy, am I glad I did!

Tom contemplating his new yacht



## SASC NEWS

The English winters are tough on yachts, In the Autumnal pics the broker had sent me the decks looked gleaming and white, but on the cold, wet, miserable March day that I arrived in Essex those same decks were now slimy and green (I did wonder why all the halyards were coloured green for a second). When I stepped inside the damp cabin it stunk of diesel and my first thought was that the fuel tank had ruptured, but on closer inspection there was only about litre of diesel floating on an awful lot of water, so now I was concerned that the water tanks had ruptured. Wrong again — I'd had a dehumidifier installed in November and the hose that was supposed drip the water out through the speedo aperture had come detached from the machine, and for four months I'd been paying for the electricity to have the humid air turned into about 30 litres of water which went straight into the bilge. The diesel was a just result of the fuel/water separator leaking. It didn't help that the bilge pump hose stopped about a foot short from the bottom of the boat. Luckily, I'd got the yard to also install a small Dimplex greenhouse heater as well and I think that arrested the mould growth down below.

The following day I moused all the halyards and took them home to my little AIR B&B, which came with an automatic front loader. I was very nervous that the clanging of the snap shackles might break the glass door but I got away with it. Let me tell you, the 'denim cycle' makes sheets and halyards very clean indeed. After a few more days I finally got to the bottom of every locker, looked at all the gear and installed quite a lot of it in the skip. There was a good chandlery in Maldon (of sea salt fame) and on my fourth trip, I was told I'd been awarded 'customer of the month'.

By March, owners are coming out to work on their boats and I chatted to several of them — mainly with the intention of scrounging tools. I suspected that amongst the boaties on the hard stand, there was a good percentage of 'dreamers' (people who regale you with tales of adventures their boat had had — with some *previous* owner). Some of them asked me where I was planning on going. When I told them "France", they warned me about the terrible dangers of crossing the Thames Estuary.

"Perhaps we could have a coffee and you could tell me about it." I usually said,

To which, "Oh, I've never done it!" was the usual response.

On the advice of a local friend, I had joined the 'Cruising Association', which turned out to be a brilliant idea. Not only do they have great info online and an excellent app, but I also stayed in their very affordable clubhouse on the Thames where I had full access to their fabulous library of pilot books and charts. In London I also spent up big at Standfords, a venerable travel bookshop that carries every pilot book, tide atlas and chart a sailor could wish for.

There are still some fancy electronics to be installed, and I took the sails to a local sailmaker to be given the once-over. I shall be making some calls in the middle of the night tonight to see how they are going.

As I said, I'm very glad that I went. *Alcyone* will still be on the hard stand when I return in the last week of May, but it'll be a lot warmer, there will be leaves on the trees and the boat really should be almost ready to go... says Tom, crossing all his fingers.

The Contessa 32 isn't a voluminous boat. It's great for cruising two-up and three-up is OK. I

have been arranging a roster of crew but still have a couple of vacancies. If you think you might be in the area and fancy a ride, let me know.

And without getting too far ahead of myself, a lap of Ireland in 2025 might be fun. We'll see...

*To be continued.*

*[When Tom told me that he had bought a boat which was lying in Burnham-on-Crouch in Essex, I immediately remembered my visit there in May 1967 — see From the Archives — Ed.]*

## **GAFFERS DAY 2024**

### **Hold the date!!**

Once again, we will be hosting **Gaffers Day on Sunday 20 October 2024**. This is one of our Club's signature events which was first held in 1972. Since then Gaffers Day has happened every two to three years and become an important fixture in the life of our Club. We take great pride in the history and heritage of our Club.

Gaffers Day is a rally for classic yachts and has become a "not to be missed" event for anyone who has an interest in classic yachts. We will have one of the largest gatherings of classic yachts in the country, both on show at our clubhouse and racing on Sydney Harbour. There will be a spectator vessel for those who wish to watch the rally from the water. For classic boat owners and enthusiasts alike there will be many stories to be shared of Australian maritime history.

We hope you can put this in your diary and be part of the fun on the day.

If you have any questions or suggestions surrounding Gaffers Day, please contact David Brown our Gaffers Day team leader.

*More to come closer to the event.*



## BOB BROWN TROPHY RACE 2024

by  
Stuart Anderson

It was another light wind race for this year's Bob Brown Trophy Race from Watsons Bay to the Basin in Pittwater. Anyone can sail in a decent breeze, but it takes real skill and concentration to keep moving in light winds. The ten starters eventually made it out of the Heads and set their spinnakers to suit the mostly southerly wind. For a while there was a good wind amongst the rain squalls but that disappeared for the fleet near the imposing Bangalley Head, just off Whale Beach. All but four boats decided to retire and make their way to the Basin under motor. We were greeted at the finish line by Wendy and Ian in their beautiful launch *Willo* flying an enormous Amateurs burgee. Those who had the patience and determination to finish were: first place *Delinquent*, second *Cloud IX*, third *Shambles* followed by *Ping*, taking a heroic six hours to complete the race.

Mooring at the Basin at arguably the busiest time of the year is always a challenge, with huge motor launches roaming the waterway ready to pounce on any unclaimed mooring. Some boats rafted up for safety, whilst others tied up to a mooring owned by an obscure yacht club, hoping to avoid detection. We were joined by a number of yachts from the club who sailed up to join the fleet. Swimming off the back of the boat in the beautiful warm and clear water was mandatory. The next day we were ferried around by the excellent tender service organised by Ian and had a pleasant picnic in the national park. Phil Tanner gave a brief talk on the history on the trophy and awarded the coveted bottle of rum to the winner. Over the next few days each yacht made its way back home, enjoying the glorious weather. Many thanks to those manning the starting and finishing boats, without whom this race would not be possible.

The Bob Brown fleet just after the start in the light wind

Photo John Jeremy





Photos Stuart Anderson

*Lunacy* with spinnaker in a rain squall



Captain Phil Tanner awards first prize to an animated Warwick Ellis of *Delinquent*

Dear Sir,

The doctoring of photos has had a lot of “exposure” lately so it was not surprising to have a photo of *Cherub* appearing in a lush green field (*Signals from the Commodore — SASC News* Feb 2024).

However long before Photoshop, there was another gaff-rigger actually languishing in a field in Fairhaven Massachusetts.

It was *Spray*, totally rebuilt by Joshua Slocum in that field. He then sailed it alone around the world including spending considerable time in our very own harbour.

Members would be aware of the Joshua Slocum Trophy for Classics competing in the Sunday series.

*Dennis Wood*

PS: *Sailing Alone Around the World* by Joshua Slocum is thoroughly recommended reading.

A little more Photoshop makes *Cherub* in a green field look a bit better [*I think — Ed.*] with the sail number and name correct



Dear Sir,

I read Tony Saunders’ letter in the February edition of the *SASC News* about lady sailors.

When I was a member I sailed with my father on our Bluebird *Gem*. One of our competitors was *Tango* (if my memory serves me correctly) which was owned and sailed by twins Pat and Joyce Warne. We had many a tussle with them on the harbour and they were very competitive sailors, often in the top placings.

Their names may not be exactly correct but records may help you to correct this. I could not find reference to them in either of the books — *The Amateurs* or its follow-up book.

My brother-in-law Ian Anstee passed the *SASC News* to me. I was the original editor of the Club’s Newsletter.

*Peter Cane*

[*Pat and Joyce Warn sailed with the Amateurs between 1957 and 1964 in their Bluebirds Tango and Charm. Very active sailors they continued to sail and contribute to race management at the Royal Sydney Yacht Squadron, and were members of the race management team for the 2000 Olympics. Pat is no longer with us but Joyce continues to volunteer at the Squadron — Ed.*]

# CHAMPIONS TALK

April 2024

The SASC Water Women hosted a “Champions Talk” on 13 March at the Clubhouse. Two inspirational sailors each gave a talk on their different experiences in the world of sailing.

by  
*David Pryke*

**Tracey Richardson** gave a talk on her inshore experience with Adams 10’s. Tracey started in Adams 10’s as crew on *No Friends* from MHYC, and eventually bought into her own Adams 10 *Artemis*.

Tracey discussed the transition from being a crew on someones boat, to running your own boat and learning to race at the same time. A large part of running a successful boat is to ensure the welfare of the crew. This means a good balance of experienced crew to teach the beginner crew. The ultimate aim is to have good teamwork and boat performance, ensuring that no-one is left out and crew want to come back sailing.

Tracey’s achievements include (but not limited to):

- 1st in Sydney Harbour Womens Keelboat Series in 2021–22 (*Artemis*)
- 3rd in the Adams 10 Championships 2023 (*Artemis*)

Tracey is frequent sailor with SASC, especially in the Twilight season, and is always at the front of the fleet.

Tracey Richardson  
at the helm of  
*Artemis*



**Vanessa Dudley** focussed on her offshore experience with the Sydney Hobart Yacht Race and other offshore events, plus her recent experience with Lasers and J70s.

Vanessa spoke of the changes in the Hobart race over her time. In the 90s you were considered a sissy to wear a life jacket, now a harness with a tether is mandatory. Also it has become harder to break into the word of the Hobart as costs and regulations have increased. Vanessa has achieved 25 Hobart races on various boats, including *Ragamuffin 100* with Syd Fisher.

By contrast, Vanessa is also an accomplished Laser sailor. It was interesting to learn how Lasers cater for all ages, genders, etc. — 85 year olds are still sailing Lasers! An interesting encounter was the recent Laser Regatta hosted by the Vaucluse Yacht Club and conducted near the Eastern Channel mark — a clash with SASC Saturday fleet rounding the EC and BB marks. Laser view: what are these yachts doing cutting through our fleet. SASC view: what are these pesky Lasers doing at our rounding marks! Two sides to every situation.

After hearing both these accomplished sailors speak, it was easy to see how much they have accomplished in the world of sailing, and are a true inspiration to all sailors.

Thanks to the Water Women for organising this talk, and we look forward to more of the same.

Vanessa Dudley's experience includes sailing in the modern J70 class





Photos John Jeremy

Australia Day's festivities on the water were a little different this year, with the popular Ferrython changed to two roundings of Fort Denison rather than rounding Shark Island



The Tall Ships race is always a spectacle but, with a westerly wind this year, it was hardly a race. *Young Endeavour* and *James Craig* were two of the ships taking part



Photo Maz Kivi

The westerly had freshened ahead of a southerly change by the start of the 188th Australia Day Regatta. Here *Sana* passes the Regatta Flagship, HMAS *Choules*



Photos John Jeremy

*Cherub* (A4) starting in the Classic Division 2. She won the Centenary of Federation Medal and the H C Dangar Memorial Cup



*Double Dutch (5719), Indefaticable (C1111) and Mangrove Jack (8128) after the start of Division 3  
Double Dutch finished third*



*Samphire (7206) and Madam X (4138) manoeuvring before the start of Division 2 (spinnaker).  
Samphire won the Davidson Family Trophy*



Photo Maz Kivi

*Fidelis* (45) heading to the finish in the freshening southerly. Unfortunately the wind caused a number of competitors to retire from the regatta



Photo John Jeremy

*Fidelis* (45) and *Wraith of Odin* (CYC55) at the finish of the 188th Australia Day Regatta

# WHY BANANAS ON A BOAT ARE A BAD IDEA

April 2024

by  
*Stuart Anderson*

Bananas are a delicious fruit which are always on the list of the top ten foods bought at an Australian Supermarket. In this country five million are eaten every day. However, for sailors, bananas are often regarded with some suspicion. Is there any basis for this suspicion? Here are five reasons why bananas on a boat are a bad idea.

First, bananas release a gas called ethylene ( $C_2H_4$ ) as they ripen. This gas can cause other fruits and vegetables nearby to ripen and spoil more quickly. Ethylene gas triggers the breakdown of cell walls in fruit, which causes it to soften. On a boat journey where fresh produce may need to last for several days, the rapid ripening of fruit can be a problem.

Secondly, bananas are a fragile fruit which can easily bruise and become damaged during transport. This is especially true on a boat where the fruit may be exposed to rough seas. Once a banana becomes bruised, it can quickly deteriorate and spoil, further increasing the risk of contamination and waste.

Thirdly, bananas contain small amounts of potassium-40 with a half-life of 1.25 billion years. This is radioactive and each banana can emit 0.1 microsieverts of radiation. By comparison an x-ray will give a dosage of 0.1 millisieverts, i.e. 100 times that of a banana. Potassium-40, along with uranium and thorium, is responsible for the accumulation of heat in the mantle of the Earth which drives the continental drift of tectonic plates. Because potassium-40 is present in all living organisms, it is a significant source of natural background radiation. The human body contains about 120 grams of potassium, of which a small fraction is potassium-40. This means that humans are constantly exposed to low levels of radiation from potassium-40, which is unlikely to be harmful but it is wise to limit exposure to any radiation.

Fourthly, bananas are a prime target for pests such as fruit flies and other insects and these can quickly infest a boat and spread.

Finally, and perhaps the most compelling reason some sailors believe that bananas are simply an unlucky fruit is because of their shape. They are always bent due to a phenomenon known as negative geotropism. Once developed, instead of growing towards the ground, bananas turn towards the sun. The fruit continues growing against gravity, giving the banana its familiar curved shape. In water, they float and the curved shape of a banana resembles the shape of a boat that has capsized or overturned. No sailor wants to be reminded that their boat can capsize!



# PAELLA NIGHT AT THE CLUB



Photos John Jeremy

As usual, the last Twilight race of the season was celebrated with the popular paella dinner at the Club



Many members and guests gathered for dinner on a perfect late summer's evening



The Boatshed was pressed into service — there was not much room but no one seemed to mind



The clubhouse was also full for the celebration of the end of another season of Friday Twilight races

## UNITS OF MEASUREMENT

by  
David Jones

In my article *The “Other” Classic 18-Footers* (*SASC News*, April 2017), I wrote about the National 18-foot class, designed by Uffa Fox in 1938, and sailed in the UK and Ireland. This was the boat I helmed as a teenager. I put the last plank on my new 18 just before Christmas. She has closely fitting lands and gains (as for a traditional build), but uses 6 mm sapele marine ply to BS1088, glued together with epoxy/silica. A full-length ribband is glued inside each plank, flush with the exposed edge (to strengthen the joints, and support the framing).



Figure 1: The half-planked hull in 2021. I decided to do the starboard side first, so any errors in setting-out would only need to be corrected once. This did not distort the hull.

At this point, builders would traditionally down a glass of whisky, but as I don't drink, and it was mighty cold, I celebrated with a nice big mug of warm tea. After which the next task was to double-check the dimensional requirements of Class. You really don't want to get this far, and fail at the last hurdle!

D.8.2 DIMENSIONS

**UFFA ACE AND PROCTOR DESIGNS**

	minimum	maximum
<b>Hull length</b> .....		5487 mm
The depth, to the inside of the hull shell 152mm athwartships		
from the centreline to port and starboard measured		
from the sheerlevel at mid-length ... ..	660 mm	
The external depth of the transom to the underside of the		
moulded <b>hull</b> from the <b>sheerline</b> ... ..	355 mm	
Maximum overall <b>hull beam</b> ... ..		2365 mm
Beam of <b>hull</b> , excluding rubbing strakes and fittings,		
at 305mm below sheerlevel at mid length ... ..	1830 mm	
Extension of hull outboard of <b>sheerline</b> .....		38 mm
At mid length; vertical distance between the underside of the		
<b>hull</b> and points on the outside of the hull shell 762mm		
athwartships from the centreline, port and starboard ... ..		228 mm
Gunwale;		
extension outboard of <b>sheerline</b> .....		125 mm
Depth of keel bands if fitted ... ..		6 mm
Height of sail number in transom ... ..	25 mm	60 mm
Thickness of deck in GRP ... ..		3 mm
Thickness of deck in wood or plywood.....		5 mm
Width of side decks at mid-length and forward ... ..	250 mm	
Width of side deck at end of taper aft of mid-length.....	200 mm	
Total area of cut-outs in deck for spinnaker chutes.....		0.1m <sup>2</sup>

Figure 2: Extract from RYA Class Rules

[The dimensions are given in mm, but the original construction was in feet and inches. Since one inch (1”) is defined as 25.40 mm, 18 feet (18’) would be  $18 \times 12 \times 25.40 = 5486.4$  mm. This is, essentially equal to the maximum length of 5487 mm specified in the rules. The original plans have 8 moulds equally spaced between stem and transom, making 9 equal gaps of  $5487/9 = 609.7$  mm. So, relative to the stem, the moulds are placed at distances of 610, 1219, 1829, 2439, 3049, 3658, 4268, and 4878 mm.

At this point the builder has a choice. Imperial units are still in common use in the US, so a builder there might set out the length of the hull as 18 feet, and position the moulds at distances from the stem of 2, 4, 6, 8, 10, 12, 14, and 16 feet. There is little risk of getting these simple one or two digit numbers wrong, and measuring them with an imperial measuring tape is quick and reliable owing to the wide spacing and clear identification of the feet and inches.



Figure 3: An imperial toolroom ruler (coarse side)



Figure 4: An imperial toolroom ruler (fine side)

People of my generation from other countries, who were brought up using both imperial and metric units, might well do the same. People who only know the metric system would set up the length and moulds using mm. The dimensions (to the nearest mm) are 3 and 4 digit numbers, and do not always coincide with the largest (cm) markings, so more care is needed. Dividing 5487 mm into 9 equal intervals also requires slightly more calculation.



Figure 5: A metric measuring tape

Or they could learn how to use imperial measurements. It's not difficult, and anyone who aims to build a traditional boat will have to learn far more difficult skills. However, I remember that a materials scientist — from the US of all places — got annoyed with me because I'd put a worked example into one of my textbooks which compared quantities in both imperial and metric units — a book that was marketed to a US audience. So beware! At this stage, it has to be said that setting up the moulds in a traditional build is hardly a precision exercise. A fore-and-aft movement of say 1/2" will not make a significant difference to the cross section of the boat, except at moulds near to the stem. I (and, independently, another builder) found an error in the 2 ft mould, which had to be moved aft by 1 1/4" to get fair lines. In fact, you could position the moulds without even using a measuring tape, by using large dividers and trial-and-error. Errors in setting the mould square to the backbone can easily produce errors of the order of  $\pm 10$  mm at the sheer plank.

There is no such latitude when it comes to the dimensional requirements at the mid-length section.

$[\pm 152, \geq 660]$ ,  $[305, \geq 1830]$ ,  $[\pm 762, \leq 228]$ .

The historic values (in inches) are:

$[\pm 6, \geq 26]$ ,  $[12, \geq 72]$  and  $[\pm 30, \leq 9]$ .

These are critical dimensions, which have to be met if Class is to pass the hull. In addition, two of these measurement pairs are taken at or very close to overlaps in the clinker planking, so are even more critical. In the case of the  $\pm 6$ " dimension, if you are just 1 mm to the wrong side of the overlap you will be down on the  $\geq 26$ " dimension by the plank thickness (6 mm in my plywood build, at least 8 mm if you use "proper" wood). With the  $\pm 30$ " dimension, if the plank edge is just 4 mm further outboard, you will be up on the  $\leq 9$ " dimension by the plank thickness. I made up wooden jigs to check these critical dimensions. Fortunately, the requirements were satisfied, with a few mm to spare.

This is where we come to an important consequence of the RYA approving a "metricated" feet-and-inches design without obviously thinking through the consequences. Because the rules do not give tolerances, the *implied tolerance* for dimensions given in mm is  $\pm 0.5$  mm. This is far too tight a tolerance for a clinker-built timber boat, indeed *any* boat. At this level of accuracy, you are into questions like the temperature of the measuring tape, and whether it has been calibrated against length standards. (The thermal expansion of a steel tape 18' long with a temperature increase of 10 C is 0.66 mm.)

Dimensions given in inches permit larger implied tolerances. In fact, you could argue that, because the midships dimensions were originally given to the nearest inch, the implied tolerance is  $\pm 1$ ". I think this would be pushing it, but a sensible tolerance could well be  $\pm 1/2$ ". Variations of this order will have a negligible effect on the performance of a classic boat — 18s can be fast, but they are not exactly a highly competitive international class like an Etchells (where, of course, there has been a heated debate on the effect of small dimensional changes on hydrodynamic performance).

Where the RYA has approved a "metricated" classic design, it should state that this is for reasons of interchangeability, and the implied tolerances of the underlying feet-and-inches design are grandfathered. Individual class associations are already able to decide whether or not to impose tolerances. The International 470 is a good example, where many dimensions are given specific tolerance bands (some quite large). The 18 Class Association has not done this. The over-riding aim should be to increase the racing fleet of classics, and not provide an opportunity for haggling over a few mm.

### ***Postscript***

As a professional engineer, my work is done in metric SI units. The strengths of various materials are etched in my memory in units of N/mm<sup>2</sup>.  $F = ma$  is simple if the base SI units are used. Materials strengths in psi and heat treatment temperatures in degrees F have to be converted. But when I make anything, my default position is feet and inches. This is because I am a model engineer, a "parallel universe" which is still largely imperial — my machine tools have imperial feed screws, my taps and dies are BA threads, my feeler gauges are in thou.

Recently, my small grandson was working through some school exercises on fractions, and was not seeing the purpose of it. In a decimal world, you can see why. I then saw what I had been taking for granted, and took Figures 3 and 4 to show him how fractions can be important, and give some examples of using them. I instinctively use rulers of different "fine-ness" for different tasks. I often use an old wooden folding ruler with  $1/8$ " divisions if I am working to coarse dimensions. For fine work, I use the toolroom ruler, with a choice of *four* scales of fine-ness. The mm measuring tape has only one degree of fine-ness, which is small for many applications. The fact that there are 12 inches in one foot is useful — a pair of major "staging posts" can be viewed in one glance, and 12 is divisible by 2, 3, 4 and 6. My gains are 12" long, so I marked thickness measurement points (in chalk) at 0, 3, 6 and 9 inches. Because the plank is 6 mm thick, I machined up steel depth gauges of 3.00, 2.25, 1.50 and 0.75 mm. The depths are critical to a good fit, the lengths much less so.



# METRE BOAT RALLY



Photos John Jeremy

On 18 February the SASC conducted a Rally for Metre-type yachts.  
Seven boat too part in ideal conditions



Peter Chapman at the helm of *May Be XI*, the Rally winner



A close race between *Tanami* (626) and *Theme* (1292)



*Venger* (KA2) approaching the finish

## A NEW STARTERS' BOAT



Photos John Jeremy

After a long search, the Club was recently able to acquire a second-hand Steber 36 for conversion to a race committee boat to replace *Captain Amora* after her 45 years of service. Currently named *Pakoa*, she was delivered from Melbourne on 21 March



*Pakoa* alongside at the Green Shed where a dedicated band of volunteers is hard at work converting the boat for her new role. It is hoped to commission her at the start of the 2024-25 season



A display of speed on the water during SailGP in Sydney on 25 February

## THANK YOU MAC MARINE

*Mac Marine again generously provided a work boat for use as a tender at Coasters Retreat on Friday 29 March after the Bob Brown Trophy Race*



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Photos John Jeremy

Google Earth confirms that Tom Moulton would have found that High Street in Burnham-on-Crouch in Essex has hardly changed since this photo was taken on 28 May 1967 (see pages 6-9)



The River Crouch in May 1967 looking towards the Royal Burnham Yacht Club and the Royal Corinthian Yacht Club. Many yachts were moored in the river, including eight Folkboats just to the right of this photograph. The modern Burnham Marina is a little upstream from this location

# NEW MEMBERS

April 2024

We welcome the following new members:

Gabrielle Anderson	Jamiesson Clifton
Jerry Lahara	William Lloyd
Victoria Matterson	Adam Matuschka
Geraldine O'Carroll	Adam O'Neil
David Sloan	Bronwen Wade-Leeuwen

## SASC SHOP

*New stock available — all sizes!*

### SASC Branded Merchandise

Racing 'A' Flag	\$35.00
Burgee (Medium – 30 cm x 54 cm)	\$41.00
Club Tie	\$25.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve)	
— white and navy	\$75.00
Polo Shirt Quick Dry (long sleeve)	
— white and navy	\$60.00
Rugby Shirts	\$82.00
SASC Caps	\$35.00

## TENDER HOURS

Members are reminded that the normal hours of operation of the Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

### WEDNESDAY TENDER SERVICE

The tender service which has operated on Wednesdays since last October will continue through April until week ending 24 May, 1000 to 1600. The service will be subject to review and will depend on utilisation. Members will be advised of changes if they occur.

## NEWSLETTER DEADLINE

The next *SASC News* will be the June 2024 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 May 2024. Contributions can be in hard copy or sent by email. Photographs are very welcome.

Articles and reports published in the *SASC News* reflect the views of the individuals who prepared them and, unless indicated expressly in the text, do not necessarily represent the views of the Club. The Club, its officers and members make no representation or warranty, expressed or implied, as to the accuracy, completeness or correctness of information in articles or reports and accept no responsibility for any loss, damage or other liability arising from any use of this publication or the information which it contains.



The Karoo Trophy Race, sailed  
on 10 March, was won by  
*Little Bird*, a Cygnet 20  
(Photo John Jeremy)

