



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2018

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Cover:

Caprice charging to the finish on 4 February

(Photo John Jeremy)

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COMING EVENTS

February 2018

SUNDAY 18 FEBRUARY 2018

RANSA Regatta

SATURDAY 24 FEBRUARY 2018

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

SUNDAY 25 FEBRUARY 2018

Point score race for Sunday Classics and Non-spinnaker Division

SATURDAY 3 MARCH AND SUNDAY 4 MARCH

Sydney Harbour Regatta and Classic Yacht Regatta at Pittwater.
NSW State Championships for Cavalier 28s.

SATURDAY 10 MARCH 2018

Point score race for Classic Divisions and Mixed Fleet Division

SUNDAY 11 MARCH 2018

Point score race for Sunday Classics and Non-spinnaker Division

SATURDAY 17 MARCH 2018

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

FRIDAY 23 MARCH 2018

Last Friday Twilight race

SATURDAY 24 MARCH 2018

Point score race for Classic Divisions and Mixed Fleet Division

SUNDAY 25 MARCH 2018

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

THURSDAY 29 MARCH 2018

Bob Brown Trophy Race

SATURDAY 7 APRIL 2018

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

SUNDAY 8 APRIL 2018

Ranger and Couta Sprints

SATURDAY 14 APRIL 2018

Club Championship Race

SUNDAY 29 APRIL 2018

Ranger and Couta Sprints

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or Will
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tact the fast
tender on
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SIGNALS FROM THE COMMODORE

I have never had the thrill of being in the saddle of a thoroughbred champion horse in full gallop down the back straight of any race course, but I reckon helming the former America's Cup 12-metre yacht *Gretel II* at 12 knots in flat seas and over 40 knots of wind on the beam beam must surely be the sailing equivalent.

Just before Christmas, together with club members Trevor Cosh and Hershel Smith, I joined with the boat's owner Mike Maxwell and his son Timothy to deliver *Gretel II* (or *G2* as she is politely nicknamed) from Sydney to her new home port of Hobart.

Many members would have seen *G2* out on the harbour in recent years — some have even had the opportunity to sail on board her. Launched nearly 50 years ago in February 1970 she is still a thing of beauty. Designed by Alan Payne for Sir Frank Packer and built by Bill Barnett she was a remarkably innovative yacht for her time.

The 12-Metre Association noted that, at the time, *G2* was “a very fast boat with better dynamic performances than the other America's Cup yachts and with very advanced hull forms; she has also a bendy riveted mast with turbulence stimulators in order to increase aerodynamic efficiency and the first twin wheels to grant the helmsman a better visibility when sailing windward.”

G2 was also the last Twelve to be constructed of wood to race the America's Cup. She easily won the Challenger Trials with a score of 4-0 to France. Skipped by James “Gentleman Jim” Hardy, she lost by 4 to 1 to *Intrepid*, skippered by William “Bill” Ficker. Many still considered her the better boat of the two and that it was Bill Ficker's guile and a vastly experienced racing crew that was the difference out on the water.

G2 went on to become a trial horse for Alan Bond's *Southern Cross* team in 1974. Later she was altered by Alan Payne and, in 1977, again contested the America's Cup challenger trials, this time skippered by Gordon ‘Wingnuts’ Ingate, who would continue to race her in the Class Worlds until she was retired to the Sydney Maritime Museum in 1997.

She languished at the museum, a bit like a thoroughbred put out to pasture too soon, and she fell into a state of disrepair until acquired by Mike Maxwell, who had sailed on her as a grinder under “Wingnuts” who undertook a painstaking restoration in New Zealand which brought her back to life as sort of luxury day sailer.

After a decade in Sydney, Mike decided *G2* might be more comfortable in the long paddocks offered by Hobart and away from the cluttered madness of the Harbour on weekends. Hence the plan was born to sail her south to her new home port — no mean feat given that she was



optimised for sailing in the 12 knot breezes of Newport, Rhode Island, February 2018 and not the Southern Ocean.

However, our crossing of Bass Strait was just that, 10–12 knots of wind from the south and right on the nose — *G2* was in her element. It was quite extraordinary to be on board a 50 year old vessel, 20 m long and displacing 34 t, still capable of sailing at 9 knots in 10 knots of breeze close hauled. More surprisingly was the complete absence of any noise, not a ripple or a gurgle to be heard — testament to the efficiency of her hull form and lines.

Mind you that didn't last for long, we soon had 35 knots of northeaster on the aft quarter and some very big following seas. With a helm that was four turns lock-to-lock, surfing down the waves and keeping her under control made images of a whirling dervish seem quite tame by comparison with the efforts of the poor helmsman.

It says something of her pedigree that no matter what breeze the Wind Gods threw at her, including the 40+ knot katabatic blast which put her on beam ends from Tasman Island to Cape Raoul, her manners were impeccable — she steered straight and true and one had utter confidence in her at all times.

Which is perhaps a nice segue to note the passing of one of the Club's most distinguished members, past Commodore Vic Dibben who, like *G2*, was born of another era. He was a remarkable gentlemen in every respect, a man of impeccable manners, calm, cool and collected on both land and sea and who always carried himself with enormous dignity and style.

Vic's dedication, generosity and contribution to the Club is noted elsewhere in this edition, but his message to me, which still resonates today, is that “we should endeavour to enjoy our Club and enjoy our time on the water even more”.

Like *Gretel II*, we shall not see their ilk again.

Bruce Dover



Photo John Jeremy

Gretel II sailing in a twilight race in 2013



Photo John Jeremy

Victor Wallace Dibben
16 February 1915 — 5 January 2018

VIC DIBBEN

Gentleman Sailor

1915 — 2018

February 2018

Our dear friend, Vic, has died one month before his 103rd birthday. To the end, he was sharp of mind and had a keen interest in Club affairs. Vic joined the Club in 1973 and it wasn't long before he joined the board. He quickly advanced and was elected Commodore for the period 1979 to 1982. He was highly thought of and was re-appointed Commodore for a second time in 1985. Vic is only the second person in the history of the Club to be so appointed — the previous time this occurred was in the 1890s.

Vic was a steady hand on the helm of the Club. He said that he didn't like to make waves — steady as she goes. He achieved much by quietly talking to his fellow flag officers, directors and members. On the water, I was part of Vic's crew — firstly on a Daydream yacht called *Salamander*, then on his beloved and favourite yacht a Stella Folkboat, *Stella Claire*. Vic wouldn't mind me saying that he was not a highly-competitive sailor — he went out on the water for enjoyment, a safe return and a drink at the bar, a pleasant experience for all aboard. Getting a place in the races was secondary to Vic. As we know, on the water, things sometimes go wrong — breakages, accidents, collisions etc. On the water Vic was the same as he was on land — cool and calm. Expletives we know can be fairly common in races but never with Vic. The harshest word he ever used was 'bother'. But that was Vic, he never made a fuss.

Vic was elected an honorary life member of the Club in 1984. After he gave away his sailing he continued with on-water activities as honorary starter on *Captain Amora* for a number of years. He subsequently stepped down from being the Club's starter but continued on the starting boat as crew until he was into his nineties. For some years Vic was also the editor of the Club's newsletter.

Vic's last visit to the Club was for a life members' lunch in March last year. He arrived in style in a water taxi.

Vic was born in North Sydney. He spent his formative years messing about in boats on the Woronora River which is where he developed his lifelong love of the water. He worked initially at Cockatoo Dockyard then joined the Commonwealth Aircraft Corporation. After World War II he became managing director of a company manufacturing the Mowbray washing machine. He then joined

Vic Dibben with some of his crew on board *Stella Claire* in March 1980



Photo John Jeremy

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H. P. Gregory & Company and was there for 20 years, eventually becoming sales director. Other interests included his long-time memberships of the Masonic Club and the Royal Automobile Club.

Think about Vic's early life — he saw the construction of the Harbour Bridge, the development of the Hills Hoist and Victa Mower, steam engines on railways, and the removal of trams from Sydney to name just a few milestones during his nearly 103 years. What a life.

From the Club's perspective, it can certainly be said that Vic Dibben was a very popular Commodore and club member and we have two trophies in the cabinet bearing the Dibben name.

Vic has now been on his last spinnaker run. For the last few days of his life he was in a storm but he is now in calm waters. Farewell Vic from your friends at the Amateurs. Fair winds and smooth seas.

Tony Saunders



Photo John Jeremy

Vic Dibben with his good friend Clio Wallace at the SASC on Gaffers Day 2015



Photos John Jeremy

Wild Oats XI on the way to check in before the start of the 2017 Rolex Sydney to Hobart Yacht Race on Boxing Day



Ariel preparing for the start



Wild Oats XI manoeuvring off Nielsen Park



Sean Langman's *Maluka* preparing for the start



Ten minutes to go — Clipper Round the World yachts prepare to start on Line 2



Wild Oats XI and LDV Comanche started on Line 1, nearest to the Heads



LDV Comanche making some large yachts look small



An incoming tide and light wind meant that there were no premature starters on Line 3.
This is nine seconds after the starting signal



Dorada, at 87, showing younger competitors that there is plenty of life in the old girl yet shortly after the start on Line 3



Maluka crossing the line on the way to Hobart

ONCE MORE, WITH FEELING

February 2018

David Salter raced South again on Takani and reports on what was an enjoyable, but not uneventful, 2017 Sydney-Hobart.

After two days of steady downwind sailing it was just after the 0300 change of watch. We were running hard in 20+ knots under full main and the poled-out big asymmetric kite. *Takani* was ticking off the miles at a healthy rate, but there's always a vague sense of trepidation when your boat is charging along, close to hull speed, on a moon-less night half way across Bass Strait.

"I think there's something wrong with the pole!" yelled the skipper, Jim Whittle, from the companionway as he shone a torch forward. Sure enough, the beak had somehow worked its way aft along the lazy sheet that we'd been using as a brace. Without a foreguy there was now no easy way to crank it back into a safe position. Just seconds after we'd recognized this problem the kite collapsed, then filled again with a massive *bang!* The pole swung back against the stays with such force that the butt fitting at the mast disintegrated. We now had a pole swinging about wildly above the foredeck and a huge kite pulling us sideways. The helm wouldn't answer and, with the main pinned aback by the preventer, the boat slowly turned into the wind. Going backwards in Bass Strait is not recommended. Things were not looking too flash.

This was clearly a mess that would take a while to sort out, but our dramas were far from over. As he rushed forward to wrestle the pole to the deck Jim fell against the windward lifelines. He's not a big man, yet the top line immediately broke under his weight. The pin at the end

The "B Team" all dutifully wearing their PFDs

Photos courtesy David Salter



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of the turnbuckle fitting had failed. So much for Cat 1 specs and safety inspections! Fortunately, Jim fell in recoil towards the mast and not overboard. Otherwise, it could have been a truly desperate situation.

In the end it took almost an hour to gather in the pole, drop the spinnaker, drive the boat back onto a manageable three-quarter track, repair the lifeline, sort out all the sheets, unfurl the jib and get racing again. It was a credit to Jim and the *Takani* crew that this was done in a calm, safe and methodical manner. The boat, a Hanse 49.5, is essentially a cruiser. She displaces 16 tonnes and for full-on offshore competition is short a couple of halyards and winches. Reefing and sail changes require a fair amount of forethought and ingenuity, but as a stable, comfortable platform for passage-making she's hard to beat.

Our crew was little changed from the team which took *Takani* to second place on PHS in the Southport Race in July. Pete Townend and Matt Ryan, two of Jim's mates, joined him on the "B Team" watch. The "A Team" was myself, Bob Moore from *Mister Christian* (on his 28th Hobart) and Steve Prince, another Amateur's member (*Sparkle*) who also sailed as back-up navigator. The nominated "guesser" was legendary offshore veteran Billy Ratcliff (48 Hobarts), supported by his tireless daughter Kat, who more than pulled her weight on deck while also serving as our cheerful galley slave.

Apart from the odd moment of intense action — unavoidable in a 638-mile race — this was by far the easiest of the eleven Sydney-Hobarts I have sailed since 1965. Quite incredibly, the only windward work we did in our elapsed time of 3 days 8 hours was getting out of the Harbour.

Billy Ratcliff
driving towards
Tasman Island as
Bob Moore trims
the main





There were, of course, plenty of sail changes as we sought to match our rig to the wind strength and direction, but the boat was rarely pressed. On the last night I came on the helm as we were pushing hard down the Tassie coast with full main and a gennaker at the very top of its range. I misjudged a wave, the kite collapsed and then filled again with such force that it instantly blew off its luff tapes. We were suddenly flying a very large (and expensive) paying-off pennant. Entirely my fault, and I made a sheepish apology to the skipper and crew as they hauled in the tattered remains.

The gennaker pulling hard before meeting its unfortunate fate

The rounding of Tasman Island was spectacular. Then, as the golden afternoon light lit up the Organ Pipes and Cape Raoul, the celebrated marine photographer Carlo Borlenghi motored out to capture a stunning image of *Takani* as she bore away towards Betsey Island. Those are the moments that make the tough grind of ocean racing worthwhile. Storm Bay was relatively flat, and for once we passed the Iron Pot early enough to avoid the dead calm that usually turns the Derwent into a sheet of black glass at night.

Crossing the line at twilight was magical, and the now-mandatory 'Lap of Honour' past thousands of applauding diners on the pier was a nice boost to the battered egos of eight bone-weary sailors. It almost didn't matter that the traditional slab of beers passed up as we came alongside were warm. And the best news of all was that we'd finished third in our division. Not too shabby for a mob of amateurs sailing a fat-arsed production cruiser.

As we downed our celebratory drinks in the cockpit, I mused to myself that this had been such an enjoyable Hobart that it was maybe the right time for me to swallow the anchor. I'd never have such a pleasant



Photo Studio Borleghini

Takani romps past the Organ Pipes



race again. Why not go out on a high? So, after 53 years of competing offshore, enough is enough. Sure, I'll miss the wonderful moments, but when my mates are next bashing into a big Southerly off Montague — cold, wet, hungry and exhausted — I'll be following them on the tracker, warm in bed.

Kat snatches some precious sleep amongst the sails



A sparkling afternoon run towards Cape Raoul

LORD HOWE CLASSIC YACHT BBQ

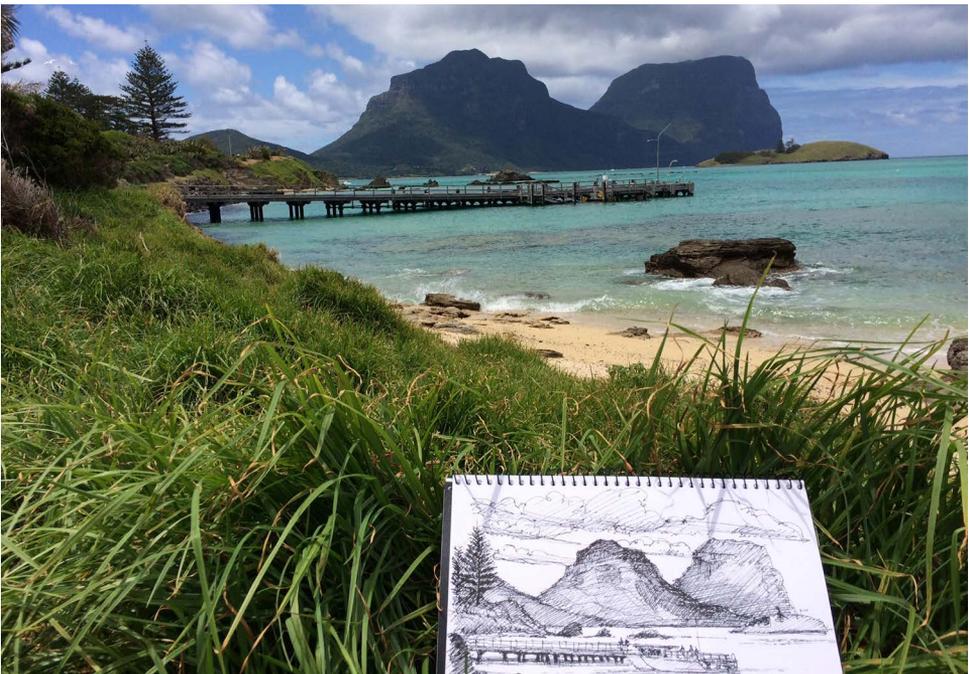
“Limited Parking”

The poster said it all as there are only a limited number of available moorings and only some for deep draft yachts. However some six weeks before departure 15 yachts had advised that they had moorings allocated and plans in hand to sail to the 15th Lord Howe Classic Yacht BBQ. In the event, for many different reasons, only eight yachts headed out with Ian Hansen — painter — returning in the beautiful *Karalee* and not getting to the island even with his youthful crew. We missed them at Ned’s.

The yachts that made it to the island this year were *Anitra V*, *Ariki Tai*, *Double Dutch*, *Fidelis*, *Midnight Rambler*, *Mister Christian* and *She’s the Cuprit*. There were close to 50 yachties on the beach, mostly serial offenders with extended crew and fly-ins. It was another great party with excellent food, BYO for those who did, the island band and brief speeches.

The Classic Yacht trophy was awarded to “Sir Philip” Brown as skipper of *Anitra V*, despite his previous role as the Bete Noir of the Lord Howe Island Board and Maritime NSW and his previous lack of mechanical propulsion. Philip generously thanked all those on the island who had made this event such a success now for many years. He also reflected on his youth and his first voyage to Lord Howe on a square rigger en-route to NZ. It must have been some years back...

Magnificent Lord Howe Island with a sketch by John Crawford in the foreground





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Photos courtesy Nigel Stoke

Nigel Stoke and Philip Brown in a convivial mood



Philip Brown celebrating his win

Lord Howe Island by John Crawford

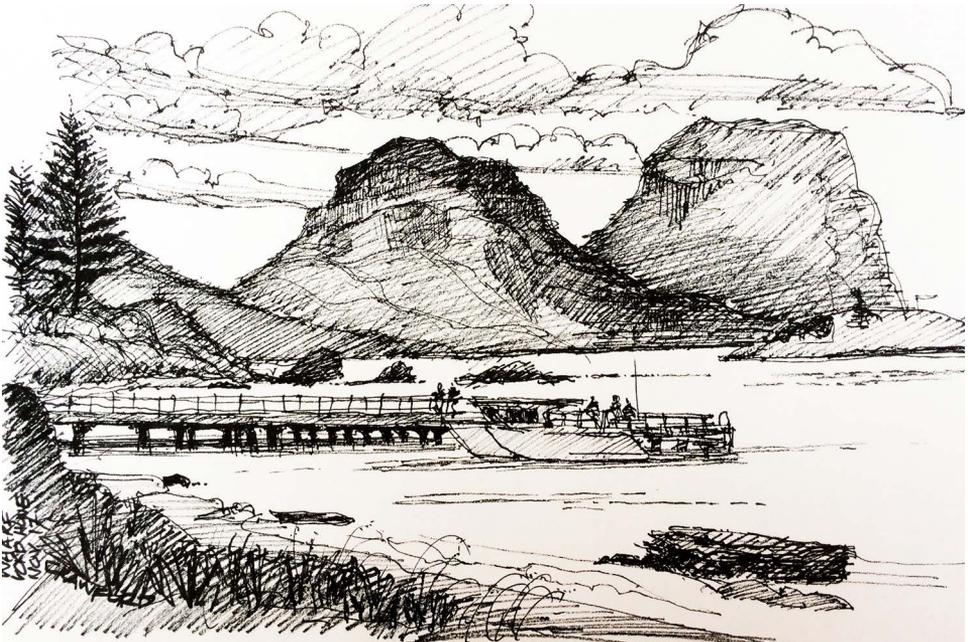
This year with games and the LHI band, festivities continued until late with some challenges finding and riding bikes back through the trees and the mutton birds. There was no moon this year, a dark night on all fronts.

This was the 15th consecutive year for the BBQ, held each year on the 3rd Tuesday of November, (two weeks after the Melbourne Cup). This year's funds raised from those attending the BBQ were boosted with a \$2 coin toss game which highlighted the limited-sighted Biggles (Tony Purkiss) using his white cane to drop a coin closest to the Rum bottle. Thanks to Games Master Chris for organising the game which, with BBQ donations, contributed over \$3000 to be donated to the Lord Howe Island school.

Thanks to all who attended and helped the organisation on the island and to the infamous Tom Moults for poster 15.

Nigel Stoke

Fidelis



ANTARA — A GREEK ODYSSEY

February 2018

Beyond the Sunset

Most people who participate in boating in any of its forms find themselves occasionally reflecting on the way a vessel brings diverse people together in the pursuit of a common goal. Those of us who race sailing boats usually harbour dreams of bringing the perfect crew together. You know the one. The crew who leap to the task without a word being uttered, the ones who never chat or daydream, perfect physical specimens, driving our boat forward, relentlessly chasing the prize.

Like all owners, Ian Kortlang (Kort to his friends) may dearly have loved to have such a crew to campaign his 1951 Australian-designed and built International Rule 7 metre cruiser-racer *Antara* in the 2017 Spetses Classic Yacht Regatta. He had, after all, made an extraordinary effort to get her there. Shipping her 10,000 miles on *Yacht Express* from Sydney Harbour to Genoa in January then sailing and motoring more than a thousand miles to finally arrive on the beautiful Greek Island in late May for the June Regatta. After all that he could be forgiven if, in common with many other owners intent on winning, he had shipped a crew of professionals to maximise his chances.

But the story of *Antara*, her owner and her crew do not fit into so neat a box. From the outside, the impeccably-attired crew on the concourse-prepared yacht, with her charming and effusive owner, comply with the usual preconceptions. A look behind the scenes however, gives

by
*Martin van der
Wal*

Antara

Photos Martin van der Wal



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insights into just how a boat, in this case *Antara*, but it could be yours or mine, creates its own little Odyssean theatre, the vessel provides the ‘stage’ those who sail in her the ‘cast’ and life’s journey as it unfolds, provides the ‘script’.

Michael Stevens ran a sailing school in Balmain, ‘Allways Sailing’. When Kort began campaigning *Antara* in the Classic Series with the Sydney Amateur Sailing Club, Michael was the man he turned to. Michael reset *Antara* for racing, with changes to deck hardware and running rigging. Graduates from his sailing school settled into crew positions and *Antara* began to hit her straps. I was there; racing my own boat, *Hoana*, against her in the same division. The steady improvement was obvious in the handicapping, and the after-race table was always jovial, Michael was a commanding, yet genial presence, an obvious lynchpin to the whole exercise.

It came as a total surprise when despite his obvious fitness and good health, Michael suffered a minor stroke on the foredeck of *Antara*. Recovery was swift and his health seemed good, although it was noted that his volunteer work with struggling youth was redoubled and his attitude to life more relaxed. Kort’s own life took a fork in the road and he found himself living in Fremantle. *Antara* sat under covers outside the Amateurs with regular attention from Michael and others. Thus, seven years ago the crew went their separate ways, Hong Kong, Scotland, Australia. But in a cruel twist just two years ago, a second massive stroke trapped Michael’s mind in a bed-ridden body, the only

Puritan and Antara crossing



sign of awareness a slight smile in his eyes when his grandson Jordan gave him cheeky faces. February 2018

About a year ago Michael's son James, now a professional sailor in his own right, told Michael during one of his regular one-sided conversations that Kort, gripped by the fragility of life, and finding resonance in the words of Lord Alfred Tennyson's "Ulysses",

"come my friends, 'Tis not too late to seek a newer world.
Push off, and sitting well in order smite The sounding furrows;
for my purpose holds To sail beyond the sunset,
and the baths Of all the western stars, until I die,"

had floated the idea of taking *Antara* on a Greek odyssey. James had been asked by Kort to help make it happen. A shift was immediately noted in Michael's attention. He was 'there' again, it could be seen in his eyes. Kort took it as a sign, it had to be done! He was at about the same age as Michael had been when the first stroke occurred — life was beginning to be viewed through the wrong end of the telescope. "Let's do it for Michael," he said to his wife Claire, and this formidable team swung into action.

First James, then, as he had to go on the delivery exercise, grandson Jordan, visited Michael giving constant progress reports. Michael's eyes lit up with each report. When the plan was mentioned at the Sydney Amateurs my ears pricked up, it coincided with my own plans to hit the European Classic Regatta circuit. Fresh from sailing both Panerai Regattas in Antibes and Argentario, I arrived in Spetses, fell in love with the place and got into the swing of things. I was there for fun, but happy to help out. Kort and Claire gave me a RIB and driver to play with so I cheerfully took shots. On the last day, I jumped aboard *Antara* to get some action pics during the race.

Motoring out to the start and falling into conversation with foredeck hand, Paul Patos, jerked me out of my casual mood. Here was a grown man on the foredeck of *Antara* obviously deeply emotional and seized with the necessity to tell me just why he had come all the way from Hong Kong for this event. Michael had taught him everything he knew about sailing and, as a mentor to a younger man, a great deal about life in general. Turning towards me with a choke in his voice, Paul said; "Michael is here! We all feel it!" Michael's vital life signs had been unchanged for two years but a few weeks before the start of the Regatta he had inexplicably and mercifully passed away. Every single person on *Antara* was convinced that sailing "beyond the sunset" Michael had heard the 'call of the sea' and his spirit had re-joined the crew.

Could anybody on *Antara*, have had any inkling that this is what their Saturday afternoon races around the cans on Sydney Harbour would lead to in the future? That seven years after they had last raced on Sydney Harbour, they would be re-gathered by Kort from the four quarters of the globe in a celebration of the possibilities of life? Or, that as they rediscovered their rusty team skills between the buoys in those crystal blue waters of the Aegean that they would be doing it with a tear in their eye, and a lump in the throat, accompanied by the spirit of the shipmate who once again had brought them all together.

So how did they do you ask? Well, in light airs and a mixed fleet, she came third overall, picking up Line Honours in two races. The icing on the cake came with the winning of the prestigious Gold Sponsors Award for best exemplifying the Spirit of Endeavour, Teamwork,



Paul Patos

Antara reaching in
the Mediterranean
sun

and seamanship from Grey Goose. No! Not a lifetime supply of vodka, but a very nice recognition nevertheless. *Antara* now has a berth in the picturesque Spetses Old Port. There she awaits whatever new adventures the redoubtable team of Kort and Claire have for her. The crew has all flown home but maybe, just maybe, “beyond the sunset” a spirit still sails towards unknowable horizons.



SOLVEIG RETURNS TO THE SYDNEY FLEET

February 2018

SASC member Bob Allan has completed an epic project to bring the legendary Halvorsen ocean racer back to her home waters. David Salter reports.

On a late January afternoon that began in rain but ended in sparkling sunshine, an invited group of offshore veterans and friends gathered at the CYCA to welcome *Solveig* back to Sydney Harbour after an absence of 63 years. Helping the proud owner celebrate *Solveig's* return to her home fleet were members of Trygve and Magnus Halvorsen's families, representatives from the Australian National Maritime Museum and offshore stalwart Bill Psaltis. *Anitra V* kept *Solveig* company in the CYCA pond.

For those of us with a love of Australian ocean racing history, this was a moment to cherish. *Solveig* was not the first yacht designed and built by the Halvorsens, but she was the first they created with the specific purpose of winning blue-water events. Launched in 1950, the sturdy 36 foot masthead sloop set the pattern for the three yachts which would see the Halvorsens dominate local offshore racing for the next 15 years — *Solveig*, *Anitra V* and *Freya*. All three boats were Sydney-Hobart winners, and all three have the trademark Halvorsen design features of a canoe stern, low freeboard and a generous dog-house.

Bob Allan found and bought *Solveig* in Honolulu, Hawaii, where she had been sold in 1955. The boat was then shipped to the US West

The famous Sydney-Hobart winner returns for a visit to the Cruising Yacht Club

Photos David Salter





Photo John Jeremy

Solveig sailing in her first SASC race on 4 February 2018



All the Halvorsen yachts were named after figures from Norse mythology

Coast and back to Australia, arriving in March last year. A careful (and not inexpensive) restoration followed, and this treasure of our sailing history is now very close to her original state. But her sail number has been changed from CYC54 to A50, and The Amateurs are delighted to have *Solveig* on their register.

The story of the yacht's five Sydney-Hobart campaigns is a tale of persistence. *Solveig* was 5th on handicap at her first attempt in 1950, 6th in 1951, 8th in 1952, 2nd in 1953, and finally the winner in 1954.

A forgotten detail of S-H history is that *Solveig* won line honours in 1953, and is still the smallest yacht to have done so. She was actually beaten to Battery Point by *Wild Wave*, but the larger yacht was then disqualified for "an incident on the starting line". Echoes of the *Wild Oats XI/Comanche* contretemps last Boxing Day!



Bob Allan brought the boat home after it had been in Hawaii for more than 50 years



Photos John Jeremy

Yeromais V ready for action on a grey Sunday in November



Crackerjack, Clewless? and Solveig II heading for the first mark on Sunday 5 November



A mix of classic styles and eras — Caprice, Fidelis, Tup and Sana



As You Do shows *Fidelis* the way to the finish



The happy crew in *Fidelis*



Chris Manion had foredeck duties in *Magic*



Cherub slips across the line in the light breeze of 5 November



Sometimes you just have to say no (1). On the last day of Sail Sydney, Sunday 17 December, a course for sail boards had been laid right next to the Rose Bay rounding mark for the Sunday fleet — see if you can spot it. It was definitely not safe to send our boats, which included a 51 footer, through that and the race had to be prematurely shortened at Chowder Bay



Sometimes you just have to say no (2). A gale warning and wind gusting to 50 knots resulted in the next Sunday series race on 14 January to be abandoned. The proper size flags have since been found — they had been tidied up



One boat braved the wind on 14 January — *Sana* — but not for long



In case some competitors had not received the text message *Captain Amora* set sail to pass the word on the water, if necessary. On the way home she demonstrated one of her endearing characteristics — rolling

AROUND THE CLUB



Photo Sean Kelly

Perhaps we should have a beach rather than a sea wall — the high tide of 3 January had waves breaking on the lawn



Photo John Jeremy

Peter Scott and Mark Pearse spent many hours over the holiday period making *Cherub* look her best for the Summer Season

WHAT'S IN A NAME?

February 2018

The original owner of *Fidelis* was Vic Speight, an Auckland jeweller. He claimed that he “designed” her and commissioned Lidgard to build her.

At her launching it was suggested that Vic Speight had actually borrowed the design from Knud Reimers using lines copied from the Uffa Fox book *Sail and Power 1936*. There is little difference in the final measurements from the original 75 square metre design except for a cut off rear transom to suit the Hauraki Gulf rather than the flat-water lake conditions anticipated in the original design.

And so to the name. I met with Maurie, son of Vic Speight, some 20 years ago. He confirmed most of the above and then gave us some insight into her name, *Fidelis*. The name was the Latin for “fidelity” and was chosen in memory of Speight’s wife’s brother Jack Taylor who had been killed in World War II.

Fidelis was launched on Friday 24 January 1964 amid much eager anticipation on the waterfront in Auckland. *The New Zealand Herald* commented:

“Our disappointment of the day was that the new 61ft A-Class keeler *Fidelis*, spanking new and oozing power with her tall rig and long sleek lines, was not truly ready for racing.”

So that’s the start of 50 years of the name and the yacht.

Nigel Stoke

Photo John Jeremy

Fidelis



HMAS AE1 LOCATED AFTER 103 YEARS

Australia's first submarine HMAS *AE1* has been found, ending a 103-year maritime mystery.

The fate of 800 ton *AE1* and her 35 crew members has remained one of the persistent mysteries of Australia's military history. It was the first loss for the Royal Australian Navy and the first Allied submarine loss in World War I — a significant tragedy felt by our nation and our allies.

The Royal Australian Navy submarine was lost off Rabaul on 14 September 1914 with all personnel aboard.

An expedition to locate the submarine took place in waters off the coast of the Duke of York Island group in Papua New Guinea before Christmas. The search vessel *Fugro Equator* located an object of interest in over 300 metres of water on 19 December. Upon further inspection, the object was confirmed the following day to be the missing submarine.

The latest search for *AE1* was organised by Find AE1 Ltd and funded by the Commonwealth Government and the Silentworld Foundation. The search was conducted with the assistance of the Royal Australian Navy and a range of search groups, with assistance from the Submarine Institute of Australia, the Australian National Maritime Museum, Fugro Survey and the Papua New Guinea Government. The expedition was embarked on the survey ship *Fugro Equator* which is equipped with advanced search technology.

The Australian Government will work closely with the Papua New Guinean Government to consider a lasting commemoration and recognition of the crew of *AE1* and to preserve the site.

The information gained from this expedition and from the research to date will greatly assist in unravelling the mystery of the loss of HMAS *AE1*, and will be held by the Australian National Maritime Museum for future generations to remember.

The sonar image of *AE1* lying on the sea floor

Fugro Survey





RAN photograph

The autonomous underwater vehicle being launched from *Fugro Equator* for its first, and successful, search for the missing submarine *AE1*



Fugro Survey

The conning tower of HMAS *AE1*

YOUNG ENDEAVOUR CELEBRATES 30 YEARS

The RAN-operated Sail Training Ship *Young Endeavour* celebrated 30 years of challenging and inspiring young Australians as it sailed into Sydney on 25 January. The Minister for Defence Personnel Michael McCormack welcomed home the youth crew of the ship's second voyage of 2018 and congratulated the Navy staff crew on the milestone.

"*Young Endeavour* was Australia's birthday present from the people of the United Kingdom for our Bicentenary in 1988," Mr McCormack said.

"The purpose-built tall ship has taken more than 13,100 young Australians on voyages and given them life skills which have benefitted them and the broader Australian community.

"*Young Endeavour* has conducted two world voyages, circumnavigated Australia four times and sailed to New Zealand and Indonesia."

"I congratulate the Young Endeavour Youth Scheme, the Advisory Board and the staff members of the Royal Australian Navy who deliver the award winning program on this important milestone."

Around 20 voyages are conducted annually along Australia's coastline with young people aged 16–23 setting sail.

The program teaches the youngsters how to navigate, keep watch, cook in the galley, take the helm and climb the 30-metre mast to work aloft, setting and furling sails.

Young Endeavour was the stand-by radio relay ship for the 2017 Rolex Sydney to Hobart Yacht Race

Photo John Jeremy



DOGS AT THE SASC

February 2018

Members are reminded of the Club's policy regarding pets on the premises.

1. All dogs on Club premises must be on a leash and under no circumstances are allowed inside the Club house.
2. There are two water bowls available for drinking water — on the lawn by the Club entrance and inside the dinghy shed. Under no circumstances should members use utensils or bowls from the Club kitchen to feed or water their dogs.
3. During Twilights, BBQs or other events where members are eating on the deck or in an unenclosed area dogs must be on a leash and should not be fed from the tables. This is a NSW Government regulation.
4. Dogs cannot be taken on board either of the Club's tender vessels unless on a short leash and controlled by their owner. No dogs are allowed to roam unattended on the tender, its decks or surrounds.

VALE VIC DIBBEN



Photo Judy Wogowitsch

A very well attended memorial service for Vic Dibben was held on 12 January at the Anglican Retirement Village at Castle Hill. A large number of SASC members attended, some of them are shown here at the function which followed

NEW MEMBERS

We welcome the following new member:

Paul Toohey

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 \$87.10 (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)

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$20.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$36.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$40.00
Rugby Top – S, M, L, XL and XXL	\$49.00

Gaffers Day Merchandise

Wide Brimmed Canvas Hats – Small only	\$35.00
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 2018 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 March 2018. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

This year's Rolex Sydney to Hobart Yacht Race started in light conditions and the action on the water was uneventful except, of course, for the high-profile contretemps between *Wild Oats XI* and *LDV Comanche*. The start of the 1984 race was rather more colourful and, with a good selection of IOR boats, some excitement was surely guaranteed

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See our website for full details.

For a complimentary valuation, insurance or to sell your boat call us on
02 9969 2144 or email sales@yachtsalesaustralia.com
www.yachtsalesaustralia.com