



# SASC NEWS

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

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February 2017

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**Cover:**

*Maluka* crossing the starting line just five seconds after the gun for the 2016 Rolex Sydney to Hobart Yacht Race

(Photo John Jeremy)

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# COMING EVENTS

February 2017

## SATURDAY 11 FEBRUARY 2017

Point score race for Super 30s, Classic Divisions, Cruiser Racer Fleet and Cavalier 28 Division

## SATURDAY 18 FEBRUARY 2017

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 19 FEBRUARY 2017

RANSA Regatta

## SATURDAY 25 FEBRUARY 2017

Point score race for Super 30s, Classic Divisions, Cruiser Racer Fleet and Cavalier 28 Division

## SUNDAY 26 FEBRUARY 2017

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

## SATURDAY 4 AND SUNDAY 5 MARCH 2017

Sydney Harbour Regatta and Classic Yacht Regatta Pittwater

## SATURDAY 11 MARCH 2017

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 12 MARCH 2017

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

## FRIDAY 17 MARCH 2017

Last Friday Twilight Race

## SATURDAY 18 MARCH 2017

Point score race for Super 30s, Classic Divisions, Cruiser Racer Fleet and Cavalier 28 Division. MHYC and Cruiser Racer Fleet combined race at SASC

## SATURDAY 25 MARCH 2017

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 26 MARCH 2017

Last point score race for Sunday Classics and Sunday Non-spinnaker Division

## SATURDAY 1 APRIL 2017

Point score race for Super 30s, Classic Divisions, Cruiser Racer Fleet and Cavalier 28 Division. Summer Trophy Day

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TENDER?**

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or Will  
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Sun: 0900-1800

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tender on  
0418 678 819**



In decades past, the Amateurs was not just a club of so-called “vintage and modern classics” but home to a very competitive offshore fleet of racing boats and many of our members were sought-after crew for events ranging from the Admirals Cup in the United Kingdom to the Kenwood Cup in Hawaii and the US-hosted Trans Pac Race.

Former club member Jim Lawler, who was tragically lost aboard *Winston Churchill* in the 1998 Sydney to Hobart, was a formidable offshore sailor with an enviable record on boats raced under the SASC burgee. I was fortunate to have sailed many offshore miles with ‘Gentleman Jim’, as he was known around the club, and well remember one of his oft repeated maxims, “There are old sailors, and bold sailors, but very few old bold sailors.”

There was no better proof of the argument for prudence and good seamanship than the 1993 Sydney to Hobart when, on the second day of the race, the Bureau of Meteorology announced that a southerly front with winds of 50 knots or more was bearing down on the fleet. Jim, skipper of the Brooker 42 cutter *Charisma*, with one eye on the falling barometer and the other on the roll clouds build on horizon, opted for discretion and tacked the boat towards Eden, where the anchor was dropped just off Boydtown in the relative shelter of the mountains behind. *Charisma* was anchored, he informed Race Control, but still racing.

The remainder of the fleet battled on into a fierce southerly wind and mounting seas with reefed mains and storm jibs. Many were forced well offshore — so far, in fact, some old salts reckoned they had sighted New Zealand. Many suffered considerable sail and rig damage — not to mention a host of broken bones and lacerations amongst the crew.

Meantime, back on board *Charisma*, the crew were enjoying a couple of cold beers and a hot meal below inside a warm, dry and cozy cabin. Eight hours later, after a good night’s rest and the front having safely passed overhead, the anchor was weighed and *Charisma* and crew — now with favorable breeze, set sail for Hobart.

By the time the boat was rounding Tasman Island and headed for the finish, far off into the distance could be seen a fleet of the pre-race “front runners and favorites” battling headwinds and trying to close the coast from the east. *Charisma* ambled across Storm Bay, up the Derwent to the finish line and ended up winning her division by a very wide margin with boat and crew not only undamaged but in fine fettle to boot!

It was a good lesson in seamanship and a reminder that at the Amateurs, seamanship is something we promote and emphasise to our members. With that in mind, the Directors have been giving thought to re-instituting a monthly Wednesday gathering of interested skippers and crew who would welcome the opportunity to improve their both their sailing skills — and learn more about good seamanship.

Drawing on both the internal expertise of some of our members, as well as guest speakers, topics might range from mooring and boat handling under power, anchoring techniques, sail trim in light and heavy weather, splicing and rope work, to diesel maintenance.

If you would be interested to attend, please let the office know, or pass on your comments to one of the Directors.

*Bruce Dover*

# TO HOBART IN MALUKA

February 2017

In three days, nineteen hours, thirty eight minutes and seven seconds. *Maluka* sailed the course in the 2016 Rolex Sydney–Hobart yacht race. Her average of 6.9 knots reads as a nice slide to Hobart. Reality was that, even though the crew of *Maluka* enjoyed almost perfect conditions, the race was punctuated by many sail changes, calms and the almost-mandatory 40+ knots of wind around Tasman Island which was so shrouded in fog that the light was not visible.

by  
*Sean Langman*

My personal quest for *Maluka* for the 2016 Hobart was to prepare for a podium. Simply put, I had faith in her to win the coveted Tattersalls Cup. To do so would require a revisit of her rating and crewing. After the 2014 event when *Maluka* achieved 3rd in IRC Division 4, I felt that her 5th and my 25th race should be a good time to retire her. However with my close friend Peter Inchbold at a loose end after his long-time skipper Roger Hickman passed, we decided that we'd both honour Hicky and race together but, moreover, prepare *Maluka* with no compromise.

*Maluka* was designed by Cliff Gale as an ocean cruiser for the Clarke brothers. Famously the Clarks sailed her to Hobart ten years prior to the first race. They cruised to Lord Howe Island and as far north as Cooktown. Purchased in need of love by Noakes in 2005, *Maluka* was restored in preparation for the 2006 Hobart race. The inspiration to

*Maluka* moments  
after the start of  
the 2016 Rolex  
Sydney to Hobart  
Yacht Race

Photo John Jeremy



race her was borne from my personal discontent with the push-button sailing I'd found myself into as well as wondering how the Clarkes got this little girl across the Strait. Six races later and she still amazes me, takes me to my roots of sailing and fills my heart with joy.

The attempt to win the Hobart race with a 1932-built gaff-rigged 30 footer may seem a little ambitious. Especially as the IRC rule does not favour yachts with gaff and bow sprits that tack a genoa. So, firstly, the rating had to be reviewed. With my friends at Doyle we set about designing a "new" sail plan. The irony is that what we ended up doing was to revert to her 1932 sail plan by removing the symmetric running spinnaker and the overlapping genoa. Mainsail area was rationalised with less roach. A new working jib was constructed along with a code zero spinnaker and a spinnaker staysail was added. The code zero and staysail are of Stratis cloth and were designed and constructed with the view of being as fast as possible but with no requirement to last past one race. I am very pleased the flying shapes have not distorted and they appear to be able to race many more Hobarts!

Added to the sail program was a study of *Maluka's* mast and rigging set up. To support the code zero Noakes fitted longer spreaders as well as fitting a Dyform wire forestay. All mast components were either replaced or tested. New B&G instruments were fitted which interface with the new B&G cockpit-mounted chart plotter. *Maluka's* navigator, Shaun McKnight, was able to overlay Roger Badham weather and routing for the race on the deck screen.

Tacking away from the spectator fleet

Photo John Jeremy





Photo courtesy Richard Harris

With months of preparation behind us the six crew of Peter Inchbold, Peter Langman, Rick Wood, Shaun McKnight, Erin McKnight plus myself launched *Maluka* from the slings at Noakes just four hours prior to the start. *Maluka*'s underwater hull was meticulously prepared by Noakes staff, so it was with confidence that we set off to start the great race once more.

Sheets eased  
a little to pass  
astern of *Sticky*

The race start was the way *Maluka* raced the whole race. The pin end was favoured so she fought her way to the front line and started two lengths up from the pin. Hailing for water she tacked to port and ducked two boats to pop out in clear air. She became possessed to hang on as the larger boats slowly but surely passed her. Once at sea *Maluka* set her largest sail plan and scurried south. Our sights were set on *Azzuro*, a S&S 34. If we could keep her and *Love & War* in sight then we were in for a chance. *Azzuro*'s crew frantically attempting to hold off *Maluka* spun into a Chinese gybe. It was now dark and, with *Maluka* having spinnaker, spinnaker staysail and full main with preventer strapping down her sky-wood boom, there was an anxious moment as we slid by *Azzuro*'s stern.

Advice from Clouds (Roger Badham) was to be as far offshore as we could to attempt to miss the southerly change transition. The strategy paid off and, even though we experienced moments of calm, the wind

## SASC NEWS

swung back to the north and north east within a few hours. Day two saw heaving running conditions. Our take-no-prisoners approach to sailing *Maluka* meant that she had three on the helm and, by allowing the cockpit to fill with water, she maintained sufficient stern-down trim to carry full sail in winds exceeding 30 knots. At the time I didn't admit it to the crew but this was, to me, both exciting as well as frightening sailing. With the spinnaker pole as far aft as possible and tweaked down to deck level we drove *Maluka* by the lee with a preventer on the boom and the gaff laying around the mast to leeward she fairly smoked and tore up the miles. With speeds on day two and three of 13 14 and 15 knots *Maluka* was able to chalk up a 240 n mile day.

For *Maluka* and her crew day three brought the biggest surprise. Now in an easterly wind the Code Zero was deployed. With a course set to close Tasman light, *Maluka* constantly reached speeds of 9.2 knots in a straight line with no wave or current assistance. I am still somewhat astonished that the little girl could do such a speed as I always felt her hull speed to be in a vicinity of 7 knots.

It is indeed a measure of he who makes the least mistakes will generally win the race. My misjudged lay line to Tasman had *Maluka* steering 270 degrees for two hours. With my heart in my throat I truly believe the race had been lost there and then. However there was more in store for *Maluka* and her crew. With Tasman bearing 000 we were hit with

Running to Hobart

Photo Sean Langman







Photo Sean Langman

a 40+ knot blast from the north. A scrambling crew had her reefed and plunging on towards Cape Raoul only to be becalmed in Storm Bay for some hours. The sail from the Iron Pot to the finish was a test of patience and a fair channelling of Roger Hickman and Cliff Gale to will *Maluka* on towards the finish.

As *Maluka* ghosted across the line I looked up at the gaff peak and with tears and laughter hugged the crew. I pondered how Cliff would have felt to see his old SASC burgee flying proudly.

*Maluka* and her crew had truly arrived. First place in IRC Division 4 and first yacht home under 9.5 metres. The Plumb Crazy Trophy to adorn *Maluka's* bulkhead will long be associated with a great race sailed with wonderful friends and my boy Pete, who incidentally tells me what to do on the foredeck these days!

*Maluka* secure  
alongside in  
Hobart



## FAST BOAT TO HOBART

*Only once in a generation are conditions close to perfect for the Sydney-Hobart race. David Salter was lucky enough to enjoy the ride.*

It's not often that it takes a day more to complete the 384 n mile Southport race than the much-longer annual 628-mile slog to Hobart. But that's what happened in 2016 — and nobody was complaining. This was the easiest Sydney-to-Hobart I've done since my first in 1965, and I doubt there'll be another quite as enjoyable before my sea boots finally rot away to nothing and I swallow the anchor for good.

Once again our ride was Jim Whittle's immaculately prepared and comfortable Hanse 49.5 *Takani*. At 16 t displacement she's essentially a cruising boat, but moves along pretty smartly under her Code Zero or assy kites with a bit of breeze on, or aft, of the beam. However she's not rigged for real spinnakers, so running with Huey right up our clackers is always a tad problematic. Fortunately, a race like the Hobart offers plenty of sea room in which to work the VMG angles.

It was a 'family and friends' crew with the unique distinction of including two father/daughter pairings. The owner sailed with his daughter Taylah, and good mate Martin Ryan. Our navigator was Bill Ratcliff (doing only his 48th Hobart), supported by *his* very capable and tireless daughter Katrina. The other watch was the now-customary

The crew included a unique pair of Father/Daughter duos

Photos courtesy David Salter unless otherwise noted





Photo John Jeremy

‘Three Amigos’ team from *Mister Christian*: Bob Moore, Paul Connett and myself. So, for the third offshore race of the season, there would be a lighthearted contest between ‘The Christians’ and ‘The Heathens’ to see who would sail the most miles and clock the highest boatspeed.

For some reason the start didn’t seem quite as hectic as the usual madcap first few minutes of most Sydney-Hobarts. Maybe this was because we were starting off the third line, well back from the bigger yachts and therefore clear of the helicopter down-draughts and massive wakes of the media chase boats. But it was a testing short work up the Harbour against 15–18 knots of NE and it brought us our first challenge. Close to the Western shore we snagged an over-ride on the port winch. With the jib sheet pinned under four turns on the primary there was no chance of grinding it out. The boundary line of exclusion-zone markers at Clifton Gardens loomed up only metres away.

“Tack the boat and cut it!” came the call. Grabbing the skipper’s Currey Lockspike knife I scrambled forward, waited for the boat to settle on the new board and cut through the sheet at the clew, just past the bowline. *Bang!* No damage done, and the frayed end of the sheet was quickly bent back on, then secured with some electrical tape. It was the first of a few little dramas we would have to deal with over the next three days. (And that heroic folding knife was unluckily lost overboard abeam of Tasman when we spiked the big kite before hardening up across Storm Bay.)

*Takani* shows her storm sails to the starter



Photo John Jeremy

Not the best place to suffer an over-ride

Bill has navigated to Hobart so many times he can almost feel his way there without looking at a chart or the GPS. Nevertheless, he's also damn canny with the latest electronics, including a laptop with a sophisticated plotting program. Safely ensconced in the nav station and using a mysterious set of hand-drawn rhumbline plots on strips of old graph paper, Bill kept us on the straight and narrow all the way, providing the on-watch with a steady stream of useful information. At times we were more than 60 miles off the coast, but there was always some solid tactical logic behind our positions.

*Takani* clears the Heads for the long trip South



Boat-to-boat racing keeps everyone motivated, and Hobart fleets are so numerous that it's rare not to be in company with other competitors of similar performance. Our main yardstick for the whole race was *Love & War*, a two-time Sydney-Hobart winner of similar LOA with good sails and a very experienced crew. If we could stay ahead of them, we reckoned we'd be doing OK. The second point of comparison was *China Easyway* with my old shipmate Steve Grellis aboard. (SASC members may remember this boat as *She's Apples* when owned by Max Prentice.) At every radio sked we hung on their positions, and in quiet moments fired up the AIS on the plotter in the cockpit to compare our performance.

By around 0200 on the first morning the NE had freshened to the point where the big new 1.5 oz assy was getting to be a marginal proposition. 'The Christians' were off watch, warm in their bunks, when *Takani* took a radical lurch to starboard. *Broach!* There was just too much force in the sail, the helm wouldn't answer and the boat lay down to die. "Gotta get it off!" was the rather desperate cry from on deck. We scrambled into our gear, climbed into the cockpit and were confronted by a scene of unhappy mayhem. The kite — which is raised and lowered via a snuffler — was now in tatters, hopelessly torn and tangled, streaming out the back of the boat. It took six of us hauling with all our strength for more than five minutes just to get the whole sodden mess over the transom. Oh well, we still have two other kites to play with.

The opposition was never far away



A few hours later, running hard under full main and poled-out jib south of Jervis Bay, we swooped down a big wave and then rammed into the next at full speed. The jib backed violently and the whisker pole couldn't cope with that sudden extra load. The castings at both ends failed simultaneously and the pole itself broke free from the mast. Luckily the remnant part of the beak managed to retain the sheet so nobody was decapitated. Once again we had to disentangle a serious mess during a very dark night. This was not good. "You're breaking too much gear!" Bill yelled through the companionway. Quite right, of course, but you don't win offshore races with timidity.

As we ticked off the miles the breeze eased and swung onto our port quarter. Much more comfortable, and we could now fly the back-up assy off the tack line and make up the ground we'd lost to our closest competitors through the night. Surely our dramas were over? With Montague now behind us I'd just settled in for my trick at the helm when there was yet another *bang!* No mystery this time. I could see the tack line had parted and the big kite was now flying from the masthead like some giant paying-off pennant. I swung the boat away from the breeze to hide the assy behind the main so that the crew could bundle it down the for'd hatch before it flogged itself to death. A quick repair to the tack line, re-hoist, and away we went again, surging south at more than 10 knots. Well done, crew!

And that, truly, was the end of our dramas. We made an uneventful crossing from Cape Howe to Flinders, followed by a pleasant run down the Tasmanian coast with no more than two or three gybes to disturb our stately progress. The only small downside was that every time 'The Christians' came on watch it would soon begin to rain. Every time! *Love & War* and *China Easyway* squeezed ahead for a few hours

A simple fetch up the Derwent to the finish



after we'd stumbled into a light patch, but by Tasman Island we were clear ahead again and looking set for a podium finish in our PHS division.

The weather had been overcast for the entire trip and I feared we might have to deal with the customary sudden shellacking in Storm Bay. Instead, the wind conveniently backed onto a gentle reach and

we could make a straight-line course past the Raoul and on to Betsey Island and the finish. Hugging the eastern shore we nervously checked the position of our main rivals. *Love & War* was far behind on the horizon, but as the wind at Garrow Light quickly began to fade, *Easyway* charged up under spinnaker. We only held them off by a minute as we crossed the line. Phew!

This year, instead of leading us straight to our berth as is traditional, the attending RIB took us on a ‘lap of honour’ past the crowded outdoor restaurants along King’s Pier. Ocean racing is hardly a spectator sport so it was a strangely novel — and pleasant — feeling to be loudly cheered by the thousands of locals and tourists who were enjoying their evening meal as the finished yachts motored by. Katrina was soon on the internet to check our results and confirmed that we’d come third in PHS. You beauty! A podium finish was certainly worth another icy cold beer — or three.

However our joy was short lived. Some confusion over the deadline for our Skipper’s Declaration meant that we were an hour late lodging the required signature. *Takani* was immediately penalised 20% of our elapsed time, which bumped us down to seventh place. So we all tromped off to the Shipwright’s Arms to drown our sorrows and get stuck into some fresh Tassie seafood. Before too long the disappointment was forgotten. We knew we’d sailed well — and it’s only a boat race, after all.

*Takani* takes a bow at King’s Pier



## BOOM CRASH OPERA

by  
Tom Moulton

I couldn't tell you exactly how it happened — I was asleep at the time. Just after midnight on the second night of the Hobart Race I was woken with the news that the boom had broken — all hands we required on deck. There didn't seem to be any panic, so rather than run out in my undies, I donned full wet-weather gear, lifejacket and harness. Once on deck I could see the boom wagging like a snapped stick of rhubarb. It had broken at the vang and was only held together by the top of the aluminium section. Why it failed remains a bit of a mystery. The breeze wasn't particularly strong and we were running downwind. It's possible that there was an old hairline crack in the boom that had gone unnoticed. Anyway, up went the headie, down came the kite and we carefully dropped the main so that the damaged boom could be properly inspected. While we worked out what to do we continued south under the slightly ridiculous rig of tri-sail and spinnaker.

On any other yacht at this point, you might be thinking to yourself, 'Are we still going to Hobart or are we heading home?' But when you sign on with Captain Nigel Stoke, you know that you'll be getting to your destination — one way or another. Besides, we'd entered this race to be the first yacht to complete the race, fifty years after winning (*Fidelis* took line honours in 1966) and we were very keen to parade around Hobart in our *Winner 1966, Grinners 2016* shirts.

*Fidelis* on the way to the Heads — *Maluka* has just crossed ahead of her

Photo John Jeremy





*Fidelis* carries an impressive array of tools and spares and there isn't one bit of his beautiful boat that Nigel wouldn't have ripped out and cut up to continue in the race. We assembled a pile of ropes, rods, timber and spare battens but to create a proper splint we needed something long and very strong. At first nothing suitable could be found but then Rhod remembered that under the floorboards two very long stainless-steel bars secured the fuel and water tanks. We figured that they'd be safe with just one of these in place. Now we knew we had all the bits we needed, Nigel took to his bunk to dream up the exact design.

By first light the boat was a hive of activity. Nigel and Pirate Phil worked like men possessed. The battery-powered angle grinder easily cut the stainless bar into sections. These sections and various other bits and pieces were carefully taped around the injured boom and then lashed together and tightened by Spanish windlass. Ben used his cabinet-making skill to create a couple of dozen teak wedges, which were driven between the boom and the lashings to further tighten the whole show.

Skipper Nigel  
Stoke with the  
repaired boom

Photo Tom Moutt



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With some trepidation the mainsail was raised and we were back in business. We needed to be very careful for the rest of the race though. We were unable to apply any vang and a preventer would have been a bad idea. Quentin designed a spider's web of bungee-cord which when attached to the main sheet took any shock out of the boom's movement. We had to 'granny-tack' instead of gybing — which is a bit of a chore when it requires taking the kite down, packing it and putting it back up again.

It's hard to estimate how much time was lost as a result of this incident, but we reckoned about four hours. In the end it was a very fast race and we still managed to beat the boat's 1966 time by nearly 24 hours. In fact — and here is an amazing statistic — every *single* finisher in this year's race beat *Fidelis*' 1966 line honours time!

Our little incident got quite a bit of press and won us some modest notoriety. For a bunch of oldies like us it was pleasing to see that resourcefulness and determination were still valued just as highly as getting there quickly by many of the sailors we met in Hobart.

[For a great video of the voyage south in *Fidelis* visit <https://youtu.be/qtsCyWbaVYM> —Ed.]

*Fidelis* alongside at the RSYs on the morning of Boxing Day 2016





Photos John Jeremy

*Maluka* on the way to check in



Is it a boat? Is it a 'plane? A spaceship perhaps? Actually it's CQS displaying her radical tendencies



Check-in time in the Western Channel with the sail training ship *Tenacious* in the background



*Sticky* getting ready for the start



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The big boys at Line 1 — *Wild Oats XI* and *Perpetual Loyal*



*Sticky* makes a courageous port tack approach on Line 3 with 1 minute 9 seconds to the start.  
*Ariel* and *Maluka* seem well positioned



*Ariel* was a little early at 9 seconds to go and made her escape — successfully, somewhat to the relief of the crew of the pin-end official boat *Gitana*



On the way to Hobart — *Sticky* and *Maluka* chase the bigger boats to the Heads

## NICER BY THE DOZEN

*As has become customary, yachts and sailors from the SASC were prominent – if not dominant – in the recent BBQ Cruise to Lord Howe Island. David Salter reports.*

Twelve of the yachts that had advised of their intentions at the Compass Check gathering at the Amateurs in September set off for the Island in the week prior to the BBQ. Most enjoyed the 420 n mile passage sailing in fair to excellent conditions. Those who left their departure late struck very soft breezes for the first day or so and had to resort to their iron topsails.

Yachts on the SASC register which completed the round trip made up almost half the fleet: *Anitra V*, *Fidelis*, *The Indefensible*, *Lahara* and *Maris*. They were joined by *Mister Christian* (the other one, from Lake Macquarie), *Amatese*, *Moonshine*, *Morning Bird*, *Prelude*, *Ariki Tai* and *Smoky Cape*.

There was a perfect full moon as the yachties assembled for the BBQ itself on Ned's Beach on Tuesday 15 November — the traditional date two weeks after Melbourne Cup. More than 60 were present to share the stunning sight as a “super” moon rose over the cliffs to the south of the beach — a full moon to bless the soon-to-be-full crowd as they tucked into the excellent BBQ fare prepared by the Lord Howe Island P&C.

Clive Wilson (the Lord of Lord Howe) spoke with his usual eloquence about the challenges we all face in our offshore sailing. He also recalled

Lord Howe Island  
is so beautiful  
it deserves a  
spread





that this year marked the 80th anniversary of the loss of his uncle Gower in 1936 who had set out from Sydney for Lord Howe in a newly-built yacht but was never seen again.

Nigel Stoke welcomed the yachties and, as is his wont, detailed some of the more entertaining facts and figures associated with the BBQ Cruise. His own *Fidelis* had now completed the trip in every year of the event's existence — that is, 14 consecutive times. The diabolical duo of Mick and Biggles had now done 10 trips together, consuming 10 cases of beer on each on those 10 passages. Peter Mountsey had again sailed as foredeck crew and cabin boy for Ian Hansen on *Smoky Cape* — at the tender age of only 88.

The Classic Yacht Trophy was presented to Denis Doyle of the CYCA who had sailed his newly-acquired aluminium flyer *Ariki Tai* to the Island in record time at an average speed of 8 knots. This was noted as the first known Tasman crossing in a tinnie.

Judge Bill Johnston then rose to address the crowd. In a fine speech he celebrated the camaraderie he found among this crowd of yachties — a special quality now rare in our world. He also noted — in his judicial summing up — that without Nigel Stoke's drive and commitment most of those assembled would not do this great and sometimes challenging passage.

The event raised \$3,000 for the local public school and all vessels have now reported a safe and, in most cases, speedy return.



# MARIS TO HOBART



Photos by Leilani and Tiare Tomaszewski

It seems that almost everyone is off to Tasmania these days. *Maris*, seen here in Hobart, had a very pleasant voyage south recently sailed by Michal, Leilani and Tiare Tomaszewski with Rob Rickard

Departure day at the SASC



Steak for dinner!



Tomo managing the hardship



Sunset in Bass Strait



At anchor in Wineglass Bay



## PAELLA, SANGRIA AND SALSA

by  
Philip Brown

In both October and December of this past year two sensational gatherings were held at the Amateurs Clubhouse for members, crew and friends. The theme for both parties was Paella, Sangria and Salsa. The Paella night, first introduced by Sean Kelly last season, seems to have become a great formula for a special occasion at the club.

The first party in October, which set the theme, was to celebrate the 60th Anniversary of the launch in late 1956 of *Anitra V*. This was a Sunday lunch for 80 people on a sunny October afternoon with clear skies and a strong sou'wester blowing out behind Cremorne Point. Club members, crew and friends of *Anitra V* enjoyed a Paella lunch and a most enjoyable afternoon made even more pleasurable by jugs of Sangria. The boat was alongside dressed with flags and was visited and inspected by many of the members and guests. Thanks to the generous efforts of crew members and friends, the Clubhouse was decked in large signal flags, flowers and pictures of *Anitra V* in various stages of her racing and sailing career. Those crew members and friends also worked away behind the scenes to keep the food and drinks coming and kept the kitchen clear — so my thanks to them all. We even had a special *Anitra V* birthday cake made by Merrin Maple-Brown to be cut ceremoniously by Kari Svensen (neice of Trygve and Magnus Halvorsen) and shared by all. Representatives were in attendance of the Halvorsen, Barwick and Brown families who account for three out of the boat's four owners and all but five years of her 60 year existence. The party went on way beyond lunchtime and Salsa dancing to Latino music took over the scene for the “stayers and players”.

Jayne Johnson  
mixing the secret  
brew



Such was the success of the *Anitra V* anniversary party that by popular demand a similar event was organised by our Rear Commodore Peter Scott for the last Friday Twilight Race of the Spring Season in December. With less than a week's notice the 140 tickets were sold out quickly by Judy and Megan in the Office and a great evening was enjoyed by all in attendance. The Salsa dancing to more Latino music went on into the evening with the new floodlit deck making a great dance floor.

The Paella cooking (both seafood and chicken/chorizo) for the two events was organised and executed in professional style in the dinghy shed by Will Rees, now known as the “Paella King” for his splendid productions. They are more than just cooking productions — they are theatrical performances. Will is a well known personality around the Amateurs, he is a crew member of *Anitra V* and *Lahara*, skipper of

*Riff Raff* and this year one of our tender drivers. Behind the scenes Will was assisted by his friend Luke Kerr who organised the logistics. The Sangria production was also a vital part of the formula and many litres of this marvellous magic tippie (secret formula of multiple ingredients) was produced by *Anitra V* crew member Jayne Johnson — dubbed the “Sangria Queen” — who also set the scene by providing the Latino music.

*Will, Luke and Jayne are set up to do a Paella, Sangria and Salsa party for any members or friends who may wish to have a private function. Contact Will via Judy or Megan in the Office. You will not be disappointed.*



Will serving paella to some well known identities in the boatshed.  
Just as well no one needed a dinghy!



Photo Alice Murphy

The *Captain Amora* Sunday starting team ready for action on 27 November — John Jeremy, Charles Maclurcan, Andre van Stom and Fred Bevis (obscured)



Photos John Jeremy

The Classic Division start on 27 November



*Gymea and Hoana approaching the finish on 27 November*



*As You Do, Running Away, Hotspur 2 and Independence at the start on 11 December*



*Hoana, Tio Hia and Vanity beating to windward*



*White Pointer and Caprice of Huon approaching the finish on 11 December*





Two Dragons (competing in a RSYS Ted Albert Memorial Trophy race on 3 January), one aircraft, the tall ship *Tenacious* and a hot-water boat. Sydney in Summer



Tony and Pat Pfeiffer took *Caprice* out to view the Dragon racing for the Prince Philip Cup on 7 January



SASC Dragon *Florin* (AUS 163) took part in the RSYS Prince Philip Cup series in January



The Prince Philip Cup was won by Gordon Ingate in *Whimsical*, seen here approaching the finish of race 5 on 7 January



Not all fun on the water has to be racing. *Hoana* sailing in a beautiful north-easterly on Sunday 8 January

## CAPRICE

In 1900 the magnificent 32 footer *Caprice* was launched in Tasmania. During the 1920s she arrived in Sydney and began to compete in SASC events. The late Harry Pfeiffer began to skipper her a bit later and raced her for many years with notable success. She is now owned by Harry's son Tony who has had her original rig recreated by Sean Langman — the hull has been restored and she looks like new.

After the passing of 116 years it would seem that timber may be a satisfactory material for yacht construction.

*Caprice* raced on one occasion ten years ago, before that she last raced in 1962. On Sunday 27 November she sailed in our Classic Division, crewed by Tony and his wife Pat, their two sons and John Vickery. It was a great thrill to me to see her with us again. I well remember her racing in our A Class eighty years ago. *Caprice* set a topsail for the last third of the race — apart from Gaffers Day I think she is the first vessel to set a topsail in our events since before World War II.

*Southerly*

## NORWAY DEALS WITH DANGEROUS SUBMARINE WRECK

A World War II-era submarine wreck near the island of Fedje, Norway, has been irking the Norwegian Coastal Administration (NCA) ever since the Royal Norwegian Navy discovered the submarine in March 2003.

On 9 February 1945, the German submarine U864 embarked on a voyage to Japan. It carried 67 t of liquid mercury in steel barrels for the munitions industry, but it never reached its destination.

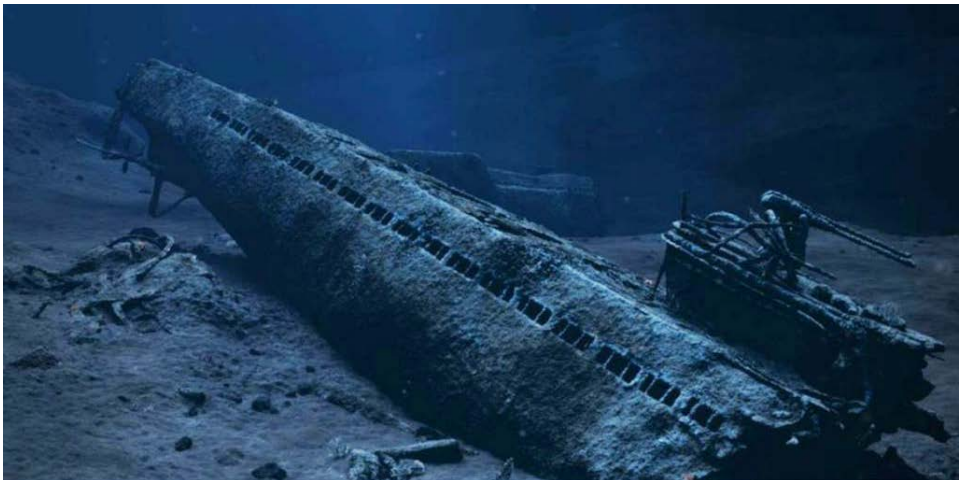
A British submarine attacked the vessel off the Norwegian coast, splitting it in two and sinking it.

It was not until 2003 that the wreck was found at a depth of 160 m, just a few kilometres off the coast of the island of Fedje. The wreck is in two pieces. The 67 t of toxic liquid mercury had spread over an area of 30,000 m<sup>2</sup>. The bow section of the wreck lay on the edge of a trench and needed to be stabilised to prevent the mercury from spreading further into the environment.

The Dutch dredging company Van Oord, which was contracted to deal with the problem, carried out a counter fill which capped the contaminated seabed in the trench and stabilised the bow section of the wreck.

The company said that NCA prohibited any more than 220 millilitres, a single glassful, of mercury to spread outside the working area during the project.

To comply with this regulation, Van Oord first installed a layer of sand to reduce erosion and dispersal. A fit-for-the-job diffuser, developed specifically for the project, enabled precise deposition of the sand layer at a depth of 160 m. The diffuser was attached to the fall-pipe remote-operated vehicle on flexible fall-pipe vessel *Stornes* which installed a layer of 30,000 t of sand. This half-metre layer was then covered with 160,000 t of rock.



Van Oord photo

The wreck of U864

# LIFE AT UNEXPLORED OCEAN DEPTHS

February 2017

Led by Dr David Butterfield, JISAO, University of Washington, and Dr William Chadwick, NOAA-PMEL and Oregon State University, a group of scientists recently returned to the Back-Arc (the area behind the subduction zone) of the North West Pacific deep ocean trench for the second phase of a two-part exploration of the region. In 2015, the team of scientists located new hydrothermal vents in the Back-Arc region, including evidence of recent lava flows. This year, the team returned to these vent systems aboard research vessel *Falkor* with the new remotely operated vehicle (ROV) *SuBastian* to characterise their water chemistry and biodiversity. The new results fill a gap in knowledge about the biogeography of these unique deep-sea ecosystems and has implications for how tectonic setting influences the composition of chemosynthetic animal communities worldwide.

The new vent sites have spectacular chimneys made of sulfide minerals, some up to 30 metres tall. The chimneys were belching smoky vent fluid at temperatures up to 365°C and were covered with vent animals including “hairy snails,” shrimp, crabs, mussels, limpets, squat lobsters, anemones and polychaete worms. Scientists on board *Falkor* suspect that some new species have been discovered at the new sites, but confirmation will have to await further study back on shore. The new observations show that the newly-discovered vent sites have an ecosystem which is characteristic of the Mariana Back-Arc, with some animal species found nowhere else on Earth, despite the fact that each vent site is relatively small and isolated, being separated from the others by up to 100 n miles. The new observations suggest that the Back-Arc vent sites are relatively long-lived and that each site has biological “connectivity” with the others despite the long distances. The study also confirmed that the Back-Arc ecosystems are distinct and different from the nearby Volcanic Arc hydrothermal ecosystems, supporting the idea that geological and chemical environment play a key role in selecting animal community composition at hydrothermal vents.

This is the first series of scientific dives for ROV *SuBastian*. Equipped with numerous cameras, including a high-definition 4K video camera, the dives were live streamed onto YouTube and watched by millions. The multidisciplinary team will continue to analyse the data and samples collected during this expedition to advance research on how life thrives on these extreme deep-sea hydrothermal vents. This research was supported by the NOAA Ocean Exploration and Research Program, the NOAA Pacific Islands Regional Office, the National Geographic Society and the Schmidt Ocean Institute.

[Clearly, if you think there could be alien life in the unexplored depths of your boat's lockers, you are probably right — Ed.]



# MIDDLE EASTERN CLASSICS

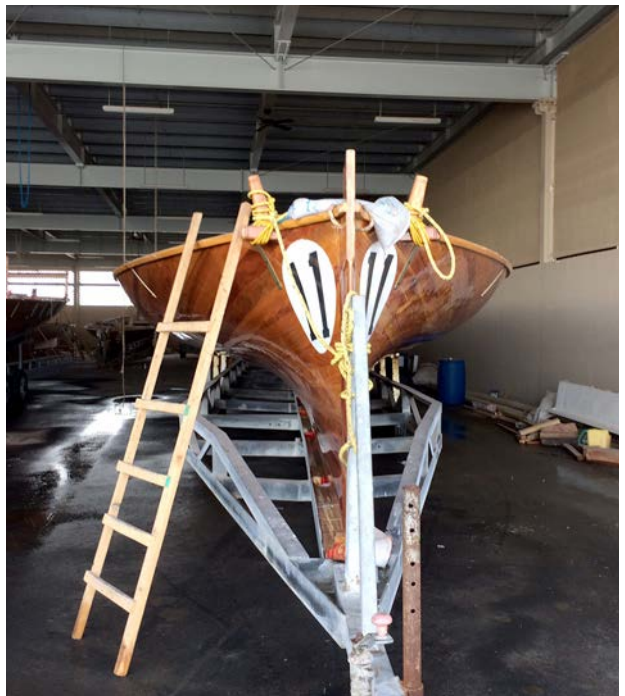


John Crawford recently visited Oman and stopped off in Dubai on his return, visiting a shipyard whilst he was there. Under construction is reputedly the largest timber dhow in the region. Constructed of 1,500 t of teak, it was begun a year ago and will soon be launched

Photos John Crawford



At the other end of the scale, John Crawford found these racing dhows in Muscat. At sixty feet they are an 18-footer on steroids. They have a crew of 20, sand bag ballast, acres of sail and can sail to 50 degrees with the fastest sailing on a beam or slightly quartering reach





RAN photograph

A painted ship upon a painted sea — HMAS *Arunta* on patrol in the Middle East in early January. Australia has had a ship on deployment in the region continuously since 1991





AWD Alliance photo

The second of the RAN's new guided missile destroyers, *Brisbane*, was launched in Adelaide on 15 December



AWD Alliance photo by Russell Millard

The first of the RAN's new guided missile destroyers, *Hobart*, sailing on 30 January for acceptance sea trials off the coast of South Australia including testing of combat and communications systems

## NEW MEMBERS

We welcome the following new members:

Rosemary Isbell  
Michael Morgan

## 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.

## LOCKERS FOR RENT

Some lockers are available to rent in the main boatshed. The cost is \$80.60 (incl. GST) per quarter, paid in advance. One month's notice is required to vacate.

Please contact the office if you are interested.

## SASC SHOP

(AKA *The Office*)

### SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$32.50
Racing 'A' flag	\$18.50
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	\$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 (very limited stock)	\$65.00
The Australia Day Regatta	\$35.00



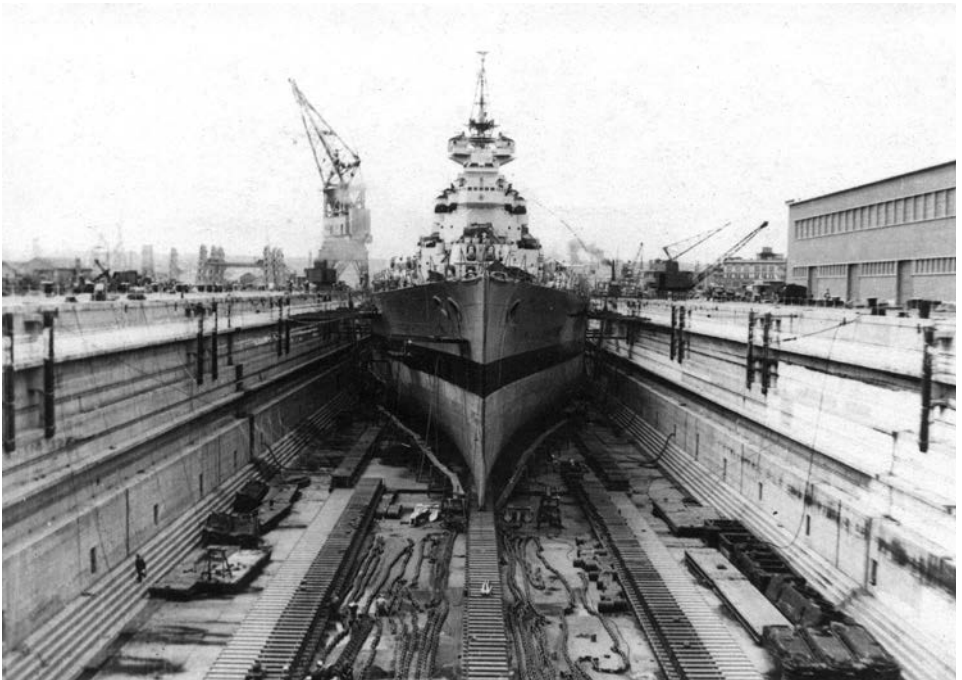
## NEWSLETTER DEADLINE

The next *SASC News* will be the April 2017 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 March 2017. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Naval Historical Society of Australia

When the British Pacific Fleet arrived in Sydney in early 1945 spare 14-inch gun barrels for the two battleships in the fleet, HMS *King George V* and HMS *Howe*, came with them. The barrels were stored on Clark Island from 1945 until the mid-1950s, when the last of the British battleships mounting these guns were scrapped



John Jeremy collection

HMS *King George V* in the new Captain Cook Dock at Garden Island in December 1945

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