



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2024

SYDNEY AMATEUR SAILING CLUB

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Shambles tacking to seek clear air after the start of the Mixed Fleet Race on 9 December

(Photo Geraldine Wilkes)

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COMING EVENTS

February 2024

SATURDAY 17 FEBRUARY 2024

Pointscore race for Classic and Mixed Fleet Divisions. Commodore's Cup Race 5

SUNDAY 18 FEBRUARY 2024

Metre Boat Rally

SATURDAY 24 FEBRUARY 2024

Pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28s

SUNDAY 25 FEBRUARY 2024

Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

SATURDAY 2 AND SUNDAY 3 MARCH 2024

Sydney Harbour Regatta. Windward/leeward races for Super 30s

FRIDAY 8 MARCH 2024

Friday twilight race — *early start (for remainder of series)*

SATURDAY 9 MARCH 2024

Pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28s

SUNDAY 10 MARCH 2024

Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division. Karoo Trophy race for Classic Division

SATURDAY 16 MARCH 2024

Pointscore race for Classic and Mixed Fleet Divisions. Commodore's Cup Race 6

SATURDAY 23 MARCH 2024

Pointscore race for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28s. Summer Trophy Day)

SUNDAY 24 MARCH 2024

Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division. Summer Trophy Day

THURSDAY 28 MARCH 2024

Bob Brown Trophy Race

SATURDAY 6 APRIL 2024

Club Championship — Kelly Cup

SUNDAY 7 APRIL 2024

Ranger/Couta and Folkboat Sprints

NEED THE TENDER?

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



SIGNALS FROM THE COMMODORE

Skies of blue and seas of green.... Over the Christmas break I looked out over my sea of green (about 30 acres). I contemplated the time I would spend mowing. I knew that whatever I cut would regrow within weeks as if it hadn't been mown at all. But it really doesn't matter as no matter how many times I mow, it bestows a feeling of accomplishment, the beer tastes better and I enjoy having something to do in the great outdoors, just like sailing!

Welcome back to a New Year at the Club and to boatloads of fun sailing, I hope you are all refreshed, over Covid and ready to enjoy the wonderful racing and social times ahead. Our twilight season is full of entries, and plenty of people are interested in crewing. The Sydney Harbour Regatta is coming up as is Grand Prix Sailing, so best watch your emails for up-to-date advice on where, what and when. The Bob Brown Trophy race and social cruising will take our boats offshore at the end of the season, followed by a winter working bee to prepare for our next Gaffer's Day which is planned for Sunday 20 October.

Your Flag Officers and directors have been working on your behalf to keep the Club running smoothly. Phil Tanner (*Double Dutch*), as Club Captain, works closely with David Pryke and starting teams to keep a focus on racing. Alice Murphy (*Bordeaux*), as Rear Commodore, works with the office to keep the bar and social events managed. Chris Manion (*Samphire*), as Vice Commodore, has a team of skilled volunteers to manage the slipway, boats, wharves and infrastructure so that we can enjoy our use of the Club. As your Commodore (*Cherub*) I liaise with the Flags, the board and the members to ensure the Club is making the best of all that input.

I am sure many of you watched the exciting line honours finish to the Sydney to Hobart race. A dramatic finish in just 0-2 knots of breeze, where the underdog came from ten minutes behind to finish just 51 seconds in front. All the power of the Super Maxis and the skill of their crews was as nothing to the luck of getting a gust at just the right time. It is worth watching the coverage on YouTube for the expert commentary from Peter Shipway and Gordon Bray.

Thank you to all our tender drivers who kept the Club operating through the holidays, and now that we are racing again, our volunteer drivers, starter teams and Duty Officers. We appreciate the time you spend looking after us. Please note we are keeping the Wednesday tender service going through until April, lots of members are using the midweek day to catchup with work on their boats.

As a last note please focus crews on being extra vigilant whilst racing, it would be excellent if we can reduce the number of close calls this



season. We will be having a rules night in the next month as a prelude to the Sydney Harbour Regatta. It's worth constantly reminding ourselves of what keeps us sailing safely.

"We are all apprentices in a craft where no one ever becomes a master."
— Ernest Hemingway

Peter Scott
Commodore



The Commodore's rural dreams, perhaps?

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.



Photos John Jeremy

The SASC on Gaffers Day 2022



Classic yachts of all kinds provided a spectacle on Gaffers Day 2022.
This is *Florrie* (1907) with *Maris* (780) in the background

VALE JAMES DAVERN

by

Sean Kelly

SASC Life Member and former club director James “Jim” Davern OAM passed away in November 2023. He was in his 90th year.

Jim was part of a fraternity of SASC members who raced their yachts offshore for at least several decades from the early 1980s. A man of grace and humour, James was an exceptional seafarer and skipper. Well before the imposition of regulations, Jim ensured that his vessels were thoroughly and thoughtfully prepared, indeed, at that time, this was a feature of most of the SASC offshore fleet.

Jim was the Executive Producer of the incredibly successful television series *A Country Practice*. Between 1981 and 1993 he produced 1088 episodes for Channel 7. He was also involved in many other well-known Australian productions. In 2014 he was awarded an Order of Australia Medal for services to television as a writer, director and producer.

Jim largely kept the cast away from his sailing crew so that we would not be led astray. “Jim” said I, a while back, “You were so lucky, all you had to do was whistle and your crew would rally around you.” “Yes”, he replied, “That’s true, but I did have to keep buying you new boats.” The truth is, no one made Jim buy anything and his core crew stuck with him because he was a thoroughly enjoyable person to sail with.

It may be incomplete but his log includes, as best as can be assembled; *Morning Tide* (S&S 34) Sydney to Hobart 1981, 1982, 1984

Jim Davern at the helm of *Seahawk* departing for the start of the 1988 Southport race

Photo John Jeremy



Seahawk (Farr 38) Sydney to Hobart 1988; Sydney to Southport 1986, 1987, 1988; Sydney to Lord Howe Island 1986, 1987, 1988

Adriane (Adams 44) Sydney to Hobart 1989

Special Effect (Farr 36) Sydney to Lord Howe Island 1990, 1991

All that Jazz (Beneteau 40) Sydney to Hobart 1993, 1994, 1995

Ratu VI (Spencer 34) Sydney to Coffs Harbour 1995, 1996; Sydney to Southport 1997, 1998

These of course were not one-way journeys, it was always there and back.

Venturing into short-handed sailing, Jim hosted an annual crew versus skippers cricket match at his Hunter Valley Winery *Wandin Vally Estate* following the annual short-handed race from Sydney to Port Stephens. His otherwise impeccable reputation suffered due to his repeated attempts to manipulate the results of these matches.

There was no hubris to Jim, in fact he was probably a bit shy. Jim was a first-class mariner and navigator, excelled on the start line and remained calm and even tempered in all conditions. Jim wanted to amuse and be amused and was a pleasure to sail with. Many lifelong friendships were formed around Jim and the circle of sailors he took to sea. The moments we shared bound us all to Jim and that sense of comradery never faded. His love for the sea was only exceeded by his devotion to his wonderful family, his unsurpassable wife Philippa, his children Sophie, Anna and Patrick and his grandchildren.

JAMES DAVERN REFLECTIONS

Jim Davern OAM, a 46-year member of the SASC, was an avid ocean racer. A mainstay of the Club's offshore sailing group during the final decades of the 20th century, when up to a dozen yachts flying the Amateurs burgee competed in the annual Sydney-Hobart race, Jim logged thousands of ocean miles racing and cruising.

Away from Mosman Bay he wrote, directed and produced some of Australian television's most popular and successful entertainment programs, among them *A Country Practice*, *Rush* and *Bellbird*. He was a Logies Hall of Fame inductee and received an OAM for services to the television industry.

But offshore sailing occupied a special place in his heart.

It began in the mid-1970s when Jim volunteered to help wire up Bill Woodman's *Mistral III* in Melbourne. An invitation to do a Devonport race soon followed. But an uneventful delivery trip, Port Philip Heads bore no resemblance to what followed in notorious Bass Strait, as he recounted to Ian Macintosh.

[JD] Then the race started, and we went out through the Heads, and we hit the first swells. That added a correction to my thoughts about sailing because it took me about 10 minutes to become violently ill. So I retired down below...I was a supernumerary anyway, I didn't have anything to do.

The wind was starting to come up and I thought I was praying by that stage that it would stop, and they'd come into a landing, and I'd be able to get off. But there weren't any landings. We're in the middle of Bass Strait and the wind blew harder and harder and harder....and we were in a half a gale heading for Devonport, and I'm lying down below spewing my heart out. The skipper had given me a bucket and said, spew into that, not on the floor. Very sympathetic sort of a guy.

And then it was getting worse. There was water coming in on the boat. A few of them kept coming down below and I'm in the way, lying on the cabin sole. And Billy Woodman said, look, get up for'ard on the sails...go and lie on the sails. Take the bucket with you. So I took the bucket and I lay down on the sails, which were wet, of course. They were wet mainly because the for'ard hatch was leaking. And every time a wave came over, I got wet through.

Worse than that, one time a really bad wave came over. It knocked the fire extinguisher off the holder, and the fire extinguisher went off and blew white foam all over me. So here I am lying here, sick as a dog, covered in white foam, praying like mad that somehow it would all stop.

[IM] Thus began a career in ocean racing. Surely that would have been enough to put most of us off.

[JD] Interesting introduction, wasn't it?

Jim Davern



[JD] Because I was pretty useless on the foredeck, I decided the only use I could be on a boat was a navigator. So I studied navigation. I studied it hard and became good with a sextant. I could find my way around. So I joined Billy's crew as a navigator, and it was more luck than anything to navigate, you know. But anyway, I did a lot of races in Port Phillip Bay...a lot of around the bay races and stuff like that.

I did one Sydney Hobart with Bill. That was way back in, oh, yeah, 1979, something like that. By that time, he had an S&S 34. Took the S&S 34 up to Sydney. By that time, the ABC had moved me up to Sydney because I had to produce

Rush, which was a gold mining saga with Sergeant McKellar...it was very popular, it was an international co-production with the French and Scottish television.

Anyway, I was in the middle of producing that and I came up to Sydney on Bill's boat. Then we started the Hobart, and after about three days we had to pull out. We ended up in Eden. It was so rough. You'd think that it would have cured me of racing, but it didn't. I was enthusiastic about racing. I wanted to do more of it, you know, even though I was prone to seasickness.

[IM] Were you always prone to seasickness?

[JD] I was prone to seasickness.

[IM] Throughout your offshore career?

[JD] Yeah, always...always the first couple of days I'd be crook.

[IM] You did eight Sydney Hobarts....on your own boats and one with Bill Woodman.

[JD] That'd be right, nine.

[IM] You did, I think, five Sydney Southport races.

[JD] Yes.

[IM] You also did a number of Lord Howe races, and through all this, according to the Sydney Amateur Sailing Club yacht register, you had eight boats. Which of the eight boats would you regard as your favourite?

[JD] My favourite really was my last boat, *Ratu*. It was a New Zealand-built boat. It was a lovely boat. It was a 34-footer. It was very fast, particularly off the wind. I won one Sydney Southport race on that, on the handicap, and had a hell of a good time on that boat.

I got too old. You know, you get to the stage where your body won't take being beaten up. I bought a 34-footer because I knew the crew couldn't make me go to Hobart anymore, because those Hobart races are tough. Once you get into your 60s, they're tough.

[IM] You always had happy crew. They were very collegial crews; you had a lot of fun.

[JD] Yes, yes, we did.

[IM] You went to Lord Howe on a number of occasions. You sailed to Noumea, Southport, Hobart, cruised through the Bass Strait Islands.... what are the memories that stir you the most from all those years? Specific things that stand out?

[JD] Well...you know, the water's very cold down there. It's cold! We called in (at) Deal Island...and we anchored there. And everyone said, do you want to go in for a swim? I said, no bloody way...it's absolutely freezing. But (Michal) Tomaszewski, unbelievable...no brain, no pain.

In he goes into the water. Splash. And he's swimming around — "Come on, it's beautiful...beautiful." He's turning blue (laughs). It's a great part of the world to go cruising, Bass Strait...really wonderful.

[IM] I get the impression, Jim, that offshore sailing was the cure, if you like, for your hectic life in the media business. Did you see it that way...was it an escape?

[JD] Oh, look, it was. It was a terrific escape. I left the ABC and then started my own company, and then started to produce *A Country Practice*, which ran for 12 years. There's a lot of pressure, a lot of tension in that sort of work. So, it was a relief to get away to sea, to be quite honest. And in the latter years, I used to go north rather than south because it's a lot easier.

[IM] But through all those years of winning Logies and getting other well-deserved recognition for your business, you kept sailing.

[JD] Yes, I did. It was only about three years ago that I ended up selling *Ratu*. I was getting too old. Getting in and out of the dinghy became an effort, you know. And I thought, you've got to be able to rescue yourself if you go out there. If you can't rescue yourself, give it away. So I did.

[IM] Times change, though, and people change, and demands on lifestyle certainly change. What do you see as the future of a little club like the Amateurs? 150 years old, in the black financially, where does it go from here?

[JD] I don't think it has to go anywhere, to be quite honest...(pauses)... develop, develop, develop — I mean, it's all nonsense. The Club is very, very good, very satisfying to be a member, very happy club, runs good races. We should attract more people with more boats and run more races and get back to the sort of endeavours it used to have.

It used to have all sorts of weird and wonderful races like Le Mans Starts, you know...you had to row across to your boat and get on it and pull the anchor up and start racing. Well, it was all fun. We also used to take out kids from various homes and take them out sailing for the day.

[IM] Did you participate in the Bob Browns or the Idle Hours?

[JD] Oh, yes, I did. I did a lot of Bob Browns. (But) I only made the mistake once of anchoring near Bob Lawler. I never did that again. I never got any sleep that night! But no, the Bob Browns were great races.

[IM] If you had your time all over again, Jim Davern, what sort of sailing would you do? Would you do anything different to what you'd done in the last 50 years?

[JD] No, I don't think so, Ian...I had a lot of fun doing it. Ocean sailing is a mix of joy and terror. And you can always tell an old ocean racer

when you go down below, because the scent of fear is still there (laughs).

[IM] It's been a very important part of the life of the Amateurs, particularly in the last quarter century or so.

[JD] Yes. I just hope they can revive the offshore group. But I think they might have to change the nature of the race and make it a cruise to Hobart, or perhaps a cruise-race to Hobart. Something like that would be very good...as long as you can have the option of when the southwesterlies come in at 60 knots, you can turn around and go back home!



Photo John Jeremy

Jim Davern on board *Ratu VI* before the start of the 1998 Southport race

Dear Sir,

I note with great interest that more and more ladies are taking up sailing. That is highly commendable and is to be applauded. From the past, we can remember Peter Gray on *Honey Bee* racing with an all-lady crew. We all thought at the time there should be more of it, but ladies seemed to be reluctant to go racing. How refreshing to see a new era where lady numbers are growing. But let's not forget, ladies have featured in our Club races in the past. We used to have Lady Skippers races. Our centenary publication *The Amateurs* reports on one race which resulted in a front page article in the *Sydney Morning Herald*, in March 1964, entitled *16 women make big hit round buoy*. The report says that there was an incident which, at the time, was "the largest in Australian history" The picture with the article is most interesting.

Tony Saunders



The unintentional raft up at the channel separation mark. Identifiable in the photo is *Cherub* (86) sailed by Blanche D'Alpuget. Damage to the boats was said to be superficial

THE POWER OF A WINCH

February 2024

by
Stuart Anderson

Of all the simple machines on board a typical sailing yacht perhaps the most marvellous is the two-speed self-tailing winch. This tool uses its mechanical advantage to help manage large loads associated with the wind on the sails. A relatively small amount of effort is used to control a large load. The two-speed winch has high and low gears. This allows winding the winch in one direction to bring in the sheet quickly to start with then winding in the other direction more slowly in a lower gear as the grinding becomes more difficult.

The winch uses a gear system where the ring gear is the winch cover. It generates its mechanical advantage in two ways. First, from the internal gear ratio and secondly from the ratio of the winch handle length to winch drum radius. The internal gear ratio has an input gear which can be rotated with much less force than the output gear but in exchange it must rotate much faster than the output gear. The gear ratio is calculated by counting the number of teeth in each gear and dividing.

For example if the lower 2nd speed input gear being wound has 9 teeth and the output gear has 51 teeth then the gear ratio is 51 divided by 9 or, put another way, a ratio of 5.66 to 1.

The mechanical advantage between the winch handle “L” and winch drum radius “R” is simply L divided by R. For example, if L is 250 mm and R is 40.25 mm then the ratio is 6.21 to 1. Combining the gear ratio and winch handle to drum ratio together will give what is called the Power Ratio of the winch. Using the above numbers as an example;

$$P = G \times (L/R), \text{ where;}$$

P is the Power Ratio

G is the gear ratio = 5.66

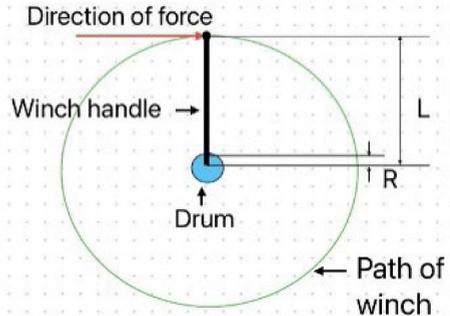
L is the winch handle length = 250 mm

R is the winch drum radius = 40.25 mm

$$P = 5.66 \times (250/40.25) = 35.19$$

The Power Ratio for this winch is 35.19. This number is rounded and may appear stamped on the winch cover.

The Power Ratio is the ratio of the sheet load produced for an applied force, when no slippage occurs. For instance, if a 90 kg crew member puts half of their entire weight onto the winch handle the maximum sheet load, T_{max} , is as follows.



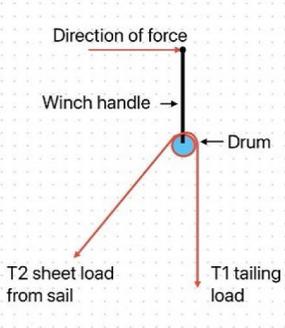
Basic winch dimensions

The power ratio for this winch is marked on the cover



$$T_{2max} = \frac{1}{2} \times 90 \text{ kg (weight)} \times 9.81 \text{ m/s/s (gravity)} \\ \times 35.19 \text{ (the power ratio)} = 15537 \text{ Newtons.}$$

For comparison, this is a similar force to a high-quality and spun-polyester rope with a diameter of 12 mm which has a breaking strength of 1560 kg or 15304 Newtons. This is way above the safe load description in the winch specification which may be set at 650 kg (6380 Newtons).



The winch operator must provide a tailing load to maintain friction between the rope and the drum, to prevent the winch from simply rotating under the sheet or halyard when wound. A self-tailing winch has the free end of the sheet gripped at the top of the winch drum. Using the maximum safe sheet load of, say, 6380 Newtons we can estimate the load at the self-tailing end using the capstan friction equation, assuming a winch drum coefficient of friction of 0.25 and having four sheet wraps around the winch drum, where one turn is 2π radians.

Forces on a winch

$$T_2 = T_1 e^{(\text{coefficient of friction} \times \text{no. of turns in radians})}, \text{ where;} \\ T_2 \text{ is the maximum sheet load} = 6380 \text{ Newtons} \\ T_1 \text{ is the load at the self-tailing end of the winch} \\ \text{Coefficient of friction around the winch} = 0.25 \\ \text{Number of turns around the winch drum} = 4 \times 2\pi \text{ radians} \\ 6380 \text{ N} = T_1 e^{(0.25 \times 4 \times 2\pi)}, \text{ rearranging to make } T_1 \text{ the subject,} \\ T_1 = 6380\text{N}/e^{(0.25 \times 4 \times 2\pi)} = 11.9 \text{ Newtons.}$$



In this case, a sheet load of 6380 Newtons has, via the power of the winch, been able to be held in place with a tailing force of a very manageable 11.9 Newtons, the weight of a full one-litre drink bottle. The two-speed self-tailing winch is a wonderful piece of kit which makes the control of the large forces generated by sailing manageable.

SORT YOUR GARBAGE!

Many of our members sort their rubbish correctly; however, despite previous reminders to members, our garbage contractor consistently needs to re-sort cans and bottles into the correct bins. All recycling and rubbish is taken away by barge and if the situation does not improve we are at risk of losing our contractor.

All bins are marked clearly — aluminium cans, glass, plastic or paper/cardboard. General rubbish which does not fit those descriptions should be put into the green rubbish bins.



Photos Geraldine Wilkes

Super 30s on the way on Saturday 16 December



Tingari heeling in a gusty north-easterly on 9 December



Mister Christian managing a substantial obstruction in the Western Channel



Zara at the finish on 16 December



Photos John Jeremy

The start of the Rolex Sydney to Hobart Yacht race was a colourful event thanks to those yachts breaking the trend to black boats with black sails crewed by crews dressed in black



Imalizard (Bruce Watson) finished first in the two-handed PHS Division



Sean Langman's *Money Penny* finished fifth overall scratch and third IRC overall and Division 0



It was an orderly start on Line 4



For some reason these five yachts wanted to share the same bit of water after the twilight start on 12 January



Free of the Bradleys Head shadows, *Ariel* enjoying the beautiful northeasterly on 12 January



Rangers together — *Cherub* and *Etrenne* in the 12 January twilight race



Sana and *Anitra V* about to start in the Sunday Classic Non-spinnaker race on 14 January



Le Mistral leading *Paper Moon* to the finish on 14 January



Concentration on *Yvonne* at the finish of the Sunday Non-spinnaker race on 14 January



Photos Maz Kivi

Lolita and *Isabella* sailing in the Commodore's Cup race on 20 January



Close racing between *Cherub* and *Vanity* in the Commodore's Cup race on 20 January

For the less skilled and/or less well crewed?

I have used the expression ‘less skilled and/or less well crewed’ in the title because I don’t have the skill necessary to judge the distance, boat speed, tide strength and wind inputs that determine the position to turn toward the mooring as detailed by Stuart Anderson in his article *Gliding on to a Mooring* in the *SASC News* of August 2023. I often sail alone, so I am not well crewed.

David Salter is closer to my team by suggesting the use of reverse to stop the yacht near the buoy, as discussed in the *SASC News* of October 2023. But, when sailing alone, it is difficult to be at the helm to steer and operate the gears and at the bow to pick up the mooring. I have not fallen overboard while going forward or aft quickly, but it is a possibility! Because of these shortcomings, I have evolved some alternatives for boat handling round moorings and jetties and I hope some members find my alternative answers to these problems useful.

I tolerated my failures and the need repeat approaches to my buoy for some years, but a lesson from my short flying career niggled me. My instructor often asked, ‘Where are you going to land if the engine stops?’ In a yachting setting, the equivalent question might be ‘how will you get to your mooring if the engine fails to start?’

I found an answer to these problems which works for me in an article in *Yachting Monthly* from about ten years ago. The author advocated a very slow approach downwind; and clipping on to the mooring buoy from the cockpit. Part of the reason it works is that a yacht heading slowly up wind will always want to fall away from the wind. If she is going slowly down wind, she is stable, but can be steered at up to about 45 degrees from directly down wind.

Some modifications and gear were needed to aid the connection to the buoy. I started with a rope loop inside a hose to provide a semi rigid loop that stuck up above the buoy and transfers the load to the buoy pickup lines. Sometimes clipping on to the loop is not easy and I plan to try fitting a second loop at right angles to the first one, so one loop should be orientated to facilitate clipping on.

I have a ‘Mooring Hook and Launcher’ which clips on to my boat hook and provides a quick rope link to the buoy. It came from Whitworths and is on page 109 in their current catalogue, the cost is \$39.95. The photo shows the loop on the buoy, the hook, boat hook and the buoy. When I ease the rope to the hook, the clip shuts with a rope attached to the buoy.

My standard approach is head downwind, going slowly by occasional use of reverse and possibly slowing by steering a slalom course to arrive

by
John
Pennefather

with the buoy level with the cockpit and about a metre from my port side. If I am going too fast, the propellor effect of going astern will bring the buoy closer. Once clipped on, the yacht is not going anywhere and I can pick up the loops of my fore and aft mooring in slow time. I have made enough approaches with the engine in neutral to believe I could get my mooring with no power assistance if the engine failed to start. I also believe the approach can also be used with a single point mooring. The chap who wrote about the idea in *Yachting Monthly* clipped on from the cockpit and then ran a second line from the bow to the buoy. By easing the line to the cockpit and taking up on the line to the bow, he moved the buoy to the bow.

Because the tidal stream is weak in Mosman Bay, I have based this discussion on the assumption that the tide can be ignored. In a stronger tidal flow, the yacht's movement will be more influenced by the tide and a vector problem needs to be solved. If the tide is moving the yacht west at 1 knot and the wind is blowing her north at 1 knot, they will combine to move her northwest at 1.3 knots. To maintain station beside the buoy, you will need to have the stern pointing southeast and maintain a speed astern of 1.3 knots. The speed over the ground will be 0 knots. If you are making an approach with no engine assistance, it should be possible to clip the hook on as you pass the buoy at 1.3 knots.

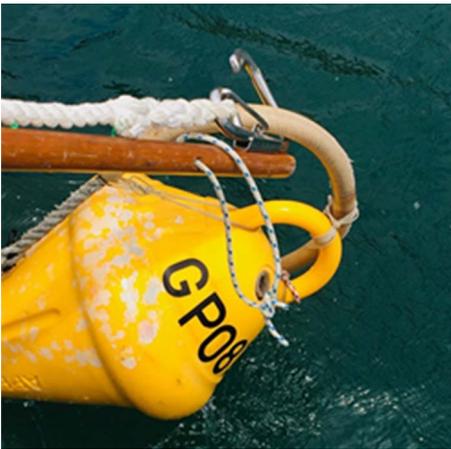
A related question for people on fore and aft moorings was posed to me by Mike Power, a former SASC tender driver. He wondered why most of us moor with the bow pointing south. Most yachts lie more steadily with their stern to the wind, so, in a bay where a southerly is the most fearsome wind, he believed we should moor with the bow pointing north. I think *Saltair* would be better off in a strong blow from the south if she was tied up heading north. She would surge about less, and the mooring cleats and fastenings are similar at both ends, so the strength of the attachment should be adequate. So, should fore and aft moored yachts in Mosman Bay be placed with their bows facing north?

Club fore-and-aft moorings have a continuous rope from the buoy to the loops that go on the cleats. Mr Treharne provided me with a similar rope when he laid my mooring. On one occasion I managed to get the rope round my propellor shaft when leaving the mooring with the rope and buoy to leeward. To avoid a repeat, I cut the rope at the buoy and spliced one end to the buoy and joined the other end to the buoy with a bowline. With the ability to undo the line, I can move the buoy and link ropes to the windward side of the boat before leaving the mooring. I drop the bow loop of the mooring and wait until the bow is pointing well away from the rope before dropping the stern loop. The wind will move her away from the mooring lines with no risk of entanglement.

These ideas work for me and have reduced the stress of mooring to a low level compared to when I was trying to pick up the buoy at the

bow. Readers might find the ideas useful if they have problems with the more usual techniques.

I have recently seen a suggestion to use a stern-to-the-wharf approach for tying up alongside when securing to the downwind/tide side of a wharf. The idea is to back up slowly to the wharf with the yacht at about a right angle to the wharf. Then, when the stern is close to the wharf, you grab a line or put your line on a bollard. From there, your options are to go slow ahead and use the line to spring you round and alongside, or to use some Armstrong patent effort to drag the bow into the wharf. It should be easier than coming along parallel to the wharf and being blown away from it. Given my experience with a similar method for getting my mooring, I believe it will work for me and I intend to try it when I next use the SASC wharf.



The method of joining the clip to the buoy, with the mooring clip on the boat hook. Easing the white rope allows the clip to slide off the boat hook and close.



Photo John Jeremy

The Division 2 twilight start on 12 January

FROM THE ARCHIVES

The Sea was Kind

by

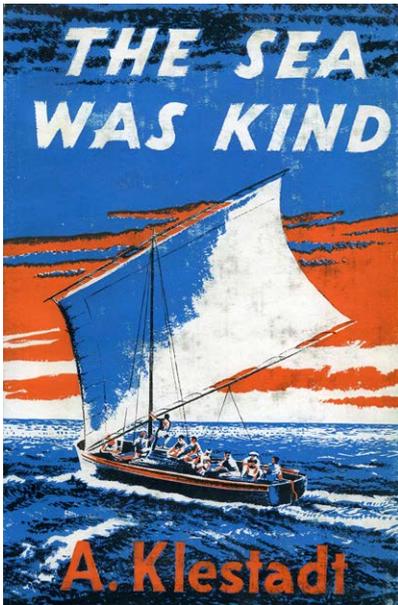
John Jeremy

One of the special things about sailing as a sport is that it mixes people of many backgrounds and gives us the opportunity to meet some remarkable people. One such person I met through sailing was Albert Klestadt. Albert was an old friend and business associate of Mac Shannon, a member of the SASC from 1963 to 1989. Mac sailed an Ampoppeta, *Chione*, during the 1960s and introduced me to sailing and the Club (see the *SASC News* of October 2023).

Albert Klestadt left Germany in 1935 at the age of 22 and settled in Japan. His mother had taught him sailing on the Alster River and, as war preparations built up in Japan, he put his sailing and photography skills to use passing information on Japanese Navy activities to British contacts. In late 1941 he could see that war was imminent and decided to move to Australia. He had made it to Manilla when the Japanese invaded and he was interned.

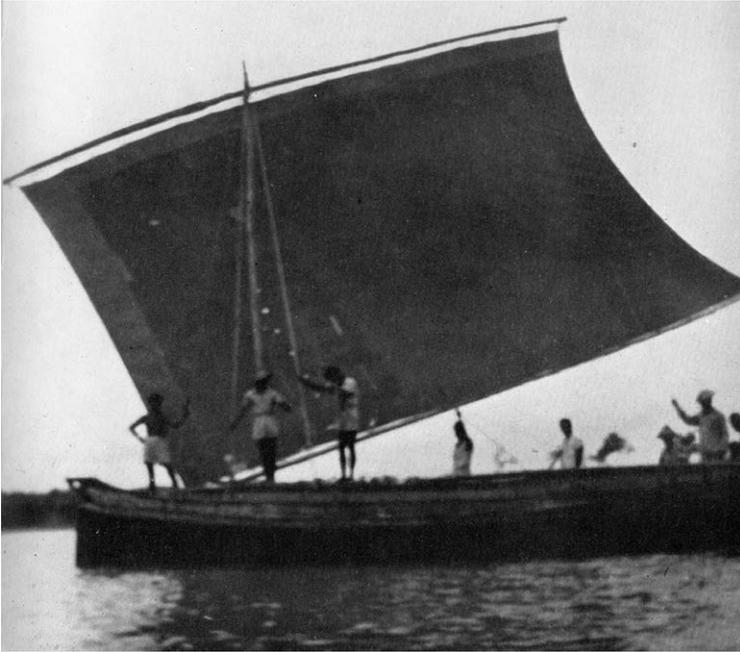
Albert managed to get out of captivity by using his German passport. He bought an old 24-foot-long trading boat named *Maring* which he sailed by himself through the southern Philippines. His last refuge there was on North Sangboy, where he was nearly executed by Moros but avoided this fate by becoming a 'son' to the Chief. It soon became clear that he had to move on and he set off in a larger 35-foot cumpit, *Kakugan*, with a crew of six Moros and a half-Moro Philippine army officer. He had no sextant or chronometer and relied entirely on dead

The Sea was Kind could not be published until 1959



reckoning — with the aid of some pages torn from a Dutch atlas. During his voyage he was faced with mutinies and, at one stage, his crew had drawn lots to decide who was to behead him. He finally made landfall in Australia in December 1942 — having modelled his conduct, he said, on Captain Bligh. Albert wrote an account of his voyage based on his diary. He completed the book in 1944 but *The Sea was Kind* was not published until 1959.

Albert Klestadt was fluent in English, German and Japanese and was soon put to work in the Australian Army's Far East Liaison Organisation. He had been spotted by Alfred Brookes, the founding Director of the Australian Secret Intelligence Service who introduced him to the world of intelligence. Lieutenant Klestadt was sent to New Guinea to deliver propaganda broadcasts but he turned his attention to interpreting captured Japanese battle plans and other documents.



Kakugan under sail



The crew of *Kakugan* on the day they reached the South Goulburn Mission Station in Northern Australia. Albert Klestadt is second from the left



Albert and Edna Klestadt sailing on Sydney Harbour in John Jeremy's *Tiarri* (A116) in April 1973

After the war Albert returned to Tokyo as an investigator and prosecutor with the Australian War Crimes Commission. It was there that he met a young American, Edna, who was working with the US War Crimes Commission. Edna and Albert were married in 1948, later having two sons.

The Klestadts settled in Melbourne and developed a business exporting Australian minerals, metals and chemicals to south-east Asia. Albert continued his military service through the 1950s with the Citizens Military Force, rising to the rank of Major. His love of the sea and sailing never wavered. He joined the Royal Yacht Club of Victoria and in later years owned three keelboats. He served as Commodore of the RYCV in 1978–80. He also took up scuba diving in 1972 and in his late seventies was the oldest certified diver in Australia.

Albert Klestadt's business often brought him to Sydney providing the opportunity to sail with Mac Shannon in *Chione*. That is how I met him. He died in April 2006 at the age of 92 — one of those remarkable people that one can meet through sailing.

References

Klestadt, A (1959), *The Sea was Kind*, Constable, London

Obituary by Mike Sabey, *Sydney Morning Herald*, 5 June 2006

Footnote

One of Albert Klestadt's keel boats was an S&S 30 named *Maring*. In the 1980s, *Maring* was acquired by SASC Past Commodore Tony Clarkson, and was moored in Mosman Bay for several years until Tony bought the larger *Mausi*.

NEW MEMBERS

February 2024

We welcome the following new members:

Jorgen Rasmussen
Suseendran Suthanthiraraj

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
Friday Twilights 1600–2100 (approx)

WEDNESDAY TENDER SERVICE

Since October, the Club has operated a tender service on Wednesdays from 10 am to 5 pm. The service has been used by many members and will continue until the end of the Summer season.

NEWSLETTER DEADLINE

The next *SASC News* will be the April 2024 edition. Contributions from members, which are always welcome, should reach the editor by Friday 5 April 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.





Huon-Chief (A110) and EZ Street (6814)
crossing the Harbour ahead of *Archina*
and *Nirvana I* during the Sydney Hobart
Classic Yacht Regatta 2023 invitation
Race on Friday 8 December
(Photo John Jeremy)