



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2016

SYDNEY AMATEUR SAILING CLUB

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Cover:

*Tio Hia,
Yeromais V and
Ranger* approach-
ing the start of the
180th Australia
Day Regatta
(Photo John Jeremy)

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COMING EVENTS

February 2016

SATURDAY 20 FEBRUARY 2016

Point score race for Super 30 Cup and Super 30 Gold Cup, point score race for Classic Divisions and Cruiser Racer Fleet long series

SUNDAY 21 FEBRUARY 2016

RANSA Regatta

SATURDAY 27 FEBRUARY 2016

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

SUNDAY 28 FEBRUARY 2016

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

SATURDAY 5 MARCH AND

SUNDAY 6 MARCH 2016

Sydney Harbour Regatta. Point score races for Super 30 Division (5 March) and NSW Championship for Cavalier 28s. Classic Yacht Regatta Pittwater

SATURDAY 12 MARCH 2016

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

SUNDAY 13 MARCH 2016

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

FRIDAY 18 MARCH 2016

Last Twilight Race

SATURDAY 19 MARCH 2016

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

THURSDAY 24 MARCH 2016

Bob Brown Trophy Race

SATURDAY 2 APRIL 2016

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

SATURDAY 9 APRIL 2016

Club Championship

NEED THE TENDER?

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or Mitch on
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Sat: 0900-1800
Sun: 0900-1700

**On race days
you can con-
tact the fast
tender on
0418 678 819**



SIGNALS FROM THE COMMODORE

Happy New Year — a new year and a new season for The Amateurs.

On 3 February the Board approved and signed a new 20-year lease with the Crown for the Clubhouse at Green Street. Thank you to all those who contributed over a number of years as we managed our way through changing Government administration. A special mention to Bill Hogan who tirelessly followed up our contacts to keep the matter moving. This ensures our tenure for another generation.

Our success is embedded in the extraordinary contribution of the volunteers, starters, tender drivers, bar, function preparation, interclub events, working bee and maintenance.

The Board is committed to improving and simplifying procedures where possible and support the volunteer contributions. One of our highest priorities is supporting additional race management. We now have an assistant on board for weekend races for laying marks, anchoring and keeping *Captain Amora* in order. We would welcome 'new' engagement from members and friends who would enjoy time on the harbour and camaraderie, even if you are just curious to check it out you are welcome.

As a matter of housekeeping please sort your rubbish in the coloured bins provided. We are charged full labour rates by the contractor for 'unsorted' rubbish as our waste contract is based on us ensuring the bins are in order for their collection. Recently this has not been the case at great expense to the Club.

The Board reiterates that the cleaning of hulls alongside is prohibited. We appreciate your compliance with this. This is both a safety and environmental management matter.

Congratulations to the Spring Series placegetters, now an opportunity for the Summer Series to level the score! This year the SASC Prizegiving will be on 18 June, an opportunity to come and celebrate your success or offer free advice about the future travel plans for the handicapper.

Best wishes for you success on the water.

Liam Timms

SASC yachts providing a spectacle on Australia Day



AUSTRALIA DAY REGATTA

February 2016

by
Peter Campbell

After a doubtful start with a few showers, Sydney turned on a perfect sunny day with a light east to north east wind for the 180th Australia Day Regatta. The harbour races started at 1330 from a starting line off Double Bay with the cruise ship *Pacific Pearl*, secured to the Point Piper mooring, adding some colour and wind variation to the occasion.

Fidelis, the line honours winner of the 1966 Sydney Hobart Yacht Race, showed that she is still a sprightly racing yacht at the age of 52 by winning line and handicap honours in her division of the 180th Australia Day Regatta.

Fidelis, skippered by her owner, Nigel Stoke, outsailed a fleet of 14 boats in the Classic Non-spinnaker Division for a comfortable line-honours victory.

However, her winning margin over *Fagel Grip* (Jerry Lees) was just 11 seconds on corrected time with just over a minute more to third placegetter *Sjö Ro* (Jeremy Arnott).

Photos John Jeremy

Fidelis approaching the starting line of the 180th Australia Day Regatta





HMAS Yarra was the Flagship of the 180th Australia Day Regatta

Past Commodore Bill Hogan and Megan Keogh represented the SASC onboard the Flagship





Built in New Zealand in 1964 of triple, diagonal-planked kauri to a design by Norwegian Knud Reimers, *Fidelis* was an immediate success in local ocean racing and in 1966 her then owner Jim Davern sailed her across the Tasman to contest the Sydney Hobart.

Eudoria, *Malohi*
and *Anitra V* in the
starting area

She set a then new record elapsed time in taking line honours and, in 2006, her current owner Nigel Stoke raced her to Hobart to commemorate the 40th anniversary of her line honours win in 1966.

Also racing in the Classic Division 1 of the 180th Australia Day Regatta were two former Sydney Hobart contenders which also contested the 1966 edition, David Salter's *Mister Christian* and Maurie Evans' *Malohi*.

Sydney Amateur Sailing Club's honorary secretary Peter Scott sailed the gaff-rigger *Cherub* to victory in Classic Non-spinnaker Division 2 from Nigel Berlyn and John Barclay's *Reverie* and Robert Keessen Dennis Wood's *Antares*.

The two Classic yacht divisions made up almost half the overall keelboat entries in the regatta, the Cruising Yacht Club of Australia entrant *Wild I* (Larkie Missiris) winning Division 1 spinnaker and SASC yacht *Very Tasty* (Al Chase) winning Division 1 non-spinnaker.

Division 2 non-spinnaker went to *Midwicket* (David Kinsey) while *Akela* (David Lamond) won from a small fleet in Division 2 spinnaker. Lindsay Brown's venerable Folkboat *Dreamtime* won Division 3 spinnaker.



Charles Maclurcan and his starting team in *Mischief* keeping a close eye on the Formula 18 catamarans before the start of the Regatta



The F18 *Kong* came sixth in her Division



Cherub testing the effect of *Pacific Pearl* on the breeze before the start



Fred Bevis sailed *Warana* in the Regatta

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For the first time, a fleet of high-performance catamarans, the F18s, raced in the Australia Day Regatta. The first class to start, they provided an added spectacle to the regatta with *C Horse* (Jeremy Brookes) scoring an outright win.

In the Australia Day Regatta ocean race, from Sydney Harbour to a mark off Botany Bay and return, line honours went to the TP52 *Balance*, Paul Clitheroe's overall winner of the 71st Rolex Sydney Hobart Yacht Race in December.

On corrected time, however, first place on PHS scoring and the prestigious City of Sydney Sesquicentenary Cup went to *Next Light*, an X35 skippered by Mark Rutherford, one of three co-owners, the others being Chris Ryan and Derek Collins.

Co-owner Ryan arrived back from overseas just an hour too late to join the crew in the race, sailed in a 12–18 knot ENE breeze offshore.

"The conditions suited the boat, one of only two Danish-built X35s in Australia, and the crew worked brilliantly as a team," Ryan commented on reports from his co-owners after the traditional Australia Day Regatta ocean race to Botany Bay and return....in the wake of Captain Arthur Phillip in 1788!

Charles Curran's
magnificent
Sydney at the
Start



Rutherford, Ryan and Collins have owned *Next Light* for more than four years, their previous major win being a divisional victory at Hamilton Island Race Week.

Their previous boat was *First Light*, a Beneteau 36.7 in which they finished second in a Pittwater to Coffs Harbour and won the Royal Prince Alfred Yacht Club's bluewater series.

"When we bought *Next Light* we decided to base our racing with the CYCA, to gain more experience from the high standard of competition out of Sydney Harbour," Ryan explained.

The three owners and their crew dedicated yesterday's City of Sydney Sesquicentenary Cup victory to former crew member Greg 'Macca' McIntosh, a Sydney waterways character who sailed regularly on *Next Light*.

'Macca' sailed his last race on 21 October 2014 and passed away after a brief illness on 21 November 2015. "His absence was noted by everyone aboard *Next Light* on Australia Day," a crew member commented.

First Light won the PHS division of the ocean race, conducted by the Cruising Yacht Club of Australia, from RSYS member Brian Carrick's *Peach Teats-Velocity* and *Merlin*, skippered by Olympic gold medallist David Forbes.

Merlin also won the IRC division of the race from *About Time* (Julian Farren-Price) and Rolex Sydney Hobart Race winner *Balance* (Paul Clitheroe).

Balance after
the finish of the
offshore race



AUSTRALIA DAY ON SYDNEY HARBOUR



Photos John Jeremy

The Australian National Maritime Museum's *Endeavour* passing Sydney Cove



HMAS *Adelaide* in Sydney Cove ready for the Salute to Australia at noon



The popular Ferrython approaching the finish at the Sydney Harbour Bridge



Twenty-one gun salute



A RAAF F/A18 jet passing low over the Harbour as the yacht ballet begins off Sydney Cove



Tug and yacht ballets with dancing Squirrel helicopters overhead



The aerobatic display as HMAS *Adelaide* returns to her berth at Fleet Base East

CLASSIC OLD(ER) MEN IN SMALL WOODEN BOATS MAKE IT THROUGH

by
Philip Brown

This story is about some “Old(er) Men” from the ranks of the SASC Classic Division who made it through to distant destinations in 2015 in their small wooden boats, in some cases when others did not make it at all. This is a story worth telling as it highlights a tradition of sailing boat adventuring established early in the history of the SASC by members such as the Clark brothers in the 1930s and carried on by many renowned members over the decades of the club’s existence.

The journeys, all departing from Sydney, covered eastern Australia as far south as Port Davey in Southern Tasmania, north to Lizard Island in North Queensland and east to Lord Howe Island out in the Tasman Sea. I was fortunate to be a participant in a part of each of the trips south, north and east from Sydney.

The “Classic Old(er) Men” are in their 60s and 70s and their classic wooden boats are also mostly in their 60s. None in this tale are yet at the admirable stage of the long line of SASC octogenarians who raced their wooden boats into their late eighties such as Bill Merrington and Bill Gale, or those still racing each week like Nick Cassim (87), but we are keeping our boats, our sea legs and our fitness going so we too can still do it all as octogenarians.

The boats in this story are *Lahara* — 33 feet long designed and built in Huon Pine by Jock Muir in Hobart and launched in 1951, *Malohi* — 35 feet long designed by Arthur Robb and built of Queensland Beech on Spotted Gum frames by Jim Perry at the Spit in Sydney and launched in 1956, *Anitra V* — 38 feet long designed by and for Trygve Halvorsen, built by Lars Halvorsen Sons at Ryde in Sydney, strip planked in Western Cedar with Teak deck and cabin and launched in 1956 and *Smokey Cape* — 24 feet long designed by Alan Payne and built as a yawl for Jack Earl by Cec Quilky at Taren Point, Sydney of triple-skinned cold-moulded Oregon. She was launched in 1973.

The Amateurs’ Classic Division sailors who feature in this tale, in order of appearance, are: Maurie Evans, Tony Davis, Charles Davis, Mike Munro, Mike Warner, Chris Arnold, Philip Brown, Bob Moore, Ian Hansen plus Geoff Docker, Andrew Seccombe and Peter Mounsey, who although not strictly SASC sailors each contributed their great sailing experience.

Tasmania — 2015 AWBF — to Hobart and Beyond

Malohi and *Lahara* represented SASC at the 2015 Australian Wooden Boat Festival in Hobart and made it through to be at the Kings Pier, Hobart on the first day of the Festival when many others, including the square-rigged ships *James Craig* and *Endeavour*, did not make it to Hobart due to continuing heavy southerly weather.

Malohi departed Sydney in early January with a crew of four consisting of Maurie Evans (Skipper), Tony and Charles Davis and Mike Munro. Their first and only stop was on Australia Day at Wineglass Bay on the Freycinet Peninsula, Tasmania and *Malohi* completed the run south from Sydney to Hobart in six days. Maurie celebrated his 70th birthday in Hobart during the Festival but his crew brought the average age down to 68 years. The same crew sailed *Malohi* back to Sydney non-stop in five days, which included running before some heavy southerly weather, just before Easter having moored her at the RYCT since the Festival.

Lahara left Sydney on 21st January with a crew of three consisting of Mike Warner (Skipper), Chris Arnold (the Professor) and Philip Brown (Midshipman). They arrived at the Kings Pier early in the morning on 6th February, the first day of the Festival, after a 15-day run via the west coast of Flinders Island, dodging southerly gales which stopped others who were trying to get south to attend the AWBF. It was a most interesting journey and proved that small wooden boats can get through. They judiciously stopped at Twofold Bay, Killicrankie and Port Davies on Flinders Island, Eddystone Point and Wineglass Bay on the Tasmanian east coast, Darlington on Maria Island and Dunalley at the base of the Tasman Peninsula before entering Norfolk Bay via the canal for the run up the Derwent. At each anchorage they waited out strong southerly fronts and many times sailed to windward through strong southerly weather to get to the next anchorage.

Lahara at the
2015 Australian
Wooden Boat
Festival In Hobart



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Luckily, for the Bass Strait crossing, it was only the last 12 hours beating into strong SW winds under two reefs to get to Killicrankie. For most of the trip there was at least one reef in the mainsail and often two reefs with the No. 3 headsail. Apart from the exit from Sydney Harbour in light weather, full sail — full main and No. 1 headsail — was not used until the morning of the second-last day approaching Marion Passage from behind Maria Island in Tasmania.

As soon as the Festival was over *Lahara* sailed south down the D'entrecasteaux Channel with Bob Moore taking Philip's place as Midshipman. They continued on to circumnavigate Tasmania sailing up the dramatic Tasmanian west coast stopping at Port Davey, Bathurst Harbour, Macquarie Harbour and then Deal Island (in Bass Strait) before Twofold Bay and home to Sydney. The highlight (although there were many) was spending a day going up the Gordon River then rafting up with Tim Phillips' *Storm Bay* to dine on fresh Atlantic Salmon which had escaped from the fish-farming nets and been recaptured by Tim and his crew, and kept alive in *Storm Bay*'s wet well. Tim Phillips spent 10 years restoring this gaff-rigger cray-boat on his slipway in Sorrento before she was re-launched as a family cruising/fishing boat.

The round trip to Tasmania is always a significant achievement — for *Malohi* it was the second time in two years going to the AWFB. It was also a pattern set early in her life under her original owner Neville McEnally, followed by Syd Fischer who purchased *Malohi* in 1961 and ocean raced her for the next seven years. For Syd this boat started

Lahara alongside
Storm Bay on the
Gordon River





Captain Mike in
Bass Strait

a long career in ocean racing which he continues 55 years later as one of those yacht-racing octogenarians — although no longer on a wooden boat. Maurie recently held a celebration of *Malohi's* 60th year on the anniversary of her launching. Many of her sailors over the years attended.

Lahara had also been sailed with adventure in mind from her earliest days. In her earlier life the boat had been sailed around the Tasman Sea and up into the tropics being based in PNG for some years. In the year of her launching she was raced by her first owner Des Ashton in the 1951 Sydney to Hobart race followed immediately by the Trans-Tasman Race from Auckland arriving back in Sydney in February 1952. Of course, competing in these races required delivery voyages from Hobart to Sydney and from Hobart to Auckland — just a few extra ocean passages. She came second in both events. It says a lot for her design and construction that this 33 ft boat has been sailed so far for so long over her 65 years, although she did undergo a major restoration in the 1980s.

Most importantly these men in their small wooden boats made it through to their destinations. The 2015 journeys to Tasmania for both boats and their crews were unforgettable adventures with experiences and events which can never be replicated however many times the trip is repeated. Just ask any one of them over a quiet drink at the club!

After considerable preparation and delays *Lahara* left Mosman Bay on 1st July bound for northern climes — far north Queensland. The crew was Mike Warner (Skipper) and Philip Brown (Midshipman) plus our old friend George the auto pilot. As with all cruises there are unexpected crew issues and on the evening of our proposed departure Capt. Mike announced over dinner at the Mosman Rowers that his crewman “Old George” (the Auto Helm tiller pilot) had failed his pre-departure medical that afternoon and had resigned from any further ocean sailing. We were certainly not going to Queensland two-up without George, so an early morning visit from the instrument doctor John Harden was arranged after which Old George’s status was changed again — he was declared dead. Thus an urgent visit was made to Whitworths to get a youthful Raymarine “Young George” replacement tiller pilot. George is dead — long live George.

With night time winter westerlies and a stiff sou’easter out of a clear sky from Smokey Cape to Yamba, *Lahara* arrived at Point Cartwright in just under four days after leaving Sydney. A few comfortable days were spent at the Mooloolaba Yacht Club Marina which is conveniently just across the road from the beach and a short walk into town, a highly recommended spot. From there Capt. Mike sailed on single handed up the Great Sandy Straight inside Fraser Island and out to Lady Musgrave Reef and Great Keppel Island before calling at Yeppoon to pick up another crewman, Stephen Byrne, for the passage to Whitsundays via Percy Islands.

Midshipman Brown rejoined for a week of cruising the Whitsunday Islands and an exciting sail out to the Hardy Reef to spend 24 hours anchored inside the reef lagoon, waking to a perfect dawn of clear sky and mirror calm water. Cruising around the lagoon in the rubber dinghy and stopping at the inside reefs for snorkelling added to this tropical treat. All this “fun in the sun” kept *Lahara* on the move until the first day of Airlie Beach Race Week, from her berth at the Abel Point Marina. After the race week Capt. Mike pushed on single handed up to Cairns and then in company with Chris Dicker’s *Westwind* (also a Muir-built boat from Hobart) sailed up to Lizard Island. Mike and Chris renamed it “Blizzard Island” — the winds were far from arctic but consistently very strong.

Unannounced, *Lahara* reappeared at the Green Shed in Mosman Bay on 27th November having repeated, in the opposite direction, the non-stop two-handed Sydney to Mooloolaba trip in four days with Chris Dicker as crew. During this last leg of the trip they experienced an amazing lightning storm when off Lake Macquarie — fortunately the boat was not struck but such was the intensity of the storm that Capt. Mike was sure the boat would suffer a strike. *Lahara* had been away for a few days short of five months but was soon quietly resting on her Mosman Bay mooring under her covers.

Thus Capt. Mike was home from his second major journey in 2015 having sailed *Lahara* south around Tasmania and as far north as Lizard Island in North Queensland. He says he has not yet worked through his wanderlust but *Lahara* had notched up another 4,000 sea miles in 2015. New Zealand is in his mind now.

East to Lord Howe Island

Three SASC wooden boats left Sydney in November bound for Lord Howe Island for the 13th annual Classic Australian Bar BQ — *Smokey Cape*, *Anitra V* and *Fidelis*. Of course,

Nigel Stoke's *Fidelis* at 61 feet long does not qualify as a "small wooden boat" but she is a classic wooden boat and Nigel does qualify as one of the old(er) men.

At the "Compass Check" drinks evening held at SASC in September there were 20 boats signalling that they planned to sail to LHI and all moorings in the lagoon were booked with a waiting list. As usual some boats did not make it through — eleven boats got there for the Bar BQ and all three SASC wooden boats which departed Sydney made it safely to LHI.

Tom Moul't's poster for the 13th Classic Australian Bar BQ was captioned "Very lucky for some". This turned out to be the case for all three SASC wooden boats but not for all venturing to LHI, as there were a few unexpected twists to Tom's phrase.

Herschel Smith's *Shambles* also made it to LHI overcoming a few difficulties with a broken rudder, and another boat *Avocet* broke the top of its mast plus suffered engine problems resulting in her being abandoned. Her crew members were rescued but the boat abandoned 130 miles NE of Sydney then later found drifting by HMAS *Darwin* off the south coast of NSW. (see the December *SASC News* for their stories). Two other boats set out but returned due to weather conditions. It was very lucky for some!

The first boat to arrive at LHI was *Smokey Cape* after a five day passage without incident. In 2014 Ian Hansen sailed out to LHI single handed but for the 2015 trip he was joined by Peter Mounsey ("the million mile man"). Peter is a veteran sailor of great renown and at 87 made the average age on *Smokey Cape* a mere 77 years. It was Peter's 33rd trip sailing to LHI.

Anitra V was the next SASC boat to arrive at the island after a five day passage made more variable than expected due to the disabled Perkins motor which decided to blow up in a cloud of black smoke on the first morning out about 10 miles east of Newcastle. The crew of four had an average age of 63 with the most senior crewman, Charles Davis, clocking in at a young 72.

When the engine gave up and a call to Scott Griffith of Victory Marine on the sat-phone outlined the likely problems, the skipper and crew took a whole five minutes in deciding to sail on to LHI after considering the dismal alternatives of either sailing into Newcastle for

Anitra V anchored in Comets Hole, Lord Howe Island



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a tow into the harbour or sailing back to Sydney. The decision to sail on was made possible by having on board a sat-phone and a solar panel. The trip was a bit slow with nor'easters and adverse current most of the way but on the fifth morning the cloud shrouded Mt Gower and Mt Lidgbird were sighted and within 10 minutes a red-tailed tropic bird circled the boat to welcome her to LHI. Half an hour later the welcome was confirmed by more than 100 dolphins cavorting around the boat, leaping completely from the water in unison in groups of up to 10 in a display of such magnificence never before witnessed by any of the well-travelled crew. *Anitra V* arrived off North Passage for a tow into the lagoon by mid afternoon. A wind shift to the north west late the previous night had brought relief from the constant nor'easters and made possible a rhumb line course close hauled giving an elapsed time for the trip of just under five days. *Anitra V* had joined the "very lucky" group heading for LHI.

Following the most successful Bar BQ produced by the island community — especially the delicious fish followed by speeches by Nigel Stoke and Clive Wilson along with the prize presentation to *Morning Bird* — it was time for the return passage. *Smokey Cape* and *Fidelis* left the next morning into a nor'wester of increasing strength. Whilst *Fidelis* revelled in the conditions making for a speedy passage to Sydney the boys on *Smokey Cape* went further south in anticipation of the forecast southerly front and had to "lie-a-hull" in the strong nor'wester due to the sea conditions, then did so again for a second time when the southerly front came through at over 40 knots. In all, *Smokey Cape* was hove to for 24 hours and made it back to Sydney on the fifth day of their trip. They also joined the "very lucky" group.

Anitra V waited on LHI for another four days enjoying the island after having spent the first three days getting the engine and batteries back in working order. The southerly front had moved through the night before departing and the sail home was in glorious sunny nor'easters reaching all the way to arrive at Sydney Heads early in the morning just as the P&O cruise ship procession was entering Sydney Harbour on Wednesday 25th November. What a welcome Sydney had put on for *Anitra's* return — a fleet of five cruise ships, helicopters, the "Blimp", police-boat escorts and many well wishers in fizz boats. Very lucky for some!

Once again the old(er) men in their small wooden boats had made it through. The year of 2015 was one to be remembered and will take some dedicated SASC sailors in their wooden boats to better it.



The crew of *Anitra V* at Neds Beach on Lord Howe Island



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Nowadays I do my yacht racing through a spotting scope in my Pitt Street high rise. At times I think back over the wonderful decades of SASC activities and I often think of the Merrington family and their enormous contribution to our dear old club.

Mr A. M. Merrington was racing the 18-footer *Merlin* at the end of World War I and, in the mid-1920s, began to race the 26 footer *Wanderer*, designed by my father, and I believe his sons Earnest, Bill and John crewed for him. Before World War II Earnest raced a small yacht, *Pinta*, with us and after the war had a 35 foot steel yacht built to an Alan Payne design.

Later, when the 35 foot restriction was lifted, Earnest had *Thurloo* lengthened to about 38 feet. At about the same time Mr A. M. had the 35 footer *Eventide* designed and, I believe, built by George Griffin. When A. M. died Bill took her over. In time John gave up his beloved 16 footers and began to race in the magnificent Peel-designed and Hayes-built *Warana*.

Earnest and Bill were both Commodores and did a sterling job as such — all three sailed their boats skilfully and in a gentlemanly fashion. At times when the racing fleets were down in numbers the family yachts were a large percentage of our fleets.

Southerly

GAFFERS ARE EVERYWHERE



While working in *MV Polar Pioneer* Stephen Anstee and Heidi Krajewsky recently spotted this gaffer enjoying a robust sail in a gusty 20 to 30 knots off Deception Island in Antarctica and could not resist taking this photo for the pleasure of all the gaffer enthusiasts at the SASC. In mid-January Ian and Wendy Anstee left for a cruise to Antarctica — hopefully they will have some interesting stories to share on their return

TOWARDS A SAFER BATTERY

February 2016

American researchers have developed a new lithium-ion battery which shuts itself down before it starts to overheat, then restarts immediately when the temperature cools.

Zhenan Bao, a professor of chemical engineering at Stanford University, said that such a battery could prevent the kind of high-profile fires which have occurred on a range of battery-powered devices from computers to so-called hoverboards.

“People have tried different strategies to solve the problem of accidental fires in lithium-ion batteries,” she said.

“We’ve designed the first battery which can be shut down and revived over repeated heating and cooling cycles without compromising performance.”

Bao and her team had previously invented a wearable sensor to monitor human body temperature. This was made of a plastic material embedded with tiny particles of nickel with nanoscale spikes protruding from their surface. For the battery experiment, they modified the same design by coating the spiky nickel particles with graphene and embedding the particles in a thin film of elastic polyethylene.

“We attached the polyethylene film to one of the battery electrodes so that an electric current could flow through it,” said PhD student Zheng Chen, who was lead author of the study.

“To conduct electricity, the spiky particles have to physically touch one another. But during thermal expansion, polyethylene stretches. That causes the particles to spread apart, making the film nonconductive so that electricity can no longer flow through the battery.”

When the researchers heated the battery above 70° C, the polyethylene film quickly expanded like a balloon, causing the spiky particles to separate and the battery to shut down. But when the temperature dropped back below 70° C, the polyethylene shrank, the particles came back into contact, and the battery started generating electricity again.

Bao said they were also able to tune the temperature higher or lower depending on how many particles they put in or what type of polymer materials they chose.

Engineers Australia Industry News, 18 Jan 2016

Don't let this happen to you! It is not advisable to leave unattended laptops on charge for extended periods of time — the risk of fire may be small but the consequences serious



AROUND BERMUDA BY LASER

by
*Elizabeth
Newton*

On Saturday 19 September the weather was finally perfect for my challenge — to sail singlehanded and unassisted in my radial rigged Laser around Bermuda.

I moved to Bermuda in April 2015 with my husband Sam Newton — he is sailing with Oracle Team USA for his second America's Cup campaign, the 35th America's Cup to be held in Bermuda mid-2017.

The idea of sailing around this small island country came to me when we flew in for the first time. Seeing the beautiful reef and crystal blue waters surrounding this tiny rock in the middle of the Atlantic for some reason challenged me.

I bought my Laser from a friend in Sydney and had it shipped here with our furniture. So, once the Laser arrived and I had sailed on the Great Sound in a range of conditions I decided that we should start mapping this journey out.

Planning

I would need to get strong — hiking for at least 8 hours was going to need more than 'office job' strength so I worked out with the Oracle boxing instructor doing cardio, weights and boxing three times a week, getting my hiking legs back and strengthening my back and arms.

I wanted Sam to follow me in our Gemini RIB in case I ran aground or had any safety issues so we had to wait for him to have a weekend day off when the perfect wind direction was also available.

*My Laser Bottoms
Up rigged and
checked over the
day before*



Food

I needed to take enough water and snacks to get me through 14 hours (worst case) to allow me to be unassisted, so my boat had a lunch bag filled with snacking foods, fruit, water and Gatorade.

Gear

I wore Zhik hiking boots which stick to the underside of the hiking strap (super useful!) and a full-body, armless wetsuit with hiking pads under the thighs, a rash top and life jacket. I also packed a titanium top to wear when I got cold. Gloves and a hat completed the outfit, not forgetting loads of zinc cream — the sun on an overcast day is just as strong as a sunny day.

Using the Navionics App for Caribbean and South America I plotted the route — approx. 34 n miles. I planned to sail anti-clockwise



around Bermuda so I would be on a reach along the South Shore; the longest shore; where I'd also have to be on the outside of the reef to avoid any trouble.

Leaving my home Riddell's Bay at 6:15 am we towed the boat de-rigged to near the Royal Naval Dockyard, the most northern point on the west side of the island. I rigged up and got sailing ready to cross the start/finish line. I set out at 7 am crossing the port and starboard channel markers which mark the entrance to The Great Sound.

At the start of the sail I turned on my Velocitek Makai to record my speed, distance and elapsed time. The forecast was for a SE breeze with a range of wind between 4–18 knots and overcast skies with rain squalls.

I took off heading to the western shore off Somerset Long Bay where the wind was light and I had to sail past my first (of many) shipwrecks.

The south shore gave me a great push along with waves and perfect wind.

Once I reached the far eastern corner at St Georges near St David's Lighthouse I had to sail down a shipping channel — this was my most difficult moment, the

Taking off at first light — 7 am, sailing down the western shore.

Passing the 1896 shipwreck of HMS *Vixen*





Breezy conditions helped me get a great top speed and really reduce the elapsed time

wind angle was dead downwind and with the choppy and rough sea state I capsized — a lot! My legs were sore and stiff and I was getting tired after my fifth capsize in a row I untied my mainsheet to allow the boom and sail to float out in front of the boat and I drifted for 20 minutes downwind to the end of the channel. At the northern corner on the eastern shore at Fort St Catherine I rigged up the main sheet and took-off on a lovely fast reach on flat water along the north shore toward the finish line.

Jumping off to stretch my legs after crossing the finish line with the port finish-line marker in the background

At the finish we had friends watching from the shore and back at home we had mates ready with bubbles to celebrate. Sam had been posting updates with pictures and videos all day so our mates could follow the journey.

I sailed 42.5 n miles in 8 hours and 10 minutes with a top speed of 12.1 knots — not bad for a Laser!



It's definitely a very small boat to be hanging out on for over eight hours. It's a tough way to earn some champagne!

However, I'm the first woman to sail singlehanded and unassisted in a dinghy around Bermuda; so I'm pretty stoked with that!

[Elizabeth is Frank Walsh's daughter — Ed.]

Dear Sir

Today I went to put some garbage in the correct bin at SASC and found that the last user of the bin had put a generous and messy mixture of cans, bottles and food waste in it. This is despite the fact that on several occasions we have been asked to sort and place the recyclable items in the appropriate bins. So, rather than having the club put to extra expense in rubbish disposal costs for sorting this unsavoury mixture, I sorted it into the appropriate bins.

On my yacht, we often have two bags going — one for recyclables and one for other garbage — then, on coming ashore, the sorting is easy and not unpleasant. We generously offer this idea to members who currently “can’t be bothered” to sort their rubbish.

I also note that the new video system should be able to often identify who has not followed the requests. I, for one, would welcome the Club asking members who can’t be bothered to sort their garbage to pay a punitive sorting fee.

A reluctant Club Garbo

MISTRAL LOCATED



In the December edition we posed the question — where is the schooner *Mistral* now? Ian Hansen has solved that mystery for us, she is at Hunters Hill looking in need of some TLC. She appears to present a great restoration opportunity for some of our classic yacht enthusiasts

MALOHI TURNS SIXTY



Photos John Jeremy

A celebration of the sixtieth anniversary of the launching of *Malohi* (A70) was held at the club on the evening of 20 January. A 35 foot Lion-class ocean racing yacht, *Malohi* was the first of four to be built in NSW. She was built by Jim Perry at The Spit for Neville McEnnally who raced and cruised her until 1961, sailing in the Sydney to Hobart in 1959 and 1960, when she came third. Today *Malohi* is owned and cared for by Maurie Evans and is listed in the Australian Register of Historic Vessels.



Gary Chamberlain (who built *Malohi's* wooden mast and boom stepped in 2007), proud owner Maurie Evans, Bill Psaltis and Syd Fischer (who owned *Malohi* from 1961 to 1967)



Part of the large number of members and guests who spent the evening at the club enjoying stories and memories of *Malohi's* first sixty years



Photos John Jeremy

Rambler, Wild Oats XI, Loyal and Ragamuffin 100 shortly after the start of the SOLAS Big Boat race on 15 December



Yachts checking in to a committee boat before the start of the Rolex Sydney to Hobart yacht race on 26 December provided a colourful spectacle for the spectator fleet



Mister Christian on the way to a select spot to observe the start



Comanche showing off before the start. This might have been the first SHYR start to be over flown by an advertising banner displaying 'Make Love - Change the World'



Kelpie adding a touch of quality and history to the spectator fleet



Black Jack and Wild Oats XI passing at speed. Small boats keep clear!



Unicef, one of the Clipper 70s competing in the Clipper Round the World race, finished 9th in her division in the SHYR



A committee boat view of the fleet starting on the southern of the three starting lines for the 2015 Rolex Sydney to Hobart Yacht Race



Midnight Rambler crossing tacks with *IQ Komodo* shortly after the start.
Both made it to Hobart

HULL CLEANING AT PONTOON

Some members make a practice of diving and cleaning their boat's hull alongside the pontoon on Saturdays before racing. The pontoon area is very busy on Saturdays with boats coming and going, including the tenders. The presence of divers in the water in these circumstances is unsafe and this practice will no longer be permitted.

2016 "CRUISING NORTH" SERIES

The Coastal Cruising Club of Australia is holding a four-night series of talks for anyone interested in cruising north. They will be on Monday 14 March, Wednesday 16 March, Monday 21 March and Wednesday 23 March. Each evening commences at 7 pm and is expected to last about 2 ½ hours.

The presenter, Doug Brooker, is an AYF Yachtmaster Instructor and past Examiner. He built custom ocean-racing and cruising yachts and then practised as a marine surveyor for over 25 years. Doug has been ocean racing and cruising since he was 10 years old.

On the first two nights, the series will cover the preparation of yourself and your yacht for cruising. The third and fourth nights cover the passage and ports between Sydney and the Whitsundays. Questions and suggestions will be most welcome.

Everyone is welcome (and there is no charge). Just bring a pen and something to rest your notes on. There will be an interval with tea, coffee and biscuits provided.

If you wish to attend, please email the CCCA secretary, Greg Hitchens, at: cccahonsecretary@gmail.com providing your name and a contact method.

The location is:-

Schneider Electric Building
Corner 78 Waterloo and Byfield St.
Macquarie Park, NSW

(This is a secure building and requires a phone call to access (0419 494 443) when you arrive whether at the front door or rear car park entry. Parking is in the rear via Byfield St up the ramp via raised EXIT boom; in Byfield Rd on both sides (metered up until 7 pm); or at the Macquarie Shopping centre at opposite corner, a 10 minute walk, first two hours free. The nearest train station is Macquarie University, not Macquarie Park.)



Photos John Jeremy

Anitra V finding her way home around harbour traffic. The race officer may shorten twilight races at a mark if there is a risk that the fleet may interfere with commercial shipping



The SASC twilight fleet rounding Shark Island in a gentle breeze during a recent race

ANOTHER SHIPWRECK IN THE INDIAN OCEAN

February 2016

The ongoing hunt for missing Malaysia Airlines jet MH370 has found another shipwreck in the southern Indian Ocean, the second since the search began almost two years ago.

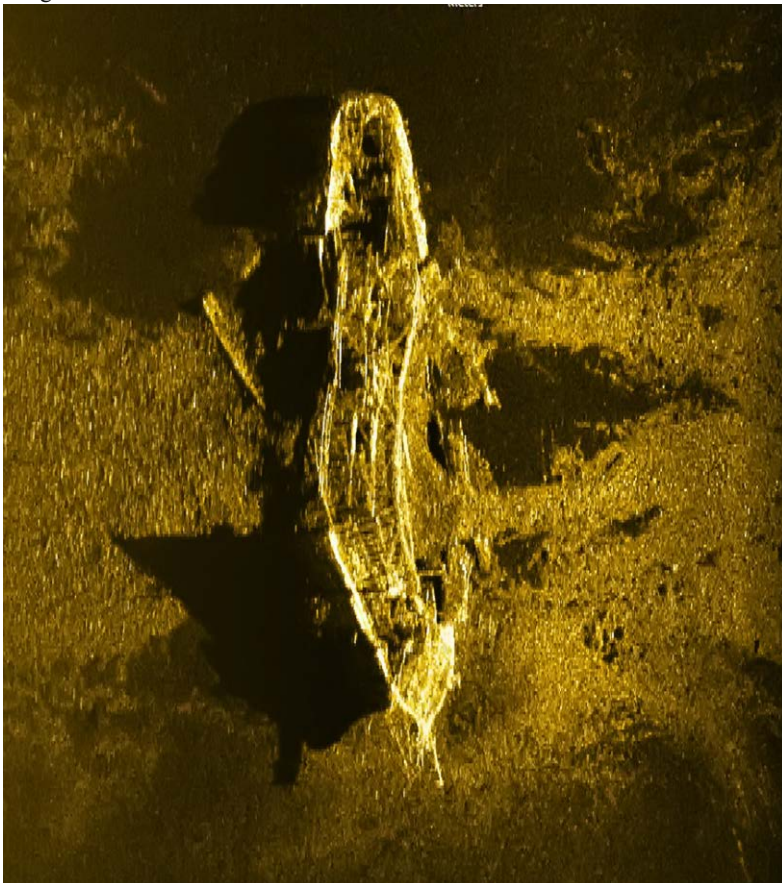
The Australian-led underwater search, the most expensive ever conducted, has so far found no trace of the aircraft, which went missing with 239 passengers and crew during a flight from Kuala Lumpur to Beijing in March 2014.

Last year a flaperon (a wing part) that washed up on Reunion Island in the Indian Ocean was formally identified as part of the aircraft's wreckage.

In December sonar imaging from one of the search vessels, *Havila Harmony*, turned up an object resting on the ocean floor off Australia's west coast.

An autonomous underwater vehicle was used to further examine the find and capture high-resolution images. The object was confirmed as a shipwreck, with an iron or steel structure, and most likely from the turn of the 19th Century.

The hunt for MH370 has already examined more than 80,000 square kilometres of the sea floor. The search is continuing, but is expected to wrap up in mid-2016 once it reaches its 120,000-square-kilometre target.





RAN photograph

The sail training ship *Young Endeavour*, seen here in company with the Chilean *Esmeralda* in the Atlantic Ocean, arrived in Fremantle on 22 December completing a year-long circumnavigation of the world. Some 208 young Australians joined the 44 m ship for stages of the voyage during which they visited New Zealand, Argentina, Brazil, Spain, Turkey, Greece, Malta, France, Portugal, England, Norway, Denmark, Germany, the Netherlands, Cape Verde, the Canary Islands and South Africa



Photo John Jeremy

Also on a round-the-world voyage, the Equadorian sail training ship *Guayas* visited Sydney in January. She arrived in Fremantle on 21 December after seven months away from home. Four RAN midshipmen joined the ship for the passage to Sydney sailing from Fremantle on Christmas Day. She arrived in Sydney on 8 January and was welcomed to Sydney by tall ships *James Craig*, *South Passage* and *Southern Swan*. *Guayas* last visited Sydney in 1988

There are no new members to welcome this month.

SASC NEWS IN COLOUR

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

SASC SHOP

(AKA The Office)

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$32.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Polo Shirt – Navy Short Sleeve S M L XL	\$36.00
Polo Shirt – White Long Sleeve S M L XL	\$40.00
Rugby Top – XXL Only	\$49.00

Gaffers Day Merchandise

Wide Brimmed Canvas Hats – S M L XL	\$35.00
Ladies' Tees – 8 10 12 14 16 18	\$30.00
Posters – Various Years each	\$ 5.00
Posters – Package of 5 various	\$20.00

Books

The Amateurs — The Second Century Begins	\$40.00
Ranger Sprint Series (limited stock)	\$65.00
The Australia Day Regatta	\$35.00
YA Racing Rules of Sailing	\$40.00



NEWSLETTER DEADLINE

The next *SASC News* will be the April 2016 edition. Contributions from members, which are always welcome, should reach the editor by Friday 1 April 2016. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



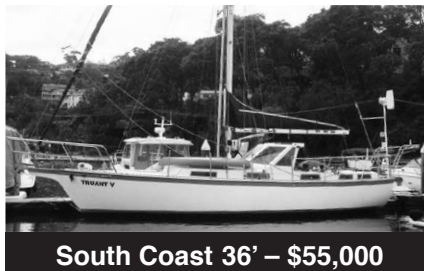
Photo Richmond Jeremy

The SASC in Mosman Bay before a big pontoon. The photo was taken about 1983 which, to some of us, does not seem so long ago. It is actually a third of a century. How many boats can you identify?

**YACHT
SALES
AUSTRALIA**

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A range of affordable classics



South Coast 36' – \$55,000



Mottle 33 – \$47,500



Charlie Peel 30' – \$57,000



Halvorsen 28' – \$45,000

*Thinking of selling your yacht... **

We're currently receiving enquiry from buyers seeking a wide range of boats, both modern and classic. Our team are real boaties with a love of all things on and around the water. We'll not only find a suitable owner for your pride and joy but professionally manage the sales process from enquiry to settlement.

Yacht Sales Australia promote boats online, via social media and in the press. We have many years of sales and marketing experience. This in-depth knowledge of boats and how to sell them is what sets us apart!

We promise no nonsense, honest advice and great customer service. Take the stress and hassle away from selling your boat and call us now.

**Special Sydney Amateur member discounts apply during February and March.*

For a complimentary valuation, insurance or to sell your boat, call us on
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