



SASC NEWS

THE NEWSLETTER OF THE SYDNEY AMATEUR SAILING CLUB



AUGUST 2024

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Cover:

Fagel Grip (4664)
and *Paper Moon*
(364) enduring
the pouring rain
during the winter
series race on
1 June

(Photo Geraldine
Wilkes)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by Focus Print Group

COMING EVENTS

AUGUST 2024

THURSDAY 15 AUGUST 2024

First compulsory skippers briefing (by Zoom)

TUESDAY 20 AUGUST 2024

Second compulsory skippers briefing (at the Club)

SATURDAY 31 AUGUST 2024

Lion Island Race

SATURDAY 7 SEPTEMBER 2024

Opening Day Regatta and Spring point score race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

SATURDAY 14 SEPTEMBER 2024

Point score race for Classic, Mixed Fleet and Commodore's Cup Divisions

SUNDAY 15 SEPTEMBER 2024

Ranger/Couta and Folkboat Sprints

SATURDAY 21 SEPTEMBER 2024

Spring point score race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

SUNDAY 22 SEPTEMBER 2024

First race for Sunday Non-spinnaker series

SATURDAY 28 SEPTEMBER 2024

Spring point score race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division. Cruiser Racer Lady Helm race

SATURDAY 5 OCTOBER 2024

Idle Hour Race

**NEED THE
TENDER?**

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



SAFETY REQUIREMENTS 2024–2025 SEASON

EQUIPMENT AUDITS AT THE CLUB

Saturday 10 August 2024

Saturday 17 August 2024

“When too much sailing is barely enough!”

Adapted from the famous saying of Roy Slaven and HG Nelson

Congratulations to those hardy souls who raced in our Winter Series. From what I saw it was cold, wet and unfortunately ended on both a bang and a whimper as a gale warning went out. I drove the tender after Race 3 on 1 June ferrying a sorry lot of teeth chattering, blue-faced sailors back to the clubhouse. Outside it was 5 degrees with wind-chill and, inside, a cosy 30 degrees, the excited roar of happy to be alive sailors spoke volumes for why we race when all sense suggests staying home in front of a fire. Thank you, tender drivers, bar staff and officers for looking after our cold, thirsty, hungry members.

Looking ahead over the next three months there is so much to take in you might ask your boss if you could go onto a three-day week just to keep up. By the time of publishing the Olympics will have started and I wish all our sailors fair winds and slippery bottoms. There are two new sailing events to take in this time, kite foiling and E-sailing. If the Aussies do well in these, I can well imagine two new divisions starting at the Club. Then again visions of kites wrapped around the bows of the Manly ferries suggest that kites and foiling may not be quite the right fit for the SASC.

Whilst the Olympics is in full swing the big boats and their crews have all migrated up to the Whitsundays for Hamilton Island Race Week which is followed by Airlie Beach Race Week. It's a long sail just to get up there, if *Cherub* were to set off now, we would possibly be there in time for next year's racing. Luckily, we won't have to do that as Sarah and I have been asked to join a crew for the ABRW which will be a new experience for both of us.

Throughout August and September, in Barcelona, The America's Cup will be raced in five separate series comprising: the E-Series, the Unicredit Youth Series, the Puig Women's Series, the Louis Vuitton Cup and the 37th America's Cup. Australia will field crews in the youth and women's series; about time we were back in the game. And while we are in Barcelona, what is with Spain winning the European Football Cup, Wimbledon and SailGP all in one weekend? Barcelona will be going off!

But wait there's more—the Lion Island Race start is on the 31st August followed on the 7th September by the SASC Opening Day Regatta. Then after all that excitement has settled and Grand Finals have been played and won, we will host our own unique world-class event, Gaffers Day, on Sunday 20th October. I am exhausted just thinking about all these events and I will ask David Pryke to provide an update on scheduling for viewing and participating.

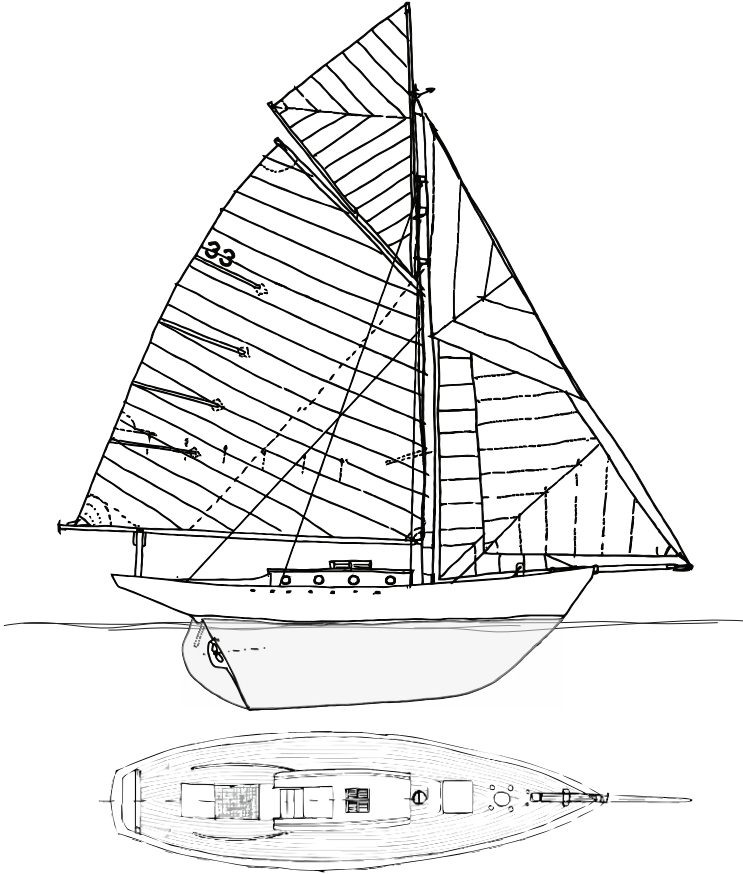
And if all this racing sounds like it's a bit too much and you just need to get away, you can join a number of SASC yachts and others who will be cruising to Port Stephens and for the more adventurous the Lord Howe Island BBQ.

Happy Days

Peter Scott

Commodore

GATFER'S DAY 2024



NERIDA

Jackyard topsail gaff cutter 45ft LOA. Designed for the Hardy family by Alfred Mylne and built at Largs Bay by R. T. Searles & Sons in 1933. Sydney-Hobart winner 1950.

A RALLY for CLASSIC YACHTS

Sunday 20 October - Sydney Harbour - Australia

SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872 Tel 02 99 53 1433 office@sasc.com.au sasc.com.au



Photo John Jeremy

Flags flying for the first time from the signal gantry on board *Kareela* on 18 July

The rigging fittings for *Kareela's* signal gantry have been generously donated by Ronstan

The advertisement features a close-up of a black Ronstan Orbit Winch with a rope coiled around it. The background is a blurred image of a sailboat's deck and rigging. The text 'RONSTAN' is visible on the winch handle and in a red oval above the main title. The main title 'ORBIT WINCH™' is in large white letters, and 'BE FIRST' is in teal below it. A red box in the bottom left contains a QR code and text about availability and more information. A white box in the bottom right contains two columns of text describing the winch's features and benefits.

RONSTAN

ORBIT WINCH™

BE FIRST

Be first. First to adjust the sails when there is a drop in pressure or a lift. First to trim back in after an ease or a duck. Make the small adjustments for waves when nobody else has time.

Over the course of a race, these frequent sail adjustments can make all the difference.

With Ronstan Orbit Winches™, sailors can ease lines without removing the winch handle or the line from the self-tailing jaws. A unique advantage provided only by the patented, award-winning, **QuickTrim™ self-tailer.**

Available in 40QT, 30QT and 20ST sizes
Learn more at www.ronstan.com



Photos John Jeremy

A large number of members and crew attended the 2024 annual prize giving on Saturday 29 June in perfect weather.

As usual, the trophy table looked magnificent



Congratulations to all the prize winners!

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Lunch in the Clubhouse



The crew of *Shambles*, winner of the Kelly Cup for 2024

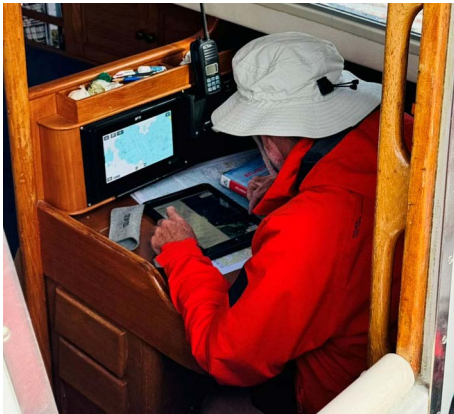
THE TALE OF TOMMY TWO- CONTESSAS, PART 2

The story so far: Tom Moulton has bought a sister-ship to his Contessa 32, Lunacy, in the UK for the purposes of making an extended cruise to Southern England and Atlantic France. In part one, Tom described a trip to Pommy Land in March to see the 44-year-old Alcyone of Lymington and what he'd bought sight unseen...

When I arrive back in London on 24 May, I'm amazed how different the place is. Compared with just ten weeks earlier, England is now in full-leaf and bathed in early summer sun. A couple of days later I drive out to Burnham on Crouch to meet up with *Alcyone*. She's still on the hardstand and still needs a lot of work done before the planned 1 June, departure.

The yard has done a 'mega-service' on the antique Yanmar 2GM20 but it is yet to run for more than thirty seconds, the manual windlass I supplied has been mounted, the Cutless bearing has been replaced, she's had another coat of anti-foul, the toe-rails have been smartened up a bit, but with less than a week to go, Olly the electrician was yet to finish his long list of jobs. He'll need the boat to be in the water.

Will, my brother, comes to help me. There were still dozens of bits to find and fit. We collect the sails from the helpful local sailmaker who'd given them a good look over, "While they aren't new, they're almost as good as new" he assures me.



Tom at the new chart table

Three days later, low tide, *Alcyone* is dropped into the marina—from a *very* great height. Olly turns out to be a genius. The main items he fitted were a smart AIS B+ unit, which these days is the brains of the operation, a chart plotter, a new VHF radio, a high-power alternator, a replacement autopilot and lithium house batteries. Once we're confident the depth sounder is working it's agreed that the 1980s vintage B&G instruments are up to the job, the LCD displays have lost about a quarter of their pixels but it's too hard and too expensive to change now.

In a cloud of black smoke, the Yanmar finally comes to life. It sounds awful, but a couple of hours, some fresh diesel and all sorts of engine medicine later she's sounding much better.

I need to return the car to London and get the train back to Burnham in time to meet SASC member, Bob Moore, who's flying in from Sydney to be my first crew. I grab an egg sambo from the supermarket to eat en route. What the hell? There's a bloody tooth in my sandwich! Worse still, it turns out to be one of mine. In London, my wise and well-connected sister tells me I'm bonkers to go away for three months without seeing a dentist. She knows one in Harley Street, and he can see me first thing in the morning. After an hour in the chair he says I am very lucky that I don't need immediate treatment, he patches me up and refuses to take any payment at all! What a lovely guy.

Due to the emergency dentistry, Bob beats me to Burnham. He's clearly buggered and happy when I delay our 0500 departure by 24 hours. We can also check out the beer, grub and bed at "Ye Olde Harte Hotel". Excellent, it turns out.

Our first day of sailing, in an un-tested boat with an old engine, would take us 60 n miles across the Thames Estuary to Ramsgate in Kent. Until I'd studied the charts properly I thought this was going to be straightforward. In fact, crossing the estuary is a very tricky sail indeed. We zig-zag across five shifting sandbanks with currents running at up to three knots. There isn't much breeze, so we pray the engine doesn't pack up. Out of sight of the land, but not wind-turbines, we sometimes have less than a metre of water under the keel, but we make it and are very pleased to arrive safely in Ramsgate and head straight to the pub.



Alcyone in Ramsgate

Our general direction is to be 'down-channel' which means going *against* the prevailing wind. The following day, in dead calm, we motor the 18 n miles to Dover just to knock off some miles. Dover is a huge commercial port, and we must be granted permission to both enter and leave the harbour. We dodge several ferries while channel 16 keeps telling us we must look out for illegal immigrants in small boats. The only problem we are having is with the old B&G gear, but Olly gives me constant telephone counselling and they start behaving better.

On to Eastbourne, where we encounter the first of many marinas with a lock. Daily passage planning is critical, In the English Channel I must remember that the 'tide is king'. Huge tides create strong currents and

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sometimes nasty wind-over-tide seas, so the relevant tide atlas must be consulted. In Sydney we barely care about ‘Spring’ and ‘Neap’ tides, not here, it is critical information. I need to know when there is enough water to get out of one harbour and into the next one. We potter round to Brighton, we shoot into The Solent, hitting a current assisted 10 knots, while the track draws TP52 like tacking angles. We stop in Portsmouth—where Bob and I are well impressed by HMS *Victory* and the new *Mary Rose* Museum. Then on to Lymington, a pretty town in the West Solent where the boat was built in 1980. It’s also where *Lunacy* was built so I know the team at Jeremy Rogers well and we were given a great reception.



Bob passing The Needles

harbour. By now, I am starting to believe in my nav skills and the Yanmar.

Alderney is bloody cold and Bob and I find it chilling to inspect some concrete remains of Hitler’s Atlantic Wall. In order to beat some nasty weather we head out at 0600 towards Carteret, a small port on the Cotentin Peninsular in West Normandy. With so much current under us, we can’t slow the boat down and we mustn’t arrive at the drying bar too early. The only thing to do is backtrack for an hour then return to our course. The entry is a bit nerve-racking but once inside the harbour wall it was fine. Carteret is a great little port (and an official port of entry). The marina and the staff are fantastic, as indeed they have been everywhere I’ve visited.

On arrival I am told that Customs won’t be able to see me until 1600 hrs the following day. Following Brexit, the rules for non-EU yachts have become horribly complicated. I have completed a list of paperwork as long as my arm and have it all neatly arranged in a folder. At the given hour two uniformed ‘Douane’ arrive, they ask for my passport, stamp it, and return it with, “Welcome to France Monsieur.”

“Don’t you want to see all this paperwork?” I ask.

We chug across to pretty Yarmouth on the Isle of White for a night in preparation for the 70 n mile channel crossing. At 0630 next day we pass The Needles and set a course for Alderney, one of the smaller Channel Islands. I am required by the Home Office to register my departure from the UK. I always thought the Channel Islands were British, but it seems they are technically *not* part of the UK, so I go ahead and register. More than half the crossing is windless, later the breeze picks up and the current pushes us into Alderney’s little



Inspecting remains on Alderney

“Non!” he says, before slamming the shutter down. I feel oddly cheated.

In Carteret, Bob has to leave me and the following day I am joined by Keith. We sail on to Granville, where the tides are massive. We nervously cross the concrete sill when we think there is enough water. There is. Just.

On to magnificent Saint Malo, which Keith and I agree deserves a couple of days. We continue our lap of the Gulf of St Malo. The assy I have borrowed from *Lunacy* comes in handy in light breeze and calm seas

Paimpol marina is right in the heart of the pretty town—to get there we need crawl up a very narrow channel at high tide. Six hours

later, looking back from the harbour wall, we can hardly believe that we had sailed across all that dry sand. Keith gets off in Paimpol, which my liver thanks me for, we were both becoming rather too Calvados dependant.

I find myself crew-less for a couple days and attempt my first single-handed legs. The autopilot is driving while I’m nervously clutching the iPad as we pass a thousand granite rocks. I spend a couple of nights in the gorgeous medieval town of Treguier, which is 8 n miles up a very pretty, heavily tidal, river.



Keith in *Alcyone*



Pretty Treguier

On to Trebeurden, where I'm met by John, He's arrived in France on the Roscoff ferry and has spent five hours on a series of buses to get here. I suspect he's not delighted when I announce that the next day we will be sailing—to Roscoff. A trip which we cover in just under five hours! Leaving pretty, old Roscoff we find ourselves in an awful sea. This is Finisterre, which means 'the end of the earth'. We're headed to L'aber Wrac'h, and once in the estuary the sun comes out and the horrid sea is all gone. Here we are joined by next crew, Mike.



Mike and John

In the morning, we set out to round the westernmost tip of mainland France which means going through the legendry Chenal du Four. It's where they take those incredible pics of massive waves hitting lighthouses, but it turns out to be easy today. The next day we tackle the second famous tide race, the Raz de Sein. Again, we get it right but at least there are some

very spooky waves as we pass the famous lighthouse. That night we head to Audienne where John jumps ship.

18 months ago, John Jeremy introduced me to Nigel Sharp, a visiting Pommy sailing journo and fellow Contessa 32 tragic. He crewed in a twilight race on *Lunacy*, and we stayed in touch, Off Audienne he spots *Alcyone* on the AIS and the next day I spot him on the water. The marina manager in Benodet puts us in adjacent berths and the two crews enjoy a great dinner. Mike and I continue for another 100 or so miles with various stops. The Ile de Griox deserves a special mention—a very special harbour and island, with a fabulous restaurant. The sailing is now very good with breeze on our stern quarter every day.

I start to wonder how I will get back!

Alcyone is now safely in Quiberon Marina while I enjoy ten days of 'Wifey Time' with the non-sailing wife, Christine. We've seen some beautiful old ports and scenery, had some exciting sailing and consumed some great food and wine. About three months ago, I did start to wonder if I had bitten off more than I could chew, but my competence and confidence are growing all the time and I find I'm feeling slightly pleased with myself—but I keep reminding myself not to get too cocky just yet. To be continued...



Two Contessa 32's in Bendodet

LETTER TO THE EDITOR

Dear Sir,

In your June 2024 edition Stuart Anderson favours us with another of his exhaustive expositions on the physics of yachting. This time it was a treatise on the human mechanics of lifting an anchor. His entire commentary is based on the assumption that a 12 kg anchor can be lifted by one forearm with the elbow as the pivot. The theoretical physics might say that's possible but experience tells us a different story.

Before lifting, the flukes of an anchor must first be disengaged from their grip on the bottom. This is achieved by bringing the bow of the boat forward above the anchor with a slow, steady pull on the anchor line. That task—to move the entire mass of a yacht—is only possible if we use the combined hauling forces of our arms, legs shoulders and back. The power of a single forearm is puny by comparison. Raising the freed anchor and chain is then a hand-over-hand job that still relies on the strength of our legs and back.

Maybe Mr Anderson's boat has an electric capstan or anchor winch?

David Salter

Mister Christian A16

SOLSTICE SOIREE

On the eve of the year's longest night, bathed in the luminous glow of a full moon, Sydney Amateurs marked the winter solstice with a soiree!

A spirited company of crew members and esteemed guests, from the ship *James Craig*, revelled in a fabulous rollicking celebration. The evening commenced with the hauntingly pure vocals of George Teasdell, accompanied by the evocative strains of his mandolin. He sang a traditional sailor folksong followed by *The wreck of the Edmund Fitzgerald* and *Another New World*, a sad song about a sailor adventurer.

This was followed by performances by our own SASC members: Joanna Copeland, accompanied by Alison Cameron on keyboard, performed *Sea Pictures* by Edward Elgar, resonating with classical grace. Then Paula Morel, accompanied by Richard Lamrock on guitar, transported us to the shores of France with their folk-themed serenades.

The pinnacle of the night arrived with a spirited sea shanty singalong, led by the charismatic Chris Malby. We learned how to follow the solo line with a group response, which produced surprisingly impressive sounds—*OH OH Honey* and *Leave her Jonny, Leave her....* The commentary with each shanty added to the enjoyment. Our clubhouse provided perfect acoustics and an ambience of keeping warm in the galley of a tall ship. A brilliant gathering!! Perhaps it will become a regular winter solstice event?

Members
gathered for the
Solstice Soiree

Jenny and David Brown.

Photos Wayo Nongrum





The moonlit sky provided a dramatic backdrop for the evening



George Teasdell opened the evening with appropriate nautical songs

The Commodore, in his June *Signals* column, wonders what Ben Lexcen would have thought of the AC75s and whether his famous winged keel might have led to the “flying boats” in Barcelona. I can help on both matters.

In 1969 (back when he was still Bob Miller) Ben designed a 35-foot foiling trimaran for a Sydney rubbish disposal millionaire who wanted to beat the world 24-hour distance sailing record. The boat and rig were built by Jeff Clist at his yard on Rozelle Bay. The hulls were plywood with a stern-hung rudder. The foils were modelled on the multi-plane appendages on the powered hydrofoil ferry then in service across the Straits of Messina.

I was there on launch day. The first problem was that the luff slot in the mast was too narrow to take the bolt rope of the mainsail. With typical impatience Bob just hacked into the spar with his pocket knife. He was desperate to get out on the water and see if the boat would lift onto the foils he’d designed.

But the real problem was lack of wind. It was a completely calm winter morning. We waited for a couple of hours but the expected SSE refused to arrive. Unable to contain his frustration any longer Bob went off and commandeered a ski boat with a huge outboard. “Bugger it”, he said, “we’ll tow the bloody thing!”

So, up and down the Bay we went, gradually increasing our speed with every run. The tri seemed like it wanted to rise above its displacement but the resistance was significant. On the third or fourth run there was a terrible groaning sound, followed by an awful *bang!* The rudder had sheared off. Was Bob dismayed? Not a bit of it. “Well, at least we now know we’ll have to strengthen *that*”, he said.

The whole project eventually sank without trace. Bob’s design calculations predicted the boat would foil in 15 knots of true breeze but it was just too heavy. A quarter century later it is the sophisticated carbon construction of the AC75s that makes foiling possible.

As to any connection between the 1983 winged keel and the current America’s Cup monomaran, I doubt Ben would claim any credit. Lift was not a factor in his thinking.

The whole idea of the “upside down” keel was to put the lead as low as possible. On any angle of heel the leeward “wing” on *Australia II* was actually a bit lower than the 12-metre’s measured draft. That bonus righting moment meant Ben had more weight options to play with in the hull and rig. At least, that was the theory.

A largely forgotten aspect of the breakthrough keel design was that the profile at the top of the keel, where it joined the hull, was much narrower than on a conventional metre boat. There was therefore less resistance when *Australia II* turned. That made her slightly more manoeuvrable than *Liberty*, and also a tad quicker out of the tacks.

But, in practice, the advantage was minimal. If winged keels were significantly quicker then surely any yacht built after 1983 would have one.

David Salter



Photos SailGP

Season 4 of SailGP ended in San Francisco with two days of action-packed sailing in July. France's Season 4 hopes came to an end with a dramatic collision between the French and Danish F50s at the final mark in the fourth fleet race. This meant that Australia, New Zealand and Spain proceeded into the winner-takes-all, \$US2 million Grand Final



The Spanish boat was close to being overtaken by Australia just metres from the finish line in the Grand Final. Under pressure from the approaching Aussies, Spain just managed to get back up on the foils in time and crossed the finish line to end Australia's three-Championship winning streak. SailGP returns to Sydney on 8 and 9 February 2025. Normal SASC races on Saturday 8 February will start one hour earlier than usual

See if you can answer these questions:

- Of what crime was our first Commodore, Captain Horatio Amora, convicted?
- Where the hell are your futtocks?
- Racing at night, you see a white light making a sequence of quick flashes in groups of 9. What is the light telling you to do?
- What do the Wellermen Bring?

These and many other questions were the topics of puzzlement for around 50 members and guests who gathered for the inaugural SASC Trivia Night on 22 May, hosted by the Water Women. Tables were loaded with BYO snacks, the bar was open for the liquid refreshments and the scene was set.

Eight rounds of questions probed the participants' knowledge of topics such as SASC History, Nautical Terminology, Racing Rules, Knot Lore and the Sounds of the Sea. Just like racing at the Club, competition was fierce, but a winning table finally emerged (the mixed crew table: "Knot Nuts") and was awarded with the traditional prize—a bottle of wine.

Many thanks go to the question writers and the organisers—principally the expert question writers: David Salter, Mark Pearse, Peter Scott, Emma Pintur, Tracy Richardson, Vanessa Dudley, Ines and Leone Lorimer and Sarah and Peter Scott.

It was an immensely enjoyable night which we all hope will be repeated.



The trivia night even had the Commodore singing!

And ...

- Captain Amora was convicted of fraud and sentenced to two years hard labour
- Futtocks are to be found on a square-rigger - both high in the rigging (the platform high on a mast) and down in the bilge (the lower, curved rib-like timbers of a frame).
- The lights are telling you to stay to the west of this light.
- Sugar, Tea and Rum (From the famous shanty *Wellerman*)

Ken Woolfe



A win for the crew of *Delinquent*

THE UNSUNG HERO OF BOATING

by
Stuart Anderson

Everybody loves wood. It is a beautiful looking material which is easy to work and even smells good. People have been using it to build boats for thousands of years and its properties are well understood. However, spare a thought for the less glamorous boat building material, glass-reinforced plastic (GRP). Judging by the latest Amateurs' Yacht Register most of us have boats constructed with GRP. A typical boat may have a hull thickness of 20 mm of GRP with a tensile strength of 55 MPa and an exterior skin coat of 0.5 mm of chemically-bonded gel coat.

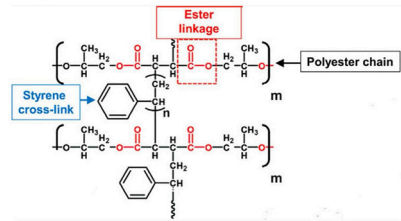
GRP was originally developed in the UK during the 1940s for radar domes on aircraft as it does not block microwave radar signals and gained acceptance for use in boat building in the 1950s. GRP is a composite material usually made up of an unsaturated polyester resin with fibreglass strands to add reinforcement. It is a waterproof, resilient, lightweight and rot-proof material which returns to its original shape after bending, twisting, stretching or compression. It is also relatively economical, particular compared to its more expensive cousin epoxy resin.

In organic chemistry, i.e. the study of carbon compounds, molecules are classified and named by a group of atoms called functional groups that have distinctive chemical properties. In the case of an ester, which is derived from a reaction between an acid and an alcohol, this functional group has a structure of $R_1-O-C(=O)-R_2$ where C is a carbon atom, O is oxygen and R_1 and R_2 are the rest of the molecule. Most common fruit odours are due to esters. For example the pear odour is from the ester amyl acetate ($CH_3OC(=O)[CH_2]_4CH_3$).

Polymers are macromolecules which consist of repeating units (monomers). Natural polymers include rubber, wool, silk and cellulose. Polyester is a polymer where the individual units are held together by ester linkages and a portion of the unreacted molecule contain carbon-carbon double bonds—referred to as unsaturated bonds with the structure of $R_1-O-C(=O)-C=C-C(=O)-O-R_2$. When uncured and at room temperature the resin is a highly viscous transparent pink liquid.

Polyester resin is regularly made by adding the cross-linking vinyl monomer styrene ($C_6H_5CH=CH_2$). The resulting chemical structure has multiple ester groups with reactive sites between giving the name poly-ester. The styrene may make up to 40% by weight of the resin and is what gives polyester resin its distinctive unpleasant odour. Styrene also has a carbon-carbon double bond and it is the molecule which cross-links and bridges the polyester resin molecules together once an initiator such as methyl ethyl ketone peroxide ($[(CH_3)(C_2H_5)C(O_2H)]_2O_2$) is added. The initiator breaks up and becomes multiple

free radicals, which allow the styrene to open its double bond which in turn opens the double bond on the long-chain polyester molecules. Heat is generated in the reaction and as a result the curing process goes faster and faster until the majority of styrene molecules have reacted and a solid, strong, three-dimensional network is formed. Each cross-linking event initiates another so the reaction is self-perpetuating until it runs out of reactive possibilities. The styrene also doubles up as a thinner—reducing the viscosity of the resin. The unused styrene is released into the air as a volatile by-product. Figure 1 is a basic schematic of a cured polyester resin.



Where:
 H are hydrogen atoms
 C are carbon atoms
 O are oxygen atoms
 m number of molecules (thousands)
 n number of molecules (just a few)

Figure 1 Cured polyester resin schematic

The polyester resin polymer alone is brittle and has a low strength but when it contains embedded fibres of glass it becomes strong, tough, resilient and flexible. Fine fibres of glass of up to 50% by weight are embedded in the polymer resin, and constitute the reinforcement.

To ensure a good chemical bond between the glass and the resin the glass can be pre-treated with a vinyltriethoxysilane ((C₂H₅O)₃SiCH=CH₂)).

The attractive white shiny finish on a GRP boat is provided by the gel coat. Its main purpose is to provide a pleasing aesthetic and protective coating against weathering. The gel coat may consist of a binder of unsaturated polyester resin, reactive styrene thinner, and filler of silica, pigments of titanium dioxide and zinc oxide, a deaerating additive and a tiny amount of initiator.

How will the GRP fail? Continuous submersion in water will reduce the mechanical properties of the resin as water is slowly absorbed and tends to break the bonds between the resin and the glass fibre. However, the scenario likely to occur sooner is fatiguing and failure under ocean and sailing induced stresses. Fatigue is the degradation of material properties which happens when the material is experiencing a cyclic loading, which causes cracks in the material. Endurance limits may be near 25% of any static load, indicating a fatigue design factor of 4 is required for these materials to avoid service-life stiffness reduction. By reducing the stress on the GRP the number of cycles before failure is increased. In other words a boat may only need a design hull thickness of, say, 5 mm to carry the normal service loads but it is made 20 mm thick to take into account the cyclic loading fatigue. A boat subjected to long periods of hard-going ocean racing and cruising will not last as long as a boat which has sat on a calm mooring for most of its life.

All things considered the understated polyester resin has been and will continue to be a very acceptable boat building material. Will it ever be loved? Very unlikely with that disagreeable whiff of styrene thinner.



Photos John Jeremy

Leone Lorrimer, Chris Manion, Peter Scott, John Brennan, Phil Tanner and John Brady during the 2024 Annual General Meeting.

The 2024 Annual General Meeting of the Sydney Amateur Sailing Club was held on 7 August attended by 48 members in person and 23 on line. Opening the proceedings, the Commodore summarised the achievements of the past twelve months and commented on the outlook for the coming year. He paid particular tribute to the many volunteers who had worked on Club projects during the year. His acknowledgement of these remarkable efforts was echoed by the other heads of departments in their reports.

The Treasurer gave a comprehensive presentation on the satisfactory financial position of the Club and presented the annual accounts for the year ended 31 May 2024 which were accepted by the meeting.

No election was required for the Board this year, and the Flag Officers and Directors for 2024–25 comprise Commodore Peter Scott, Vice Commodore Chris Manion, Rear Commodore Alice Murphy, Captain Phil Tanner, Hon. Treasurer John Brennan, Hon. Secretary Leone Lorrimer and Directors Sean Kelly, John Brady, David Brown, Tony Cousins and Maz Neyakivi.

After the meeting David Salter interviewed Bob Allan, former Commodore of the Halvorsen Club, to mark the coming 100th anniversary of the launch of the first Halvorsen-built boat in Australia. Alan has recently rescued and restored the Halvorsen-designed and built sloop *Solveig* which had won both Line Honours and Handicap in the Sydney to Hobart yacht race in the 1950s. The presentation was fascinating and much enjoyed by all present.



David Salter and Bob Allan, former Commodore of the Halvorsen Club, during their interview and presentation after the AGM

SASC Cruise in Company to Port Stephens Soldiers Point Marina (SPM) BBQ November 2024

The Plan:

Friday 8 November—Mosman Bay to Pittwater

Saturday 9 November—Pittwater to Newcastle—dinner and overnight at NCYC

Sunday 10 November—Newcastle to Port Stephens

Monday 11 November—Hospitality Package at SPM

8.00 am: Breakfast BBQ in Brolga lounge hosted by Soldiers Point Marina staff.

Bacon and egg rolls along with a freshly made coffee and juice.

12.00 pm: Oyster lunch in the Brolga Lounge with fresh salads.

4.30 pm: Cocktails in the Brolga Lounge—Hosted by Marina Manager Darrell Barnett.
Wine tasting with Mark Tynan from Tynan's Wines. Wine will be available for purchase to take home, with a special discount 10% off.

Guests dress code: Tropical

Tuesday 12 November—do what you like—stay at SPM, visit Broughton Is., LHI or head home.

SPM is pulling together a deal again for the two nights on the Marina, including BBQ/ breakfast/lunch with dozens of oysters, wine tasting etc. for two people and \$50 per additional person

PLEASE MAKE YOUR OWN BOOKINGS @ NCYC MARINA & SPM

*For further details contact Chris Manion on 0417 814 603
or email chrismanion@bigpond.com*

SYDNEY INTERNATIONAL BOAT SHOW



Photos John Jeremy

The annual Sydney International Boat Show held in Darling Harbour from 1 to 4 August attracted some 40,000 visitors, with 185 exhibitors and 618 boats on show



The fleet in Cockle Bay was mainly powered by fossil fuel but included interesting small craft like these electric picnic boats — a contrast to the very large motor vessel in the background



Motor vessels greatly outnumbered yachts at this year's show. This was one of the futuristic designs on show. They say that beauty is in the eye of the beholder



Steber International displayed this Steber 40, a big sister of SASC's *Kareela*, a Steber 36. In keeping with the times, this new craft is hybrid. One can engage silent drive!



(Photos Geraldine Wilkes)

Le Mistral enduring the foul conditions during the Winter Series race on 1 June



Kailani and *Hot Bubbles 3* under grey skies on 6 July



Wind Shadow won the Division 3 Non-spinnaker race on 6 July



Some winter sunshine for *Sea Rover* on 6 July

WE COULD HAVE ENDED UP IN BROKEN BAY, MANLY OR RUSHCUTTERS BAY

by

Tony Saunders

As we know, before our present clubhouse was acquired in 1961–62, we had a clubhouse for a few months in 1883 at East Circular Quay (which used to be called Semi Circular Quay). But it appears that we could have ended up in Broken Bay, Manly or Rushcutters Bay if matters had gone on a different path. The minutes of our AGM on 4 October 1878, state that the Club had a profit of 34 pounds, 5 shillings and 4 pence. The Commodore was S H Hyam. In the minutes there is also a quoted letter from the Department of Lands which said:

Gentlemen,

In reference to your application of 19th instance for a dedication of Crown Land in Broken Bay (as shown upon a tracing furnished by you), for recreation purposes, I am directed to inform you that, as Secretary for Lands is of the opinion that it is very desirable to make the appropriation applied for, the matter will be referred for the necessary action by the Survey Office, prior to the dedication of the land.

I have the honour to be, Gentlemen, your most obedient servant,

W W Stephen.

This record begs the questions: Did we withdraw? Did the Survey Office decide no? Where in Broken Bay was the land? Subsequent Board minutes are silent on this subject.

On 4 April 1879 the Board minutes record the objective of “procuring of water frontage for the erection of a shed” and, further, went on to mention a deputation to ask the authorities for a grant of land. Nothing further in any minutes can be found.

The minutes of 7 October 1881 show that land had been obtained and a clubhouse was to be erected at Fort Macquarie adjacent to the Sydney Rowing Club. The minutes of 23 February 1883 record that the clubhouse had been completed and that a caretaker, Henry Chapman, had been appointed at £2 per week. The clubhouse officially opened on 21 April 1883 and the total building cost was £1,059 (about \$212,000 in today’s money). Then less, than three months later, disaster struck. A letter from the Colonial Secretary dated 13 July 1883 resumed the land and buildings for £650, resulting in a heavy loss for the Club.

The minutes of 7 November 1884 record that a delegation had approached the Mayor of Manly for a 20 acre block at Forty Baskets. They obviously got nowhere, and a site for a clubhouse remained elusive.

Early in 1957, the Club received a letter from the Cruising Yacht Club suggesting amalgamation. If it had gone ahead, we would have

probably ended in Rushcutters Bay, but the Board wisely decided that we were better on our own. This was a few years before we obtained our Mosman Bay premises in 1962.

Study of the early Board minutes of our Club reveals further interesting snippets of our history. In no particular order:

The minutes of 22 February 1879 record that the Mayor's Cup was presented by his worship the Mayor (presumably the Lord Mayor of Sydney). I wonder what happened to this cup?

On 24 May 1879: "SASC Complementary picnic by S. H. Hyam at Chowder Bay where 100 ladies and gentlemen gathered for an excellent lunch." Further, £54 was distributed in prizes without a single protest!

The minutes mention that the boat of our first Commodore, Captain Amora, was *Inca*.

In 1877 an ocean race was conducted for a prize of £100 between *Kingfisher* (C. F. Bransley) and *Sea Breeze* (either Fred Rae or T. Marshall) from a lightship at the Heads to a flag boat at Barrenjoey and return to the Harbour. Both were 24-foot boats and the race was won by *Sea Breeze*.

The minutes of 2 February 1878 record another an ocean race with prize money of £110 pounds between *Carlotta* (S. H. Hyam) and *Lottie* (R. Moodie). The race won by *Lottie* and race was accompanied by two steamers. The Minutes record that side bets between vessels racing was not unheard of and £20 seemed to be the going amount. This was serious money in those days. Now we get a bottle of wine or a glass!

On 2 April 1895 it was "resolved that a smoke concert be held to mark the closing of the season". Yes, you read that correctly "smoke"!

On 3 September 1895 it was resolved "unanimously" that the Club object to the granting of a lease by the government over public land for establishing a coal mine at Cremorne Point. There is a plaque beside the foot path around to the Point about this coal mine, which fortunately never happened.

On 5 January 1897 a "black ball" system for election of new members was introduced. How things have changed!





Photo John Jeremy

In early 1978, a sub-committee of the Racing Committee began to seek a new boat to replace the Club's existing starter's boat. The old boat was only 6.8 m long and very cramped. It was propelled by a petrol engine and had little in the way of amenities. A specification was prepared and, with Board approval, a search for a suitable boat was begun. In July a 9.1 m fishing boat, LFB445, was identified as a suitable candidate. Built in August 1973, LFB445 was powered by a hefty BMC diesel engine which had recently been reconditioned. The boat was slipped at the SASC for survey on 1 August 1978 (above) and was then purchased for \$15,000. After conversion, the new starter's boat *Captain Amora* was commissioned on 20 January 1979. The total cost of the boat was estimated to be some \$30,000 (equivalent to about \$185,000 today), including voluntary labour. Despite a tendency to roll heavily at the slightest provocation, *Captain Amora* has served the SASC very well for 45 years

NEW MEMBERS

AUGUST 2024

We welcome the following new members:

Boris Boschman
Robert Ferguson
Tereza Seric
Bengt Stromquist
Michele Stromquist

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 October last year has been popular and will continue, from 1000 to 1600.

NEWSLETTER DEADLINE

The next *SASC News* will be the October 2024 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 September 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.



Delinquent finishing in the winter series race on 6 July
(Photo Geraldine Wilkes)

