



SASC NEWS

THE NEWSLETTER OF THE SYDNEY AMATEUR SAILING CLUB



JUNE 2024

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Cover:

Anitra V, Hoana
and *Vanity* at the
start of the first
Winter Series
race for 2024

(Photo John Jeremy)

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The SASC News is published six times per year.

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COMING EVENTS

JUNE 2024

SATURDAY 15 JUNE 2024

Fourth race in the SASC Winter Series

SATURDAY 29 JUNE 2024

Annual Prizegiving at the Club

SATURDAY 6 JULY 2024

Fifth race in the SASC Winter Series

SATURDAY 20 JULY 2024

Sixth and last race in the SASC Winter Series

SATURDAY 10 AUGUST 2024

Equipment audits and fire extinguisher service

THURSDAY 15 AUGUST 2024

First compulsory skippers briefing (by Zoom)

SATURDAY 17 AUGUST 2024

Equipment audits and fire extinguisher service

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

SATURDAY 14 SEPTEMBER 2024

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

**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 AND FIRE EXTINGUISHER
SERVICE
AT THE CLUB**

Saturday 10 August 2024

Saturday 17 August 2024

Winter at the Amateurs is Just the Best

“Life moves pretty fast. If you don’t stop and look around once in a while, you could miss it.” — Ferris Bueller, *Ferris Bueller’s Day Off*.

The frantic pace of racing most weekends through Spring and Summer makes way for a more relaxed time around the Club as Autumn leads into Winter. In our last members’ survey, most suggested the best thing to do at the Amateurs was simply to hang around on the deck, before and after sailing. Chat to a few friends, do a bit of boat work and watch the day go by. There is a wonderful peace in our hidden space of Mosman Bay, where the quality of time forms an antidote to the pace of life outside.

However, not all is as it seems in our idyll! To the outsider the staff and volunteers appear like ducks whose calm exterior gliding along the waterway belies the furious paddling required to keep it all going. At one time or another most members have volunteered for a working bee, or on the start boat, Gaffers Day or tending the garden. Some, such as the Archives Committee, take it upon themselves to create and manage new resources which generations to come will appreciate. Still others keep our busy boats running and replace the rotten posts and beams and make sure we are all relatively safe. Just as important to the future of the Club is the membership committee who ensure that new members experience the best of what we know the Club can offer.

Listening to discussions on the newly formed Website Committee I had a sense of how much the Club has changed in the last twenty years to keep pace with the world. There is no doubt there are more changes in store, yet I marvel at how successfully the living spirit of the Club has been preserved. Members are keen to try new things to make it their own place, the Water Women organised a Nautical Trivia Night — great fun including bouts of spontaneous shanty singing. Some members have an interest in restoring old club traditions, such as the picnic races, which were regular family and social sailing events from 100 years ago.

Speaking of traditions, many club members attended the recent relaunching of the beautifully restored gaff topsail yacht *Athene* at the Noakes yard. *Athene* from its launch in 1905 raced at the Amateurs, the RSYS and RPAYC and here she was again reborn and ready to race almost 120 years later. The restoration was a labour of love for Sean Langman and the whole Noakes team, who can be justly proud of the job. The yacht was then generously gifted to John Diacopoulos for his years of support to Noakes and the Classic yachts of the harbour.

In recent news there is another significant gift to sailing being discussed — “The *America’s Cup*” — which was conceived over 150 years ago



and gifted by the owners' syndicate of the yacht *America*. The Cup forms the basis of the evolutionary match racing event that will be raced for the 37th time in October this year in Barcelona. Whether the development of the boats has taken them beyond pure sailing into other sports such as cycling or gliding is up for debate. What is so fascinating though is that these highly-engineered machines are being sailed at speeds up to 50 knots and controlled by human power. I wonder what Ben Lexcen would have thought of the AC75s and how much the design of his "winged keel" may have led to the flying boats in Barcelona?

Peter Scott
Commodore

Photo John Jeremy

Athene gleaming
in the afternoon
sun at Noakes on
17 May





The Commodore has been dreaming again — perhaps foiling Rangers could follow the lead of modern America's Cup yachts. They might be hard to handicap, however

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.

HOANA – THE NEXT CENTURY REPOWERED

JUNE 2024

by
*Martin
van der Wal*

Next year, *Hoana* will be one hundred years old — I think! I bought her thirty-eight years ago, and everybody told me that she had been launched in 1920. Then, when Joe Adams gave me the line drawings which he and the next owner, Hank Kauffman, had made of her, I noticed that 1920 had been struck out, replaced by 1924. Mmmm, the plot thickened. Sometime later, Simon Sadubin of Sydney Wooden Boats, while doing a major rebuild after an accident, found a picture from an old January 1925 magazine titled “Sydney’s Latest Cruiser.”

To be safe, I’ve decided that 1925 is her hazy launch date. What is it with these hoary old memes, ‘the fog of war’ — ‘the mists of time’? I’ll tell you what it is: “its entropy!” One of Simon’s favourite chestnuts, “Wooden boats are entropy Squared!”

So what keeps a wooden boat alive for one hundred years, fighting off that ruthless multiplication? Many factors conspire against it. A traditionally-built wooden boat is essentially an elegant basket of sticks fastened together at crucial junctures with pins of various sizes. It’s launched into a hostile environment which takes no prisoners, suffering relentless attacks from above and below. One half is exposed to UV, dehydration and freshwater rot, the other half is saturated by a corrosive

Hoana racing in
the 1920s

ANMM Hall Collection



SASC NEWS

solution, prone to decay, and attacked by burrowing organisms. Then there are the elements! Air is hell-bent on furiously dismantling everything sticking up. Water is equally hell-bent on twisting and penetrating anything sticking down. Earth awaits to be struck upon. Fire has consumed countless craft. Ultimately, though, it all comes down to ‘foibles’.

Ownership of an old wooden boat is a foible, a “minor weakness or eccentricity,” as the dictionary would have it. Possibly the most critical factor in a vessel’s longevity is a historical absence of extreme foibles from previous owners. From serious neglect; down to, I’ll just stick a bit of bog in it; any old screw will do; let’s wack a big anode down there and see what happens. You know the story. So, it appears the ideal owner is prone to foibles but within the bounds of reason. Except, you and I both know, nothing is reasonable about a commitment to an old wooden boat, especially one approaching one hundred years old.

After a somewhat rambling introduction, I’m finally getting to the point of my story. A few weeks ago, *Hoana’s* faithful little engine rewarded my annual service by dumping the contents of its sump into the bilge. Thirty-six years that little Nanni ran sweetly, it still ran sweetly, when, with a recharge of oil and another quarter turn on the new oil filter, I started it up again.... Nup, something more dastardly was afoot! A mechanic friend explained that the new oil had probably dislodged a patch of old oil plaque covering some rust hole somewhere. Unfortunately, ‘somewhere’ was both unreachable and unseeable. Oil

Hoana sailing in the 2020s

Photo Andrea Francolini



in the bilge is one of life's more groan-worthy occurrences. Yes, I did groan! The groaning got louder when I realised that the only way I would find out where it was coming from was to pull the engine out of the boat. And that, dear reader, is when the slope got slippery.

Perhaps at this time, if you're sitting comfortably, hopefully in the saloon of your timber boat, with the soft slap and ripple aided and abetted by gentle sips of a peaty old whisky, your enquiring mind will take you to the fascinating https://en.wikipedia.org/wiki/List_of_fallacies of which the 'Slippery Slope' is one. It starts with an internal argument between Mr Foible and Mr Reason. Mr Reason categorically states that throwing a lot of money into a boat on the cusp of its century is itself a perfect example of the 'Sunk Cost Fallacy' — it follows therefore, that repairing and reinstalling the engine which has been perfectly adequate for almost every eventuality for thirty-six years is the only cost-effective solution. We know it fits, runs beautifully, is less than halfway through its nominal, engine hour life, and can be fixed; Mr Foible, on the other hand, has his own ideas!

A common foible amongst hominids is 'Horsepower'. It can be the kiss of death for a floating basket of sticks. That thrust vector is all well and good in a straight line on flat water. Throw a tight turn in a vicious chop; said vector is wildly oscillating, wracking throughout the entire structure. It was why I'd chosen a modest fifteen for the Nanni when replacing the 1932 20HP Utility Four that came with the boat. This charming historical artefact required muttered incantations every time the key was turned, followed by loud imprecations when resorting to the crank handle. Replacing that explosive mass of cast iron and its concomitant forepeak trimming ballast led to a sigh of relief (and a cruel tweaking of her handicap) as she rose two inches on her waterlines.

Mr Foible then made his case: The whole exercise of classic boat ownership is a Sunk Cost Fallacy. Go the whole hog! The Nanni fifteen had gone in when her old bones were a little weary; a lifetime of racing and a world circumnavigation will do that. But thirty-six years later, with nearly every frame in her Kauri hull replaced and refastened, many floors added or replaced, a new Jarrah bridge deck beam, hanging knees, lodging knees, engine bearers, running gear, the list goes on, she was substantially renewed, restrengthened, and ready again for the extra horses.

My partner is convinced that my demanding mistress has a mind of her own. When told the engine needed removal, she said, "Of course! She wants new Bling; her big birthday is coming up!" After letting that statement settle into its rightful place on the astral plane, I informed her of my horsepower foible. "Safety First," was the cut through response.

With less than a month between oil in the bilge and sea trials, the new Beta three cylinder shallow-sump 20HP was chosen between equally robust competitors because it was the only one that fitted the existing engine bearer arrangement. The weight difference between old and new engines is more than compensated by replacing 36kg of Lead Acid batteries with 12kg of LiFePo4 Lithium. Her slippery hull now slopes along most satisfactorily, shrugging off Southerly Busters and Wicked Westerlies. With her next century coming up fast; bringing with it an ever more unpredictable climate regime, Mr Reason has to grudgingly admit, 'Safety First,' is no foible.

No matter how often one takes the stairs down from one Green Street, or the tender ride from the Green Shed, the site of the Amateurs' club house rarely fails to lift one's spirits. Our unique position on Sydney Harbour's foreshore, the history of the site and its place in the community are at the heart of our Club.

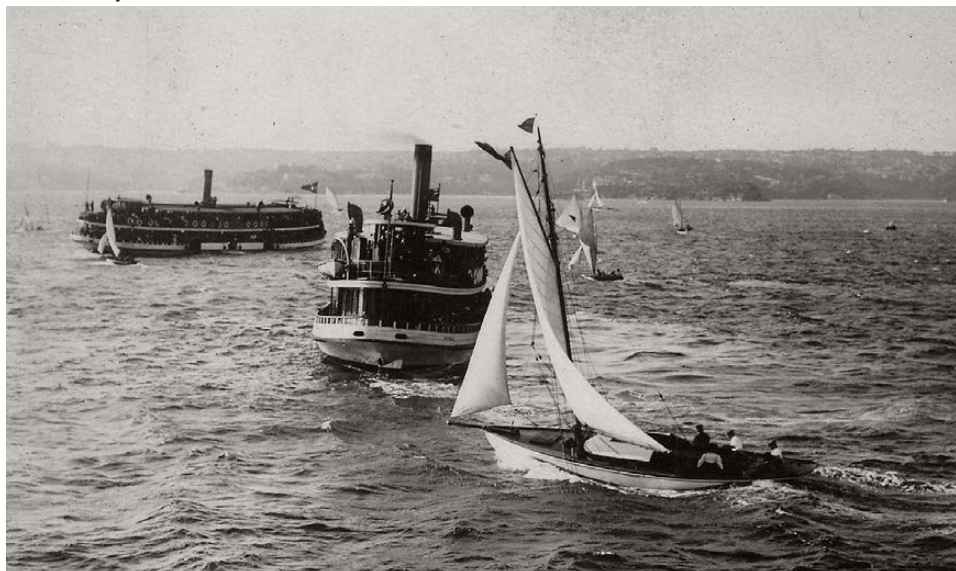
As the Amateurs prepares a new starter's boat (enlisting the passion and expertise of some dedicated volunteers in true club style), it is fitting that the name of this new vessel should also in some way capture the spirit of who we are.

Kareela pays homage to our place in the Harbour — from the road so many us drive down today, to the maritime history of the Mosman Bay and the indigenous history of the area. The photo below, located by John Jeremy, puts much into perspective, a gallant gaff-rigger, a ferry named *Kareela* and a view across the harbour from Mosman Bay.

While *Captain Amora* has served us well in name and spirit, the debate between the names of other great captains, other historic boats, and many great club stalwarts (too many of each to choose from with all equally deserving) — and the mariner's superstition of never changing a name at all — has presented a good natured and sometimes spirited challenge in recent weeks.

After much consideration your Board settled on *Kareela*, hoping that, as you wave to the starters before each race, and imagine that was a hooter you heard as you crossed the finish line, the name *Kareela* will give you that same reminder of our special place on Sydney Harbour, as well as our investment in the future of racing at the Club.

John Brady



During her long service on the Mosman/Neutral Bay run from 1905 to 1959, the ferry *Kareela* must have berthed at the Old Cremorne Wharf, where the SASC clubhouse and wharf now stand, many, many times. The yacht in this photograph is believed to be *Athene*

RANGER/COUTA AND FOLKBOAT SPRINTS

JUNE 2024



Photos John Jeremy

Ranger/Couta and Folkboat Sprints are conducted by the SASC twice a year. Sunday 7 April was a beautiful day but wind was in short supply



After a very long wait a light north-easterly wind enabled the first of three races to be started on a short windward-leeward course



A close finish for *Ranger* and *Vanity* in race 1



Pre-start manoeuvres for Race 2



Etrenne and Vagrant at the start of Race 3



Vanity and Ranger after the start of Race 3



Isabella and Horace heading for a very close finish



Cherub about to finish Race 3 close ahead of the rest of the fleet

David Salter discovers the delights of the emerging SASC historical data base

We all have our foibles. Among my lesser obsessions is the urge to waste inordinate amounts of time fossicking on the internet for old images of boating on Sydney Harbour. The detail in glass-plate photography from a century ago is endlessly evocative. Much of the fun is trying to identify the period, locations, occasions and individual craft.

Here, for example, is a scene from the late 1920s or early '30s taken from Kirribilli. The photographer set up his camera beside the public wharf.



If we look closely at the boatman striding up the landing the letters “RSYS” are just discernible across his chest. In the background five yachts are proceeding line astern towards the main harbour. There’s an RSYS burgee flying atop the flagstaff. So it is reasonable, to assume that the photo was probably taken on a Squadron Opening Day.

But let’s look even closer. The jackyard topsail cutter on the right of frame has a sail number: A43. She’s from the Amateurs! What yacht was it? And that’s where the archive data base being so patiently compiled by Life Member and former Commodore Fred Bevis comes in.

I emailed Fred this simple question: “Who was A43 in the late ’20s and early ’30s?” Within minutes back came this reply:

Caprice, three owners who are Club Members:

Cooke J T, on SASC Register 1914, Kelly Cup Winner 1947.

SASC NEWS

Pfeiffer H E (Harry), on Register 1932. Gold Medals 1933 D1, 35 D1, 51 D2, & 68 D1.

Pfeiffer A D (Tony), on Register for him 2000.

Built by B C Lucas, Designed by W Fife III in 1900.

On the Australian Register of Historic Vessels.

Refer: *The Amateurs* book: article p.131, photos pp 59, 132,133.

Pretty damn impressive. Fred is still refining his system so that it can be accessible via the SASC website in conventional data search format (pull-down menus, active links etc). But the depth and detail of the information is already exceptional and it will be a wonderful lasting asset for the Club and its members.

Of course, there are always some interesting associated rabbits to chase down the burrow. For instance, there is a *Caprice* with the sail number A43 on the current SAS register. Is that the same yacht? The quickest way to confirm its identity is via the Index to the *SASC News*, a massive resource compiled by Peter Hamilton as part of the archive project. The Index lists every mention by name of any Amateurs yacht, the date of that edition of the *News*, the page number and whether there is a photo.

And there she was. There are multiple citations for *Caprice* and photos of how she looks today, beautifully restored back to her original gaff rig in 2016 by Sean Langman at Noakes. Bill Gale even chipped in with a clarification that the yacht was actually designed by a certain A Blore “based on an original design by William Fife”. Another mystery solved by the power of good archiving.



Caprice today

Photo: John Jeremy

Now, while I have your attention, let me tell you about the builder, Charles Lucas. He was born at Sorell, Tasmania, in 1864 and turned out a variety of boats from skiffs to 55-foot trading ketches at his Battery Point yard for half a century. Among the racing yachts were *Spindrift* (now *Weene*, well known to Amateurs members) and *Tassie Too*, the champion 21-foot restricted classer that won the Forster Cup in 1928.

When old Charlie finally retired and sold his yard in 1936 *The Mercury* reported that he “commands the esteem of yachtsmen, fishermen and river traders”. But to complicate matters even further, one of the 21-footers he built was also called *Caprice* (owned by a Mr E. H. Webster). I wonder what became of her? Don’t get me started...

ANNUAL PRIZEGIVING 2024

The Club's annual prize giving will be held at the Club on Saturday 29 June 2024.


Bring your crew to celebrate the last year's results in one of the best locations in Sydney!

Time: 1200 sharp, followed by lunch. Cost: \$75 per head

SASC YACHT REGISTER

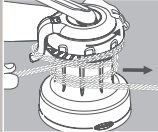
The Club's Annual Report for the year ended 31 May 2024 is in preparation. If you have sold your boat, or purchased another one, please check that the entries in the yacht register are correct.

Contact the office as soon as possible if changes are required.




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Finally it's easy to ease the sheet without removing the winch handle or the line from the self-tailer. With QuickTrim™, racing sailors can react instantly in response to minor course corrections or changes to wind pressure and direction.



Discover QuickTrim™

AN OUTSTANDING EFFORT BY VOLUNTEERS

Two weekends in May were set aside well in advance for a Working Bee. Planned in detail by Bruce Dover and Trevor Cosh, work was allocated to the about 90 members who volunteered to help. Unfortunately the weather had other ideas and the first weekend was a wash-out. Work was rescheduled for the following week and the second of the two weekends. Despite the continuing unsettled weather, about 65 people were able to complete much of the planned work, which included:

- A new pathway to the wharf was completed, designed by Peter Scott and Mark Pearse with construction managed and supervised by Warwick Ellis.
- The mast crane was repainted.
- The barbecue storage and other areas were repainted.
- Steel keel supports on the slipway were repaired.
- Ninety power tools, leads and other electrical equipment were tested and tagged by a club member electrician (about 8% failed).
- Three spot/sensor lights were replaced at the clubhouse and slipway, and electrical repairs at the Green Shed.
- Pontoon steel work was repainted.
- The Green Shed doors were repainted.
- Fifteen deck planks repaired or replaced at the Green Shed.
- The fire-hose reel at the Green Shed was relocated to a more appropriate position.

David Salter (designated chef) and his assistants prepared lunch for the volunteers, as well as morning teas on most days. It was a remarkable effort by all the volunteers who took part. Well done and thank you everyone!

Chris Manion



Photo Peter Scott

Waratah Marine's ex-Navy crane lighter *Boronia* delivering building materials



Photos John Jeremy unless otherwise credited

Saturday 11 May was washed out. Conditions rather too familiar in recent weeks



Electrician's assistant testing...



...for tagging



The wharf squad at work



Painting the Green Shed



Excavations for the new path



Slipway steelwork



Precision woodworking



A coat between showers?



If it doesn't move, paint it



Shifting the stone



Essential supplies



It says here: Bolt part C to part F with bolts G



Supervision



The first pour



Watch the levels!



The silver crane almost finished



Photo David Salter

Tom Moul, now sailing in the UK, taking a new view of the wharf. Ready for sailing up over rather than down under perhaps?



Photo Jim Nixon

Master Chef David Salter at work



Vice Commodore Manion helping the galley team

Photo David Sailer

Am I allowed to walk on it?
The completed path



A light show to celebrate a successful working bee





Photos John Jeremy unless otherwise credited

The start of Division 4 (Classic Non-spinnaker) in the first Winter Series race on 4 May



Up-n-Adam heading for the first mark on 4 May



Samphire (7206) and *Daydream* (A120) heading for Naval 2 in the light conditions on 4 May.
Daydream won her race in Division 3



Ping sailed in Division 1 (Spinnaker)



The first race of the season was shortened at Shark Mark. *Clewless?* crossing the finish line just as the rain began



Photo Geraldine Wilkes

The second winter race enjoyed a light but steady wind of about 8 knots. This is the start of Division 3



Photo Geraldine Wilkes

Delinquent sailing in Division 1 on 25 May



Photo Geraldine Wilkes

Close sailing between *Paper Moon* and *Mezzaluna* on 25 May

YOU MIGHT BE STRONGER THAN YOU THINK

JUNE 2024

by
Stuart Anderson

Muscles used in any physical activity such as sailing exert a far greater force within the body than you might expect. Imagine a forearm hauling up an anchor (Figure 1): The bones in the forearm are a lever and the elbow joint is the pivot, with your muscles providing the applied effort. Viewing the forearm as a simple machine, the input load from the bicep muscles is much greater than the output force applied to the anchor. An example of this effect is when you use a broom or a shovel, where the pivot point is the top of the handle.

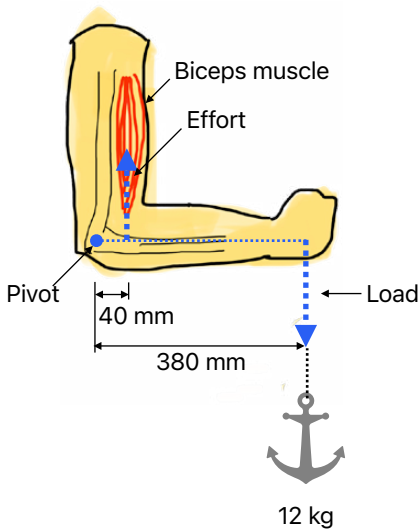


Figure 1: Forearm lifting an anchor

The bicep muscles are attached via tendons to the humerus bone and contract to close the limb and raise the anchor. These are parallel muscles, with the fibres parallel to the long axis of the muscle. When the muscle contracts it shortens by as much as 30 percent and becomes larger in diameter. For each 645 mm² cross-sectional area a parallel muscle can carry 230 Newtons of load.

Figure 2 shows the forearm as a simplified lever system. The torque is the turning force multiplied by the distance to the pivot. The torque created by the anchor is clockwise relative to the pivot point, located at the elbow, while the torque created by the biceps moves counter clockwise.

The conditions for equilibrium become:

Anchor load torque = biceps effort torque

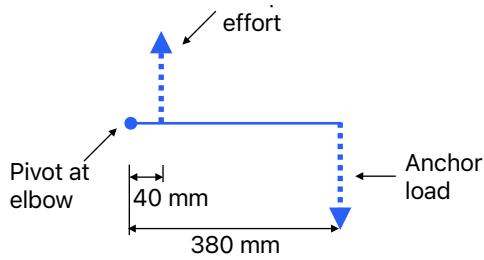


Figure 2: Simplified lever system

Where, anchor load torque = mass \times gravity \times distance to pivot = 12 kg \times 9.81 m/s/s \times 0.38 m = 117.7 Newtons \times 0.38 m = 44.7 Newton metres

And biceps effort torque = biceps effort \times distance to pivot = biceps effort \times 0.04 m Newton metres

Therefore, biceps effort = 44.7 Newton metres / 0.04 m = 1118.3 Newtons

This means that the biceps muscle is exerting a force 9.5 times the anchor supported. Hauling the anchor up 300 mm results in the bicep muscle contracting 32 mm. To carry this load the cross-sectional area of the bicep muscles needs to be at least 3136 mm². This is the same area as a pipe with a diameter of 63 mm.

With these significant internal muscle loads it no wonder we feel tired after sailing!

VOLUNTEER NEEDED

Two essential ingredients for racing and the future of the Amateurs are boats and crew.

The Amateurs is looking for a volunteer, or job-sharing volunteers, to encourage new crew, point them in the right directions for getting involved, and to work with skippers to get match people with the boats they will be most suited to.

This is an experience that is perfect for someone who likes to get to know people in the Club, who can liaise with those looking to get involved through the Club's crew list, get feedback from their experience and work with the racing secretary to get feedback from skippers, and encourage new Members to join the Club.

The fine tuning of how to bring this to life is very much up to the person/s who put up their hand but the idea is to volunteer a couple of hours a week, and work with the Membership Committee to monitor how we are encouraging new crew members into the Club and how we are meeting the needs of skippers.

It's a fun way to get to meet people in the Club and an important part of our strategic membership goal of creating supportive sailing pathways from crewing to boat ownership. This is an important area for the Club and if you think you could get involved, please call John Brady on 0408 881 222.



Athene sailing on Sydney Harbour in 1931

Keen-eyed members of the Club (isn't that everyone?) will recall that this fine photograph of *Athene* was published in the October 2001 edition of *SASC News*, but as the yacht has recently been magnificently restored by the fine team at Noakes (see Page 5) it is worth reprinting in this edition.

Designed by E. W. Heywood, *Athene* was built for David Carment by W. M. Ford in 1905. *Athene* is listed in the Australian Register of Historic Vessels and her history, and that of her owner, is told in that Register entry. Her owner, who was born in Scotland in 1843, came to Australia in 1872 to take up a position as an actuary with the AMP Society. He was regarded as one of Sydney's personalities and served as Honorary Treasurer of the Royal Society of New South Wales as well as the Australasian Association for the Advancement of Science. He raced and cruised *Athene* regularly and successfully, and became rear commodore of the Royal Prince Alfred Yacht Club in 1919, vice commodore from 1920 to 1923 and a life member. He was also a member of the Royal Sydney Yacht Squadron and the Sydney Amateur Sailing Club, and he lent his support to other Sydney sailing clubs.

by
John Jeremy

David Carment, or his son David Shallard Carment, raced *Athene* every Saturday during the 1920s and 1930s. David Carment Senior died on 29 April 1934 at the age of 90, only weeks after his last cruise in *Athene*. David S. Carment kept sailing *Athene* and was also prominent in the Sydney sailing world becoming rear commodore and vice commodore of the Royal Prince Alfred Yacht Club, a member of the Royal Sydney Yacht Squadron and the Sydney Amateur Sailing Club and a foundation member of the Royal Prince Edward Yacht Club.

David S. Carment was born in Sydney in 1885 and was educated at Sydney Grammar and the University of Sydney. His interest in ships led him to naval architecture and in 1906 he travelled to the United States and later Britain where he graduated from Glasgow University Bachelor of Science in Naval Architecture with a Certificate of Proficiency in Engineering. He then gained experience with Clydebank Shipbuilders working on naval and merchant ships.

Carment returned to Sydney in 1916 and joined the staff of Cockatoo Dockyard where he remained until retired in 1954. At the outbreak of World War II he, with Claude Barker and Cecil Boden, was one of the few naval architects in Australia and was deeply involved with the conversion of liners like *Queen Mary* for service as troopships and the repairs of damaged Australian and allied warships.

Throughout his career David Carment made a major contribution to the education of shipwrights and naval architects. He joined the NSW Department of Technical Education in 1919 as a part-time teacher in the Shipbuilding Trades Course. He became Head Teacher in the Naval Architecture Diploma course at the Sydney Technical College and later helped establish the degree course at the University of New South Wales. He also served as President of the young Australian Branch of the Royal Institution of Naval Architects.

Carment's yachting interest led him to be appointed as the RSYS Honorary Measurer and he issued the Measurement Certificate for the 12 metre *Gretel*, designed by one of his former students, Alan Payne. David Carment died in 1976, having made a remarkable contribution to naval architecture, shipbuilding and sailing in Australia. It is pleasing that his yacht *Athene* survives today, beautifully restored to grace the waters of Sydney Harbour.

References:

Athene, (HV000898), arhv.sea.museum.

Weymouth, H. P. (1979), *David S. Carment — His Life and His Times*, RINA Australian Division



NEW MEMBERS

JUNE 2024

We welcome the following new members:

Susie de Zoete	Margaux Everett
Sue-Maree Olsen	Oliver Rees
David Shteinman	Matthew Walker

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 winter, 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 August 2024 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 July 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.



Vivienne Marie (A34) and Horace (111) at the start of Race 3 in the Folkboat Sprints on 7 April

