



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2020

SYDNEY AMATEUR SAILING CLUB

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Cover:

Lahara and
Fidelis providing
a show during the
CYCA Sydney to
Hobart Classics
Regatta
(Photo John Jeremy)

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COMING EVENTS

February 2020

SATURDAY 22 FEBRUARY 2020

Point score race for Classic Division, Mixed Fleet and Cavalier 28s

SUNDAY 1 MARCH 2020

Point score race for Super 30 Gold Cup, Classic Division, and Cruiser Racer Division

FRIDAY 6 MARCH 2020

Friday Twilight race — **early start**

SATURDAY 7 MARCH 2020

Sydney Harbour Regatta

SUNDAY 8 MARCH 2020

Sydney Harbour Regatta

FRIDAY 13 MARCH 2020

Friday Twilight Race — **early start**

SATURDAY 14 MARCH 2020

Point score race for Super 30 Gold Cup, Classic Division and Cruiser Racer Division

SUNDAY 15 MARCH 2020

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

FRIDAY 20 MARCH 2020

Last Friday Twilight Race — **early start**

SATURDAY 21 MARCH 2020

Point score race for Classic Division, Mixed Fleet and Cavalier 28s

SATURDAY 28 MARCH 2020

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Racer Division and Cavalier 28 Division. Summer Trophy Day

SUNDAY 29 MARCH 2020

Point score race for Non-spinnaker Division and Classic Non-spinnaker Division. Summer Trophy Day & MYC 25th Anniversary Womens Challenge

SATURDAY 4 APRIL 2020

Club Championship

SUNDAY 5 APRIL 2020

Ranger, Couta and Folkboat Sprints

THURSDAY 9 APRIL 2020

Bob Brown Trophy Race

NEED THE TENDER?

**Call Allan,
Jim, Gavan
or Bob
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

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



Flying a kite is a term with many connotations — not least for we sailors. For our landlubber friends kite flying involves, at its simplest, a bit of material attached to a couple of sticks to create a device which soars through the air the end of a piece of string.

For us, of course, kite flying involves the launch of that oversized handkerchief from a bag on the bow, a great deal of skill, technique and luck with the aim that, once hoisted, actually flying and not wrapped around the forestay, it actually propels your vessel at great speed downwind — hopefully in the general direction you wish to go.

For politicians, to fly a kite might be best described as a tactic, whereby said politician, usually through a well-placed leak to the media, raises an idea to gauge the general and public reaction to it. Depending on the reaction, they can then take credit for the sheer brilliance behind the concept or disown it completely on the basis of plausible deniability,

Well, it being the start of a new decade and this the first edition of the *SASC News* for the year (which John Jeremy says is his 130th edition), I thought I might fly a couple of kites — more of the political persuasion than the sailing variety — to stimulate some discussion on a couple of ideas now before the board.

The first is a proposal that would see the Amateurs become an accredited “Discover Sailing Centre” under the auspices of Australian Sailing which would enable us offer sail training courses from the Crew Competency level up to Day Skipper. It is not without its challenges — not least the fact the Club does not own dedicated “training” boats and, consequently, would initially need to lease two boats of appropriate size from club members for the purpose. There would also be some complexities in that arrangement with regards potential damage, insurance and liability issues. We would also need around five members to become accredited Keelboat Instructors to deliver the courses — and then the question of whether they would be paid or unpaid for their services. As a not-for-profit entity, even charging for training courses may open a can of worms which would have been best kept shut.

On the other hand, there is the cost of doing nothing. Like all sporting clubs we continue to confront the twin challenges of an aging membership and a need to appeal to a younger, broader demographic. Offering sail training courses for beginners, or those seeking to become more competent in their crewing, would enable us to both promote the sport of sailing and potentially tap into a new membership base. It’s an opportunity to provide an alternative to golf for the growing number of retiring baby boomers in our catchment area — as well joining the “She Sails” initiative to attract a younger generation of women to the sport with the possibility of mid-week training, social offerings and dedicated events.

The reality is that there are a number of commercial operators already providing sail training courses with well set up boats, elaborate facilities and dedicated staff. Do we really want to go into competition with them? As a small club, with limited facilities can we in fact compete given that it would involve considerable set-up and training costs and a significant departure from our traditional role as sailing club, and not a training centre. Equally, to do nothing leaves us vulnerable. We need an ongoing steady supply of new members, more women, and more families if the club is to survive and be a viable concern for the next generation of Amateurs. Perhaps it is time for a change.

And the second kite? Well it has been suggested that now that its 2020, we should join the cashless revolution and transition to a membership card which would provide both secure entry to the club and facilities and allow members to charge the cost of food and beverages directly to their club account. A key card would allow us to more securely monitor access to the club, remove the risk of holding quantities of cash on the premises and the inconvenience of having to bank the proceeds, take away a layer of back office processing in the preparation of monthly invoices whilst potentially allowing us to offer discounts on food and drinks to members over guests and visitors. The downside? Well, if it ain't broke why fix it? Would we be alienating non-members who would still be required to pay with a credit card or worse — good old fashioned cash?

Anyway, I am just flying kites waiting to see if they get shot down. If you have an opinion, please feel free to voice it. We need your input.

I will just go with plausible deniability as explained by Sir Humphrey Appleby to the politically naïve Jim Hacker from the BBC series *Yes Minister*. It went something like this:

“Well Minister, if asked for your opinion, then you should say that, as far as you can see, looking at it by and large, taking one thing with another in terms of the average of feedback received, then in the final analysis it is probably true to say, that at the end of the day, in general terms, you would probably find that, not to put too fine a point on it, there probably wasn't very much in it one way or the other as far as one can see, at this stage”

Over to you!

Bruce Dover



THANK YOU INTERNATIONAL PAINT



The SASC would like to thank International Paint for their generous donation of Micron AP anti-fouling paint for the Club's starter's boat *Captain Amora*



TRIUMPH OF THE OLD AND BOLD

Vessels on the SASC register dominated the divisional podia of the Sydney-Hobart 75th Anniversary Classics Regatta held on the weekend of December 7 and 8. We may be a small club of modest means, but it seems we still know how to sail veteran yachts better than most.

Of the nine trophies awarded, entrants from the Amateurs took six places. Even allowing for the fact that the SASC fleet is practiced at racing around the buoys on Sydney Harbour that result was impressive against yachts with the pedigrees of *Caprice of Huon*, *Kialoa II*, *Camille* and *Defiance*.

Building on the successful approach pioneered by the Admiral's Cup Anniversary Regatta of 2017, the event was planned and run by a small, self-appointed 'combined clubs' committee. Nigel Stoke chaired the group, Bruce Gould represented the RSY, David Champtaloup and Peter Shipway acted for the CYCA and David Salter spoke for the SASC. John Maclurcan was co-opted closer to the regatta to help with the SailSys entry and handicapping systems. The CYCA provided sailing office and race management support.

At the beginning of the year the committee set themselves a target of attracting 20 boats divided into non-extras and extras divisions. But, as the entries mounted to a final fleet of 36, they decided to divide the spinnaker boats into two divisions based on size and anticipated performance.

Many of these classic yachts don't race regularly so the Sailing Instructions were kept as simple as possible and there was only one course per day — no matter what the wind direction or strength.

Photos John Jeremy

Nerida amongst the yachts gathering before the start on the second day, 8 December





Margaret Rintoul, Maris and Nerida at the start of Division 3 on 8 December



Caprice of Huon, Defiance and Electra at the Division 1 start on 8 December

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The Saturday race had handicap starts from a rather long line set near Shark Island. On the Sunday, as a tribute to Sydney-Hobart history, the three divisions enjoyed scratch starts from the original 1945 starting line off Cannae Point. (It was impractical, back then, to send the fleet on their way from within the Harbour because the WWII anti-submarine defences were still in place.)

The regatta was blessed with steady breezes on both days that allowed fair racing, and without any significant windward legs. The fleet of classic yachts all charging down the Harbour under their colourful shy spinnakers made a stirring and nostalgic sight.

A sold-out formal dinner for 140 was held in the Freya Room of the CYCA on the Saturday evening and featured splendid Sydney-Hobart archive footage and entertaining interviews with Adrienne Cahalan and Sir James Hardy.

Results:

Division 1 1. *Love & War*, 2. *Josephine*, 3. *Fidelis*

Division 2 1. *Lahara*, 2. *Mister Christian*, 3. *Malohi*

Division 3 1. *Margaret Rintoul*, 2. *Kintail*, 3. *Solveig*

Wraith of Odin,
Kioloa II, *Fidelis*
and *Electra* on
the first leg





Mister Christian, Camille and Lahara



Concentration on board *Mister Christian*



Wayfarer took part in the first race to Hobart in 1945, and still holds the record for the longest time to complete the course — eleven days, six hours and 20 minutes



Kioloa II, Line Honours winner in 1971, showing her power



Malohi enjoying the breeze on the way to the Shark Island mark



Fidelis, 1966 Line Honours winner, on the shy run to the Shark Island mark



Fidelis and *Lahara* enhancing the spectacle at the Shark Island mark



Maris working to the north off Nielsen Park



Malohi, Anitra V and Lass O"Luss



Kioloa II beating to windward on Sunday 8 December



Photo courtesy David Salter

The raft-up at the CYCA after the Sunday race

LETTER TO THE EDITOR

Your regular correspondent ‘Southerly’ writes in the December edition that, during the racing on Saturday 2 November, in 28–30 knots, “the only yacht to use a spinnaker was *Tamaris*”. Perhaps the view from his Pitt Street eyrie was obscured. Maybe the binoculars fogged up or his attention was temporarily diverted because I can attest that *Mister Christian* also flew a heavy-weather spinnaker that day.

Not only did we hoist the old white 2 oz symmetrical warhorse on the square run to Shark Island, but we also gybed it four times — involuntarily.

True, a certain amount of mayhem and bloodshed ensued (my finger still hasn’t healed properly), but the fine tradition of “no guts, no glory” sailing on *Mister Christian* was maintained.

On behalf of my courageous crew I would be most grateful if the record could be corrected by the publication of this response in the next edition of the *SASC News*.

David “Chinese” Salter
Mister Christian A16

SYDNEY TO HOBART 2019



Photos John Jeremy

Some of the competitors in the 75th Rolex Sydney to Hobart Yacht Race gathered at the RSYS before the start, veteran *Fidelis* on the right



The crew of *Imalizard* (Bruce Watson) making final preparations for the race. She finished first overall PHS, first in PHS Division 2, and first in the Corinthian PHS Division



Nineteen-year-old Sam McCracken skippered *Windrose* south flying the flag of the Tamar Yacht Club of Tasmania



Comfort was surely assured on board the 24 m Hoek TC78 *Oroton Drumfire*



Komatsu Azzurro seems to be leading the Police flotilla out to the course area. One of the smallest boats in the race, she finished first in IRC Division 7 and second in the Veterans Division



Appropriate assets for the NSW Police to control any wayward spectator boats



With four start lines this year, the exclusion zone extended much further south than in recent years. The marker buoys for the southern boundary were laid at the last minute



Black Jack heading for Start Line No. 1



The big yachts took advantage of the lee under Bradleys Head for hoisting their sails.
Like *InfoTrack* here, they powered out at great speed



Sticky (Richard Harris) checking out the pin end of Start Line 4



Sticky manoeuvring before the start. Start Line 4 was quite long as it was to start the largest number of yachts



Nautical Circle (Robin Shaw) testing the wind



A veteran competitor and overall winner in 1974, 1978 and 2006,
Love & War always looks the classic yacht



Built in London in 1904, *Katwinchar* was the oldest and smallest boat in the fleet. She first sailed in the Sydney to Hobart in 1951 and has since been extensively restored and modified, although the black sails seem out of place. She finished second in IRC Division 7, first in the Grand Veterans Division and third in the Veterans Division



A clear start on Line 4 — no recalls were necessary



A long telephoto lens will always improve the sense of drama. There was much more room than this photograph suggests. *Katwinchar* (CYC8) made a good start

BLACK SAILS IN THE SUNSET

David Salter reflects on the colour that now seems to be dominating our sport

Black is the colour of doom and death. We wear black at funerals. The Grim Reaper does his awful work in a black cape. Likewise Darth Vader. Bubonic plague is ‘The Black Death’. Miners die of black lung disease. Witches perform black magic. The deadly Stealth bomber is black. Black cats bring bad luck. The Nazi swastika was black, as were the uniforms of the murderous SS. Black signifies *evil*.

The language of negatives relies on black. Any notorious traffic accident location is always dubbed a ‘black spot’. We have the familiar terms black mark, black mood, blackmail, black ops, black Friday, black sheep, black market and blacklist. Which brings us to the very apotheosis of all this depressing darkness: black sails.

Carbon first appeared as a material for racing sails at the 1992 America’s Cup in San Diego, and there’s no doubt those sails are quick. Their resistance to stretch expresses the ideals of Manfred Curry (1899-1953) the theorist who imagined perfect sail shapes fabricated from solid steel. (At the risk of iconoclasm, we should remember that Manfred was also a bit of a nutter who believed in “earth radiation” and other pseudoscientific nonsense.)

Carbon is quick
— but looks
menacing

Multi-layered carbon fibre racing sails soon became the top-end standard for those who could afford these exotic new materials. The



sailmaking corporations began to give their various carbon cloths scientific-sounding brand names, often protected by patents: PBO, Ultra PE (brand names ‘Spectra/Dyneema’), Aramid (trade name Kevlar), Vectran, Pentex and the obscure LCP (liquid crystal polymer) — which is so expensive and fragile that only millionaires give it a try.

Carbon sails come with their own jargon. ‘Flex strength’, ‘initial modulus’, ‘denier’, ‘grams of load per unit of stretch for amount of fibre weight’, etc., etc. Sailmakers can now keep up a stream of this hi-tech talk while assuring their trophy-hunting customers that a new suit of carbon is guaranteed to make any boat go faster.

What they *don't* usually tell us is that these black sails are expensive — often twice the cost of equivalent Dacron — and typically have around half the durability. None of the carbon composite cloths can endure much flogging. Nor do they like UV exposure, and the headsails in particular suffer badly from those creases which inevitably build up from repeated flaking. Their hard, stiff surfaces also make them far more difficult for the crew to handle. Hauling down a carbon jib in a blow at sea, at night, is no fun.

But they are undeniably fast, so despite these disadvantages ambitious owners will keep ordering black sails. From 100-foot supermaxis down to quite small ocean racers carbon is now king. The starts of most offshore events now resemble a flight of bats scudding across the water.

And that, I suppose, is largely what makes me uncomfortable about black sails: to my mind they offend against the fundamental aesthetics

Like a flight of bats
on the harbour



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of sailing. Rather than enhancing the intrinsic visual appeal of yachting they carry an aggressive, menacing import. Would Jorn Utzon have created the soaring roof of the Opera House if the sails on Sydney Harbour that inspired his design had been black? I think not.

The New Testament (Mark 8:36) asks the faithful *“For what shall it profit a man if he shall gain the whole world but lose his soul?”* In other words, is it really worth an extra half knot of speed to windward if the price you pay is that your boat looks like an aquatic angel of death?

But, at the same time, the realists among us accept that the march of technical development is rarely halted. Meanwhile, we’ll know when the Forces of Darkness have finally triumphed over beauty and tradition when the first Ranger arrives at the SASC starting line with black sails. The world will come to an end shortly thereafter.

The final blackout.

THANK YOU JUDY



Photo John Jeremy

At the staff, directors and volunteers Christmas party in December the Commodore, Bruce Dover, presented Judy Wogowitsch with a gift on her retirement to recognise her ten years of outstanding service and commitment to the Club

FRIDAY TWILIGHT SAILING

February 2020



Photos John Jeremy

As demonstrated by *As You Do* and *Samphire*, the twilight race on 15 November was started in a good breeze



Of course, as is common at this time of year, there was a modest obstruction to negotiate on the way top the first mark



Tio Hia testing the shifting wind before the start



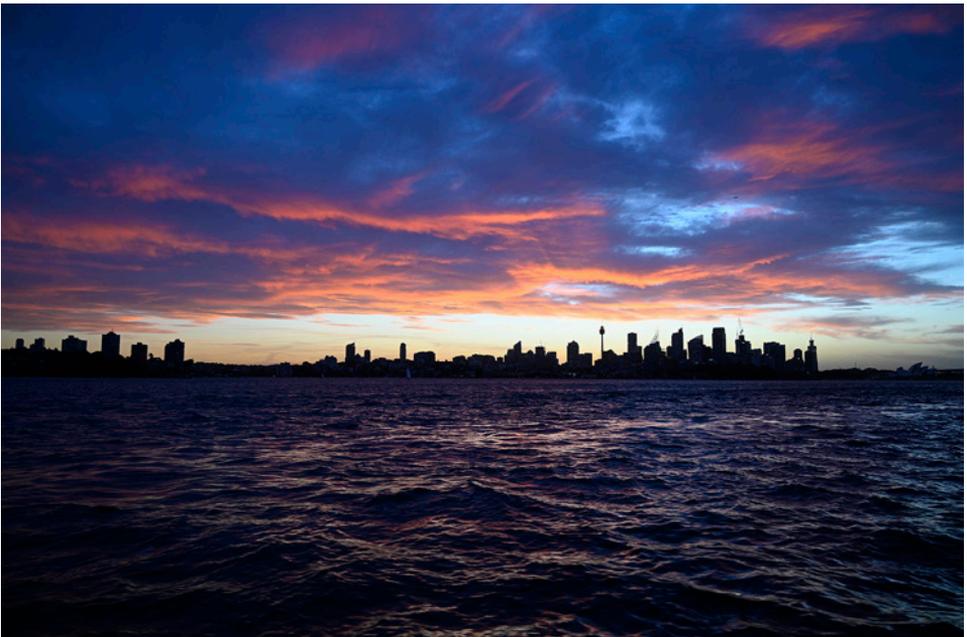
The lead boats may have wondered why the starter shortened the course at Point Piper.
This is why — the wind died away to a zephyr before returning briefly



Lahara finishing in the late afternoon sun



Tio Hia was the last to finish on 15 November — just in time. Her cheerful crew explained that the centreboard was jammed. Note the smoke in the north — portent of summer



Those on the water late on 15 November were rewarded by a spectacular Sydney sunset



Contrasting engineering eras — the Crown Casino building rises steadily to the sky behind the 19th century sailing ship *James Craig*

THE WAY WE WERE

David Salter reviews how our club saw itself more than 80 years ago

Before television and the internet stole our attention, the printed word was the most common way Australians kept each other informed. Coverage of sport was extensive, detailed and incredibly popular. Specialist newspapers and magazines reported a wide variety of sports, interweaving previews and events reporting with snippets of history, personality profiles and exhaustively detailed results services. It was a golden era for sports journalism.

Among those scores of publications was the short-lived *Australian Boating Annual*. Fortunately for us, their first edition in 1936 featured a splendid article on the history and current activities of the Sydney Amateur Sailing Club. Here's how they described our origins:

“Sixty-four years ago, a number of owners of open boats and small yachts used to assemble in Rose Bay and hold sweepstake races. A suggestion that a club should be formed was enthusiastically agreed to. A public meeting was held at Tom Kearey’s Hotel, at the top of William Street, Darlinghurst, on October 24, 1872. At this meeting the Sydney Amateur Sailing Club was inaugurated with Captain J.H. Amora as its first Commodore.

“After holding meetings for about 12 months at Kearey’s Hotel club matters were afterwards transacted at the Oxford Hotel, and then (until the 6 O’Clock Closing Bill was enforced), at Aaron’s Exchange; thence New South Wales Sports Club Rooms, Hunter Street.”

It is interesting to learn that while today we tend to think of ourselves as essentially part of the Cremorne/Mosman community – the ‘near North Shore’ ethos – in fact our origins were very much in the Eastern

ANMM Hood Collection

A Sydney Amateurs race in the 1930s — gaffers aplenty!



Suburbs. And back then it wasn't long before the entrepreneurial spirit of the members saw them looking for a home of their own: February 2020

“A block of land, having a water frontage, and situated at Bennelong Point, was granted to the club in the year 1879. A clubhouse was built and officially opened on the 21st April, 1883, and was the first clubhouse erected by any sailing club in New South Wales. It was very commodious and well-appointed, measured 60ft by 45ft, and was looked upon at that time as the best shed in Sydney.”

The land, however, had been earmarked by the government for “contemplated alterations to Circular Quay”. Just seven months after the club’s opening the site was resumed. But the canny directors extracted appropriate compensation from the government and, with the help of their 160 members, soon wiped out the loss. (Today, 140 years later, the perils of occupying waterfront property remain and the successful re-negotiation of the club’s multiple leases is a continuing burden for the Board.)

One concern that seems always to have been with us is the challenging task of setting fair handicaps in diverse fleets. In the middle 1930s the SASC had to confront the issue of how to handle “several boats of extreme type” that threatened to disrupt the normally close racing within the “A” and “B” divisions:

“The Committee was of the opinion that the introduction into the racing fleet of boats capable of apparently extraordinary performance in one type of weather only is most undesirable from the point of view of the average member who desires a boat capable of reasonable performance in any conditions.”

Handicapping had, in fact, troubled The Amateurs almost from its inception:



ANMM Hood Collection

A. M. Merrington's *Wanderer* navigating amongst accumulated shipping in the 1930s

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“About 1880, owing to the many different types of boats competing in races, difficulty was experienced in providing a satisfactory system of handicapping, and it was decided that time allowance should be arrived at as follows:-

“The averages of each boat’s performance, for the start, added together, and divided by the number of races, to be the handicap for the next race. Any boat exceeding her handicap by 10 minutes not to have her time taken, but her next average to be her handicap. This system remained in force for a time, but was eventually abandoned in favour of ‘handicaps on performance’. In 1933 the present system of automatic handicapping was adopted, and has proved a success.”

How heartening to know that “difficulty in providing a satisfactory system of handicapping” seems to have been a problem for the SASC for more than a century!

Another aspect that emerged from the *Australian Boating Annual* article casts new light on how best to allocate a diverse fleet into sensible divisions. Initially, it appears The Amateurs based their divisions on sail area. But then, in 1905, they struck on an interesting approach by limiting the number of “hands” per boat. Thus, boats under 16 feet LOA were limited to three crew, under 20 feet to four, under 22 feet to five, under 24 feet to six and over 24 feet to seven “hands”. How many would they have allowed for the current 100-foot supermaxis? For those who cherish the history of our club, the 1936 register of boats then carrying an “A” number makes fascinating browsing. Here are just a few that might be familiar, and their owners:

A1 <i>Ranger</i>	E.C. Gale
A2 <i>Mischief</i>	Stanley Spain
A5 <i>Hoana</i>	R.C. Hughes
A20 <i>Rana</i>	R.H.C. Down
A26 <i>Lady Luck</i>	Alan Rich
A38 <i>Wanderer</i>	A.M. Merrington
A49 <i>Maluka</i>	W. Clark
A50 <i>Monsoon</i>	J.M. Horden
A65 <i>Waitangi</i>	Dr Wearn
A95 <i>Thistle</i>	Prof. Dakin

What shines through from this era is the assurance with which The Amateurs presented itself to the world, its inclusive approach to sailing, and the pride the members took in their club’s achievements.

“The policy of the club is to foster the cruiser type of boat, as against the purely racing craft. In this it has been successful, as the register contains a large number of coach-house and half-decked boats, in addition to yachts and cadet dinghies. Throughout its history it has been fortunate in having as flag officers, and on the committee, men who have taken an active interest in promoting and fostering the sport, both in the racing and cruising aspects.

“The Sydney Amateur Sailing Club on occasions has experienced foul weather, like other kindred bodies, but the storms were always weathered and today the club is the strongest and largest organisation of its kind in the Commonwealth and figures largely in the yachting activities of New South Wales.”

And so say all of us.



Photos John Jeremy

Shortly before Christmas the NSW Police Marine Area Command commissioned seven new 18.5 m patrol vessels. Each carries a 5 m boarding craft which is launched and recovered via a stern ramp and the vessels have a top speed of 27 knots with a five day endurance at sea. *Alert* (above), *Vigilant* and *Vanguard* were much in evidence on Boxing Day for the start of the Rolex Sydney to Hobart Yacht Race



The Schmidt Ocean Institute's research vessel *Falkor* visited Sydney in early January en route to Albany in WA. Scientists from several Australian Institutions will join the ship for the first ROV-based deep sea exploration of submarine canyons off southwestern Australia, and deep-sea coral reefs.

The scientific cruise will take a month starting on 26 January

A GLIMPSE OF THE FUTURE

In December Kawasaki Heavy Industries launched at its Kobe Works *Suiso Frontier*, the world's first liquefied hydrogen carrier.

This vessel has been developed to provide a means of transporting liquefied hydrogen at 1/800 of its original gas-state volume, cooled to -253°C , safely and in large quantities over long distances by sea. Kawasaki plans to install on the ship a 1,250 m³ vacuum-insulated, double-shell-structure liquefied-hydrogen storage tank, currently being manufactured at the Harima Works, and complete the vessel's construction by late 2020. Once complete, *Suiso Frontier* will be used for technology demonstration testing aimed at the establishment of an international hydrogen energy supply chain in which liquefied hydrogen produced in Australia will be shipped to Japan.

Hydrogen is gaining popularity as a key next-generation energy source to combat global warming. It does not emit CO₂ or other greenhouse gases during use, and expected applications include power generation, fuel cell vehicles and more. With the goal of making hydrogen just as common a fuel source as petroleum and natural gas, Kawasaki joined together in 2016 with Iwatani Corporation (Iwatani), Shell Japan Limited, and Electric Power Development Co., Ltd. to form the CO₂-free Hydrogen Energy Supply-chain Technology Research Association (HySTRA). This organisation has been pursuing technological development aimed at building an energy supply chain enabling economical and reliable sourcing of hydrogen in large volumes. In addition to this latest liquefied hydrogen carrier, a liquefied hydrogen unloading terminal is being built in Kobe City and a hydrogen supply facility is being constructed

The hydrogen tanker *Suiso Frontier*

Photo Kawasaki Heavy Industries



in Australia with the support of the Commonwealth and Victorian governments.

Whilst hydrogen will initially be produced by the gasification of brown coal, in time solar-powered electrolysis presents the opportunity for virtually limitless power to be produced in Australia in the form of hydrogen in a completely carbon-free process.

In Europe, the Danish company Orsted A/S, one of the world's biggest developers of wind farms, favours wind as a source of the energy needed to produce hydrogen as a zero-emission fuel to combat climate change. With Nordstrom, work continues to develop hydrogen projects in Europe. The challenge at present is cost. Hydrogen (produced by electrolysis) costs between \$US2.50 and \$US6.80 per kilogram and the cost would need to fall below \$US2.00 to be competitive with fossil fuels, a target Nordstrom believes could be possible by 2030.

Meanwhile Carnival Corporation, the world's largest owner of cruise ships, has joined the Getting to Zero Coalition, comprising over 80 companies across maritime, energy, infrastructure and finance sectors, which is committed to developing zero-emission ships and to have a commercially-viable zero-emission ship in service as early as 2030.

Carnival is also leading the cruise-ship industry in the use of LNG as a fuel and launched the world's first cruise ship powered by LNG, *AIDAnova*, in late 2018. By July 2019, exhaust gas cleaning systems or 'scrubbers' (similar to the system used in modern diesel-powered cars) had been fitted to 70% of its fleet. Meyer Werft, builders of *AIDAnova*, are now working to develop a hybrid energy system using hydrogen and a new generation of fuel cells for use in passenger ships. The fuel cells will be tested for the first time in operation onboard *AIDAnova* in 2021.

Watch this space!

The cruise ship
AIDAnova

Photo AIDA Cruises



NEW MEMBERS

We welcome the following new members:

Edward Brown
Jane Duckworth
Andrew Fields
Linda Holub
Benjamin Patrick
Arslan Pekgozlu

TENDER HOURS

Members are reminded that the hours of operation of the Club's tenders are:

Saturday (all year) 0900–1800
Friday Twilights 1600–2100 (approx)
Sunday DST 0900–1800
Sunday EST 0900–1700

SASC SHOP

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
Wide Brimmed Canvas Hats	
— small, medium and large	\$30.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$40.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$45.00
Rugby Top – S, M, L, XL and XXL	\$55.00



NEWSLETTER DEADLINE

The next *SASC News* will be the April 2020 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 March 2020. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo Richmond Jeremy

In keeping with the Sydney to Hobart Race theme of this issue, we have another start photo — this time of the yachts heading to sea after the start of the 1956 race. The start line was out of the picture off Point Piper. Note the showboat Kalang off Taylors Bay, full of spectators for an event already an iconic part of a Sydney summer. The overall handicap winner of this race was Vic Meyer's new Alan Payne designed steel yacht *Solo*. *Solo* took line honours in 1958 and 1959

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SALES**
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Yacht Sales Australia

The yacht sales professionals



Nantucket 31 - \$34,900



Dufour 35 - \$84,950



Carmen 31 - \$24,500



Cavalier 28 - \$22,500



Duncanson 29 - \$19,900



2007 Bavaria 37 - \$139,000

See our website for full details.

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