



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2021

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Boatshed	(02) 9909 2185
Racing	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au

Commodore	Sean Kelly
Vice Commodore	Peter Scott
Rear Commodore	Chris Manion
Captain	Alice Murphy
Honorary Treasurer	Bruce Dover
Honorary Secretary	Leone Lorrimer
Office Manager	Paula Morel
Executive Secretary	Karen Ewels
Racing Secretary	Catherine Baker

Cover:

Cherub and *Sana*
heading for the
finish in beauti-
ful conditions
on Sunday 17
January

(Photo John Jeremy)

CONTENTS

Coming Events	3
Signals from the Commodore	4
SASC Water Women's Rally	6
Membership Update	9
The Real Lord Howe Island BBQ Cruise	10
Southerly Reflections	17
Building <i>Isabella</i>	18
SHYR Classic Yacht Regatta	23
The Ten Commandments	25
Around the Club	26
Around the Port	27
Where Have the Cruise Ships Gone?	28
On the Water	29
From the Archives	34
New Members	35

The SASC News is published six times per year.

Editor: John Jeremy

email: news@sasc.com.au

Print Post Approved PP 255003/01708

Printed by Focus Print Group

COMING EVENTS

February 2021

SUNDAY 21 FEBRUARY 2021

Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division (Invitation Race)

SATURDAY 27 FEBRUARY 2021

Pointscore race for Super 30s, Classic Division (Commodore's Cup), Cruiser Racer Division and cavalier 28 Division

FRIDAY 5 MARCH 2021

Twilight race — *early start at 5.30 pm*

SATURDAY 6 MARCH 2021

Sydney Harbour Regatta and Classic Yacht Regatta at Pittwater, Cavalier 28 State Championships

SUNDAY 7 MARCH 2021

Sydney Harbour Regatta and Classic Yacht Regatta at Pittwater

FRIDAY 12 MARCH 2021

Twilight race — *early start at 5.30 pm*

SATURDAY 13 MARCH 2021

Pointscore race for Classic Division (Summer Series) and Mixed Fleet

SUNDAY 14 MARCH 2021

Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

FRIDAY 19 MARCH 2021

Twilight race — *early start at 5.30 pm*

SATURDAY 20 MARCH 2021

Summer Trophy Day. Point score race for Super 30s, Classic Division (Summer Series)Cruiser Racer Division and Cavalier 28 Division

SUNDAY 21 MARCH 2021

Summer Trophy Day. Pointscore race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

FRIDAY 26 MARCH 2021

Last Twilight race — *early start at 5.30 pm. A paella night is planned to follow*

SUNDAY 28 MARCH 2021

Ranger, Couta and Folkboat Sprints

THURSDAY 1 APRIL 2021

Bob Brown Trophy Race

NEED THE TENDER?

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



SIGNALS FROM THE COMMODORE

Welcome to 2021. The Club continues to operate within Covid-19 guidelines established by NSW Health and the ongoing cooperation of all members is greatly appreciated.

Sesquicentenary is not perhaps a word which rolls off the tongue, but you may hear it often over the coming year as the SASC approaches 150 years of continued operation. Members will have received by email an online questionnaire asking for input on how we should celebrate this milestone and we appreciate the many responses received to date and the many offers of assistance. We have established an Anniversary Committee chaired by Mathew Lorrimer (*Barranoa*) who has extensive international management experience with major events including Olympic and Commonwealth Games. We are in very calm and knowledgeable hands.

Events during 2022 will culminate in our next Gaffer's Day planned for Sunday 16 October 2022. Mention has been made of ambitions to assemble a fleet of 150 vessels for the event. We are now reviewing member feedback provided in the many responses to our questionnaire and this will assist us with planning.

We feel that this anniversary gives us an opportunity to celebrate our past and look to our future. An appropriate legacy emerging from the anniversary celebrations could be the acquisition of a new Starters Boat. *Captain Amora* has been in continuous operation since January 1979, and it seems reasonable to assume that she is reaching the end of her working life. We are considering a plan to raise funds for a new vessel by donation through a trust established by the Australian Sports Commission, this should make donations tax deductible. A fund raising target would be in the vicinity of \$150,000 before the end of 2022, this may be an overly ambitious target, but it is considerably less than the cost of a French submarine. We are very reluctant to commence a boat naming competition, but welcome compromising images of wealthy potential benefactors.

In regard to general housekeeping matters, the Green Shed again resembles a teenager's bedroom, although instead of half-eaten bowls of breakfast cereal and two minute noodles, we have harvested another batch of defunct marine batteries. These are not collectables and there is no battery fairy, nor is there rubbish collection at the Green Shed. If you have equipment lying about in the shed, now would be the time to remove it or label it and store it appropriately, as the chucking-out fairy in bright orange overalls is planning a visit.

Sean Kelly





Photo John Jeremy

Captain Amora about to sail for her first duty as the Club's starter's boat on Saturday 20 January 1979. Built in 1973 as a fishing boat, the Club bought her for conversion in 1978. After many years faithful service she is now revealing her age. The flag P she flies is not the Preparatory Signal, it probably suggests that her crew should embark as she is about to depart

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*



SASC WATER WOMEN'S RALLY

Tony Cousins of Cuttlefish reports

What a difference the water women make! It didn't take long for new Club Captain, Alice Murphy, and fellow Director, Leonie Lorrimer, to raise the tone in Mosman Bay. Along with a select committee of like-minded 'can do' lady sailors, they were the driving force behind the Amateurs' inaugural *Water Women's Rally for Fun* on a surprisingly brisk Sunday in December.

Tasteful graphics popped up around the Club inviting all women for 'free sailing, informal training and the opportunity to build their confidence and skills'. No less than 15 yachts answered the call, hosting over 60 women sailors.

The complement of the good ship *Cuttlefish*, organised by regular first mate Janice, consisted of a flock of friendly ocean swimmers from Coogee who gathered at a deceptively sheltered clubhouse to discuss their forthcoming adventure over morning tea along with literally boatloads of other excited debutantes.

Knowing full well that everyone on board could swim faster than we normally sail, the safety briefing was pretty standard, (1) No yelling, ever, (2) One hand for the ship and (3) If you are uncomfortable about anything, let us know. The vibe of the day was fun and anything but competitive, right up our alley. In keeping with this theme, we missed the nominal 1200 noon-start time as caution dictated a generous reef in a freshening westerly.

Double Dutch was well reefed for the fresh westerly

Photo Nicola Mepstead





Photo Nicola Ferendinos

The informal rally format over a self-determined course was well received by those who, inexplicably, may at some time in the past have observed that yacht racing doesn't necessarily bring out the best in some alpha menfolk. Really! No such dramas as we cleared the Bay under main alone and decided that Rushcutters Bay was looking good as the breeze found its teeth.

Adopting the adage, 'gentlemen never sail upwind', particularly on a gaff-rigged picnic boat in upwards of 25–30 knots, each of the novice crew took turns at the helm and mainsheet as we honed our reaching skills down the harbour before striking the main in favour of the jib which whisked us to the very civilized shelter of Vacluse Bay. Smoked salmon sandwiches washed down with French bubbles and a swim preceded a bit of waterfront-mansion spotting on the motor home.

Having missed the start and the finish, true to form, we missed most of the presentation being the last boat in, very satisfied with our day's work. It was great to see the Club bristling with ladies who had obviously enjoyed their day. The evening went swimmingly as well, with no shortage of confidence as the champagne and stories flowed on one of those perfect summer nights on the deck. In keeping, I think the *Cuttlefish* crew was the last to leave. What a great day and what a difference the Amateurs' wonderful water women have already made at the helm.

The crew on *Lonely* enjoying some brisk conditions in the Rally



Photo Nicola Mepstead

Tony Cousins and the crew of *Cuttlefish*

Some Comments from New Crew

“Thank you so much for yesterday — it was such a fantastic day!” Emma sailing on *Barranoa*.

“It was a fabulous day and really looking forward to doing more with the Club. Leone and Matthew were great coaches who looked after us and were able to encourage and instill confidence in us all.” Robyn sailing on *Barranoa*.

Formalities at the Club after the Rally

“I loved last Sunday — and everything about the event! Thank you so much!” Bronwyn sailing on *Sana*.

Photo Nicola Mepstead



MEMBERSHIP UPDATE

February 2021

Who are all those people in the clubhouse?

It's been about 18 months since the members voted to adopt changes to the membership categories which means that it's high time for another short update.

Like many sporting clubs, the Amateurs is finding that members don't stay quite as long as they used to, so to keep membership levels stable, we have to attract more new members than before. Add to this Covid-19. Back in March when sailing was restricted, the Board was understandably a little nervous that a few members might slip away.

Despite these challenges, I'm pleased to report that SASC membership has been growing. As of the end of November 2020, we had a total of 455 members across all categories. This is an increase of 22% since November of two years ago. The bulk of this growth has come from the 73 Crew Members. Full Membership (what used to be called Ordinary Membership) has increased by only 1%, but we know that 'Crew' has not been cannibalising 'Full'. We also have a healthy 'pipeline' of applications at the time of writing and I'd be surprised if total membership didn't rise by at least another 20 before the end of the financial year. Membership revenue has also been rising meaning we have more people shouldering the financial burden.

Around 150 sailors have purchased an SASC SailPass. We now have the names and contacts of sailors racing in our fleet and we are able communicate with them directly. Our aim is to encourage the regular sailors to move up to Crew Membership.

A couple of people have asked me, "At what point does the club have enough members?" My answer is that neither the Membership Committee or the Board have identified any problems resulting from having more members, in fact the opposite appears to be true. The average member age has come down slightly and the level of diversity has risen — as evidenced by the hugely-successful *Water Women's Rally for Fun* event held recently.

I'm happy to answer any questions. If you don't catch me around the club, email me on tom.moult@gmail.com.

Tom Moult



Photo Catherine Baker

Plenty of pleasure in *Shambles* during the Rally

THE REAL LORD HOWE ISLAND BBQ CRUISE

by
Herschel Smith

A tale of escapees on Double Dutch

Skipper: Phil Tanner.

Crew: Simon Burgess, Mark Dando and Herschel Smith

Was it open? No. Will it be open? Maybe (in the hands of the ‘health experts’).

The administration on Lord Howe Island was taking bookings for moorings in pencil only, with the new LHI biosecurity measures necessitating a trip to Bunnings to purchase a plethora of rat traps and bait, not to mention rat guards for the mooring lines and the completion of an encyclopedic biosecurity declaration.

The traditional date of two Tuesdays after the Melbourne Cup can’t be ignored. The communications from the long-term organising group of Nigel Stokes, Tiare Tomaszewski and Tom Moulton were yet to be received, but their attentions were drifting and it seemed that Plan B was moving in front by a head as the crowd favourite.

It was a gamble some couldn’t take. Will we go anyway? Hell yeah!

The island opened again for business at the beginning of October with Phil getting our accommodation, mooring and biosecurity secured. The forecast was for north easterlies, north easters, NE, east of north etc. for days ahead!

Simon Burgess,
Herschel Smith
and Mark Dando
on a calm Sydney
Harbour

Photos courtesy Herschel Smith





Simon and skipper Phil Tanner enjoying a glass of red with dinner

We left the club early on Thursday and motored up the coast surprisingly into a light north-east breeze. Then roughly up off Gosford the skipper decided that, given we were in a sailing boat, it was a good idea to sail. After a night of sailing east and then back west to a spot not much further north from where we started sailing, we slowly made our way up Stockton Bight. A southerly change was predicted in the afternoon; bewdy — just what the doctor ordered! There were nice clouds in that front coming up the coast and they always head north up to the Hunter, not out to sea in our direction.

No problem — it's not for us anyway! But the big, but not so long, dark-grey front headed RIGHT for us. Nah, it will go north. Bugger me — look at that white-out heading straight for us! Jeez — doesn't look like it's going north. Round up, pull some jib in, lots of wind, lots of rain. Can't see 20 feet in front of us. Can't see the beach anymore. Phil, from below decks where he was attending to a bilge pump that didn't want to stop pumping, shouted 'Better do a goosey and head for the open sea — 120 would be a good course.' Wow! This is awesome — nature at full throttle. 48 knots on the wind-speed and heading to Lord Howe at last. Water, water everywhere, a lot of it blowing down below over the hatch slides where Phil is still dismantling the bilge pump whilst balanced on his ear, (crikey, there's a lot of small parts in a bilge pump) and a lot down my sleeves as I am steering.

As it calmed down and cleared we could see Port Stephens as we sailed north — a destination for others.

We had dinner that Friday twilight gently sailing past Seal Rocks and then the nor'easter came back at 20 knots so we cracked off a bit and headed for Lord Howe.

A lot has been written in these pages about why we sail off the coast in small boats and take on what the beautiful sea has to offer. To see the mainland disappear and know that once we are past the coal ships, lurking, waiting off the coast, there isn't much to see, except for the gorgeous deep-blue colour of the ocean, the way the weather patterns are so different to the coast, dolphins, sunfish, ocean birds, but no other vessels. It is also interesting to think that, once you are 200 miles out, you are really out of reach of rescue, apart from the new Sydney water police launches, but you'd have to step off your boat out there as they only collect people in dire emergencies.

It creates a hectic peace on the boat. You are there to keep driving the boat forward the best you can in the conditions you have, and all those other musings you have on land disappear. It's a very narrow and enjoyable focus and a great experience in interpersonal relationships, best done with an open heart. There must be some attraction to the trip apart from getting that beautiful sea under your wet weather gear because this is my sixth time, the third with Phil in *Double Dutch*.

Lord Howe Island
at sunrise



On the third day out the wind died out early and we were motoring at breakfast time. A light wind came around from aft of the beam and it was time to try Phil's new 60 m² assy. Let's hope Andrew Chapman has packed it properly, because it's not been out of the bag since it was collected on the day before departure. Of course it was, and out she popped, resplendent in ocean blue. The breeze increased to 12–14 knots and with 10 knots through the water and the sun sparkling off the sea we knew why we were there.

Fabulous! We carried the assy almost all day even when the wind went forward but, eventually, had to pull it down as the wind increased and common sense prevailed. All the work Phil had completed on *Double Dutch* was proving to be very robust and thoughtful in its design. Especially relevant were the mast repairs with the big assy powering us along.

Fourth day out — we were hoping to make it to Lord Howe Island that day, but no chance. However the assy went up again with a nice light breeze and we sailed most of the day and when the wind died we motored through the night.

As the first light of day expanded over the horizon, we could see the cloud sitting over the island. We arrived at the island at 6 am with the sun rising over Mounts Gower and Lidgbird — a spectacular welcome. Lord Howe is an exposed seamount, a 7 million year old volcanic remnant sitting on top of the Lord Howe Island rise. It's only about 2% of its original size. Other features on the way over are two seamounts, Taupo and Barcoo, which rise from approximately 4000 m to 850 m and are many times bigger than Lord Howe, and of course Balls Pyramid 15 n miles SE of the island is a spectacular sea stack at 561 m — the world's tallest.

Double Dutch
at anchor in the
lagoon

Onto channel 12 and call the copper. Our old friend Simon has moved on, apparently to a new Water Police station on the north coast, lucky man. Well, the new copper is very busy bringing in other boats and we have to wait our turn. A nice little tourist jaunt around the island fitted in very well with breakfast, accompanied by a small pod of huge dolphins. At 10 am we were in. What an amazing lagoon. You could be in the Coral Sea or Tahiti. Clear water, sparkling sun, white beaches and the mountains. However now all the rats are gone, hopefully, we have to be 'bio-inspected' which in this gorgeous setting with friendly officials and a very fit and attractive biosecurity officer, is not a chore. Rat traps are out and shoes are





The lagoon at
Lord Howe Island

definitely on. Our biosecurity officer gave us the all clear on *Double Dutch's* hull ensuring no biofouling, making special mention of the condition of her beautiful bum — we all wholeheartedly concurred!

We were a day late so we added another day to our accommodation thanks to Gay at Somerset Apartments who is always helpful. We were lucky, though, as the island is booked solid until almost the end of 2021. By lunchtime we were settled into the apartment and off to the Anchorage for a good coffee and a cold beer. How peaceful to sit there with a beer in hand, with nothing to do but to enjoy the view of the lagoon with the mountains behind.

Holiday activities ensued, walking the tracks, swimming etc. Simon went diving, Mark and I did the Mount Gower walk/climb — the fifth time for me as it is a special experience and good for the conditioning. Lots of time at the Anchorage — coffee, beer and dinner!

Ok — for the people interested, there was a BBQ on the Tuesday evening at Ned's Beach.

Attending were *Sequel*, *She's the Culprit*, *Shambhala*, and *Double Dutch*. *Imalizard* came into the lagoon at the same time as us but didn't come to the BBQ. Normally we are spoiled by the locals with fantastic BBQed meat and fish, salads and dessert but this time we had to fend for

ourselves which brought out interesting skills in lots of areas, especially in lighting the BBQ. Our skipper Phil was obviously skilled in an urban scout troop as he brought along a jerry can of diesel to light the wood — interesting aroma! We managed to create some good tucker and a great night was had by everyone. Getting to know our Newcastle neighbours better was a real highlight and so was talking to Keil and his wife Michelle on *Shambhala* who have been cruising for years.

I always think it unique to walk home with a full load on board, under the trees east of Ned's beach in total darkness, I mean pitch black, with mutton birds squawking either side of the road, occasionally underfoot, and no reference on which way to go except for the camber of the road and the drop off the edge onto the gravel. Lots of expletives and laughs.

All too soon it was time to drop the mooring, one last refreshing dip, advise the copper on channel 12 and follow the leads to the open sea. It really is a special anchorage. Every time I've been the sun is shining — lucky! Heading west, back to our routine, losing track of time, the feeling of going nowhere in particular but then continuing beyond to somewhere in particular. We were on our way at 11 am, a week after we left Sydney. I know that I've said it before, but this really was champagne sailing — reaching out into a calm sea with the sun gently embracing us. The symmetrical kite went up after lunch and I think we pulled it down at 11 pm, only because the wind died — more motoring!

Mount Gower
from the sea





Dinner at Neds
Beach

Day 2: The small assy (pinched from *Clewless?* for the trip) went up and stayed there all day. We had a good blast of wind, 20–25 knots NE overnight so a bit of reefing was necessary. Not too much of a hassle which was kind of the weather gods, as normally you get a hammering once on this trip.

Day 3: The wind went light, directly from where we wanted to go, SW. We were motoring again as there was no point in sitting around doing three knots.

We arrived back in the Heads at 6 am on Sunday, a 67 hour trip. Not bad — our fastest crossing so far.

A clean up and coffee at the Rowers and time to start thinking about all those land-based jobs. It was good to be at sea.

Enormous thanks to Phil from the crew. Phil always does an excellent job in preparing *Double Dutch* for the trip and this time there were lots of upgrades, after the experiences of our last crossing, which were very well thought out and expertly done. Phil is also a very good navigator, backed up by great skills on the iPad. It's always a calm and reassuring experience sailing with Phil but don't leave the water tap on!



It is great to see two new entries in our Classic Division, *Anitra V* and *Zara*. *Anitra V* was designed, built and campaigned by the Halvorsen Brothers. In 1957 she won the Sydney to Hobart race and was second in 1956, 1958 and 1959. Has this astonishing result ever been equalled or surpassed? Philip Brown is now the blessed owner.

John Griffin is the proud owner of *Zara*, a forty-seven footer designed by the famous US naval architect Bill Luders. She was built by Cheoy Lee in 1974 in GRP. This is, I believe, the first time that a non-timber vessel has entered in the Classics. There is a precedent; in the nineteenth century a few racing yachts were built in iron, steel and aluminium. A GRP-built Dragon would be a very welcome entry and would be a true classic design.

The thirty square metre *Fagel Grip* has competed in the Classics for some years and was originally owned by WWII rocket designer Dr Werner von Braun. She is very fast and beautiful and is a great asset to our fleet. Owners, please approach other classics to join us. It would be great to have enough classics to form two divisions.

Southerly

Photo John Jeremy

Zara approaching
the finish of the
Twilight race on
15 January



BUILDING ISABELLA

by
Bill Thompson

This is the story of building the 26 ft Nordic Folkboat *Isabella* between 2014 and 2020. My affair with Folkboats started in about 1974 when we sailed on *Ilimo* which my Aunt Ann Gash later went on to voyage around the world plus many further trips on *Stella Ilimo* to New Zealand, San Francisco and elsewhere.

I was already sailing *Ronja*, a fibreglass International Folkboat when it occurred to me that building from scratch would be an exciting project. Seemed like an ideal job for the large shed I had built on our property with its pretty extensive wood and metal working facilities.

I built a 9 m × 2 m lofting table which I used with the table of offsets supplied with the plan and elevations from the Nordic Folkboat International Association to generate the 14 temporary station moulds. My wife and I attended the Wooden Boat School in Maine USA in 2013 where I took the two week Advanced Fundamentals of Boatbuilding with Greg Rossel. This was a marvellous experience.

The other great virtual classroom was Instagram — particularly the posts by Simon Sadubin and Tom Coventry from Sydney Wooden Boats. I copied many of their details — particularly their methods of using laminated flooded gum for the floor timbers and using Tufnol under all the deck hardware.

The flooded gum centreline timbers were produced from two flitches 250 × 250 × 5 m which required a gantry crane to handle into the bandsaw. These were originally from the Atherton Tableland and had been air drying for about 25 years.

The NZ Kauri planking was re-sawn from 6 m × 300 mm × 50 mm

Photos courtesy Bill Thompson

Isabella lining out
in February 2016





planks which I sourced in Tasmania from a gentleman who had harvested it from NZ before the export ban. Andrew Denman at Kettering in Tasmania ripped it down and thickened the planks to 16 mm.

Planking under-
way



Photo Alice Murphy

Isabella on launching day

SASC NEWS

Below the waterline I used a product called Slick Seam from USA on the lands between the planks. It is a wax-like product which allows the planks to move. The planks are fastened with copper roves and rivets. I made a clamp which grips the planks together, holds the dolly and allows peining of the rivets. This enabled the fastening to be a solo job. The hood ends and the keel joint of the garboard planks were fastened with silicon bronze screws.

The end of each plank has rolling, tapering rebates called jerralds or gains which enable the plank overlaps to transition to flush at each end. They took about 6 hours each end starting with a Stanley No. 78 rabbet plane. Lots of chalk and scraping eventually gives the required fit.

The sheer strakes are Australian red cedar.

Once the planking was completed the station moulds could be removed. Before placing the floors into position I treated the interior surfaces with Deks Olje — numerous coats every 20 minutes or so. I then varnished the interior with further countless coats of Altex Timbercote, sanding between the last few coats.

The celery-top pine ribs were formed from three steam-bent laminations glued together with resorcinol formaldehyde. The laminations were about 8 mm thick which enabled the bevels to be cut to the inner and outer surfaces without cutting through the glue layer. The steam bending was done using a polythene sleeve fed from a wallpaper steamer. The laminations were steamed, then clamped into position over a series of blocks to the required curve. When properly clamped the steam was then turned off. I used this technique for all steam bending as you can take your time clamping it whilst it remains hot in the steam-fed sleeve.

The deck consists of two layers of 6 mm gaboony ply. The top layer was vacuum pressed onto the lower layer. A gap was left around the sheerline, centreline and cabin to insert flooded-gum margin boards. The vacuum bagging technique involved a pump from eBay, shade cloth to spread the vacuum and polythene sheet taped around the edges. The first deck layer was epoxy coated on the underside before fixing into place. This was easier than coating overhead from the inside and also helped prevent air leakage during vacuuming.

The cabin is all red cedar using two layers to allow curving. The roof has two layers tongue and grooved with a V-joint to the interior joints. The roof has compound curvature which produces a sweet profile. The cabin roof and deck were fibre glassed with epoxy.

Isabella has a 5 kW electric motor and 48 v lithium-ion batteries. These are installed in stainless sealed boxes under the cockpit sole, above the keel. Lithium-ion batteries need a battery management system which is installed in the control panel.

The battery system has a capacity of 100 amp hours at 48 volts. *Isabella* cruises happily at around 30 amps giving about a three-hour endurance.

There are several bronze components which I cast at home using a homemade gas-fired furnace. The propeller shaft skin fitting, skeg and the rudder fittings are all sand cast using Petrobond sand.

The prop shaft comes out on the port side to avoid a rudder cutout and to avoid weakening the deadwood. The motor has a 2:1 reduction vee-belt drive.

The cast iron keel is fastened using stainless bolts through the keel and floors. I used bronze nuts as stainless on stainless tends to gall. I sand blasted the keel with garnet using a large

diesel compressor (eBay) and a pot from Hare and Forbes. It has many layers of Interprotect epoxy and is sealed to the keel timber using a combination of oakum and Sikaflex 291 spaced so as to ensure about a 3 mm sealant depth.

Isabella is finished with Toplac with varnished sheerstrakes and margin boards. The deck is coated with Kiwigrip. This is an excellent water-based product which creates a texture using a textured roller.

The interior cushions were made by a local motor trimmer.

The keel, spruce mast, boom and most fittings came from an old Folkboat I imported from San Francisco. They are all authentic European Folkboat pattern and of excellent quality.

Isabella was launched on 11 November at Woolwich Dock and now lies happily at the Mosman Bay Marina. We had a great start winning in her first race with the Sunday Classics Non Spinnaker Division.

As Lin Pardey said at the 2017 Wooden Boat Show in Tasmania, building a boat involves a whole lot of sub-projects — building centerline structures, setting up moulds, planking, deck, cabin, fitout etc. Having done every step on my own (except the interior upholstery) it's been a real learning process at each stage. Each is a fascinating milestone or project in itself. It's quite a surprise (and a thrill of course) when one day a yacht emerges from all these joined up sub-projects. Not quite all on my own, my wife has been my greatest supporter and has patiently waited whilst a list of outstanding home projects has gradually grown over the last six plus years.

Isabella at her berth in Mosman Bay





Photo John Jeremy

Isabella sailing on Sydney Harbour



Photos John Jeremy

Whilst the Rolex Sydney to Hobart Yacht Race had to be cancelled last year, the CYCA SHYR Classic Yacht Regatta went ahead on Sydney Harbour as planned, providing another spectacle of classic yacht sailing. Here *Kioloa II* shares the water off Nielsen Park with *Cherub*, a competitor in the SASC Sunday non-spinnaker series on 12 December 2020



Nike (A25) and *Plum Crazy* (MH137) on the second day of the Classic Yacht Regatta.
Nike finished third in the event in Division 2



Lolita finished third in Division 3 (non-spinnaker) in the CYCA Classic Yacht Regatta



Mister Christian under spinnaker off Steele Point, as seen from *Captain Amora* at anchor in Taylors Bay on the finish line for the Sunday series. *Mr C* took fourth place in Division 2

THE TEN COMMANDMENTS

February 2021

As explained under the World Sailing Racing Rules of Sailing
(2021–24)

The newly-revised RRS came into force on 1 January this year. David Salter outlines the appropriate interpretations to ensure that the “Blue Book” rules remain consistent with the “Good Book” as they apply to sailing with the SASC.

1. Thou shalt have no other gods before me

This is clearly a reference to the Commodore, although in practice most scholars now believe the restriction also applies to Flag Officers, and possibly the Hon. Treasurer. *

2. Thou shalt not make unto thee any graven image

A strict interpretation of this Commandment seems to prohibit publication of the *SASC News*, however, whether the website version is “graven” is open to question.

3. Thou shalt not take the name of thy Lord God in vain

This covers exclamations during racing such as “For God’s sake!” and “Oh my God!”

(For rulings on the more common “Jesus Christ!” please refer to the New Testament.)

4. Remember the Sabbath day, to keep it holy

There is agreement that, in this context, “Sabbath” encompasses both Saturdays and Sundays, depending on the day of the race. Friday twilights are apparently exempt.

5. Honour thy father and thy mother

As the SASC does not have a Junior Program this Commandment appears to have little practical on-water application for members, most of whom are grandparents.

6. Thou shalt not murder

Instances when this prohibition would be enforced during normal racing are rare, but it could apply in post-race situations such as “I could really murder a 150 Lashes!”

7. Thou shalt not commit adultery

Ignore. Most theologians agree this is probably a mis-transcription. (Remember that Moses had to write the Commandments out again after smashing the original tablets.)

8. Thou shalt not steal

Biblical scholars tend to the view that this is a reference to “burglary” rather than outright theft. In yacht racing it obviously therefore applies to unfair handicaps.

9. *Thou shalt not bear false witness against thy neighbour*

A clear warning to those who might be tempted to give misleading evidence at Protest Hearings, especially in regard to questionable requests for Redress (Appendix 10).

10. *Thou shalt not covet*

The accepted interpretation is that while an owner may envy the new sails, spars and instruments of their main rivals, they must never *covet* them — in polite company.

We trust this has been helpful. Safe sailing!

[* *Or perhaps this is a reference to the Race Officer?* — Ed.]

AROUND THE CLUB



Photos David Salter

What a show! Congratulations to Maggie Looney, the keeper of the hydrangeas. Well done!



RAN photograph

The RAN's newest ship, the replenishment ship *Supply*, arrived in Sydney on 15 January from Spain via Perth. She replaces HMAS *Success*, recently scrapped

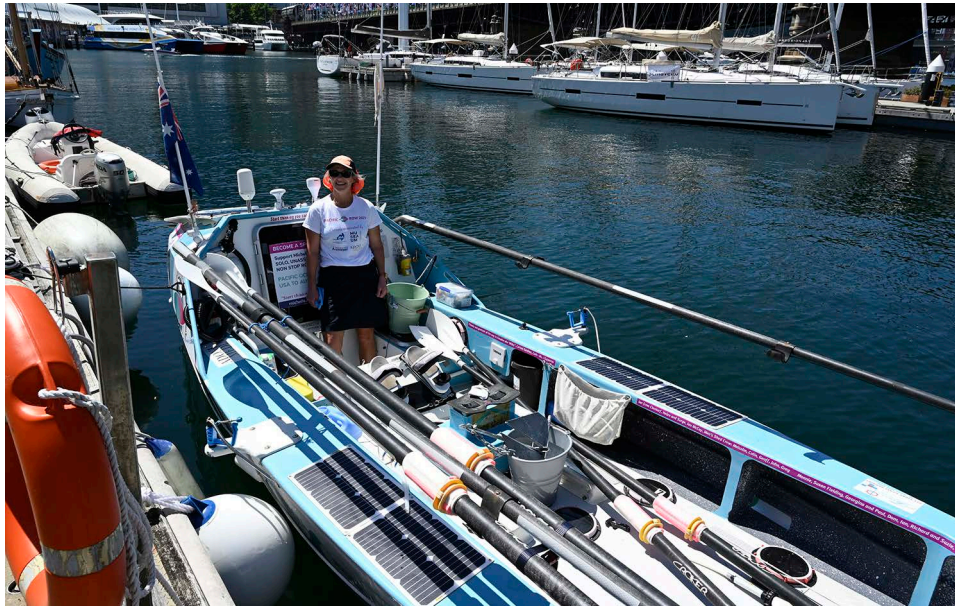


Photo John Jeremy

Met at the Australian National Maritime Museum in December, Michelle Lee, who is planning to row solo across the Pacific this year in *Australian Maid*. She has 'warmed up' for the task by rowing across the Atlantic in 2019

WHERE HAVE THE CRUISE SHIPS GONE?



Photo John Jeremy

The COVID-19 pandemic has hit the cruise industry hard, and some visitors to our shores will never be seen again. One such ship is the popular *Astor*, built in Germany in 1987, seen here in Sydney on Sunday 23 February 2020. She became one of the casualties of the pandemic, with many ships of her era being sold for scrap.



El Rincon Del Tribulante

Astor was sold at auction by C.W. Kellock London Ltd. on 15 October 2020 for US\$1,710,000. She was beached in Aliaga, Turkey on 23 November 2020 for breaking up. By the time you read this there may be not much of her left. What a difference a year makes



Photos John Jeremy

The first racing day in the 2020-21 Summer Season enjoyed a beautiful south-easterly with plenty of sunshine. The Super30s made the most of it



The Cavalier 28s starting in the race on 9 January



The Commodore made a fine port-tack start in *Lonely* for the Cruiser Racer Division race on 9 January



Cuttlefish setting off with a bone in her teeth at the Division 3 Twilight race on 15 January



Earnest concentration in *Barranoa* in the Twilight race on 15 January



Tanami looked too good to touch, gleaming in the afternoon sun



Ariel and Clewless? at the finish on 15 January



The Twilight fleet on the way from the Point Piper mark to the finish in Athol Bay



Surprise about to finish in the Sunday series race on 17 January.
She finished third in her division



Camilla finishing on 17 January



Photos John Jeremy

Over the years the SASC has conducted many events for yachts of different classes — some of which are now rare on our waters. This photo of *Alice B* (A157) and *Riff Raff* (A88) was taken during S80 championships on 4 March 1990



What did you say? Communicating with *Captain Amora* during the S80 event.
This boat looks like the Wilsons' *Thea* (A189)

NEW MEMBERS

February 2021

We welcome the following new members:

John Clancy
Christopher Clear
Matthew Dickason
Hugo Haskard
Michelle Haskard
Piers Haskard
Scott Middleton
Paula Morel
Robert (Bob) Penn
Guthrie Williamson
Virginia Wood

TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

TENDER DRIVERS NEED A BREAK TOO

On some days the demands on the duty tender driver never slacken. They need a break just like everyone else, so please avoid calling them between 1245 and 1315 so they can grab some lunch.

SASC SHOP

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$41.00
Racing 'A' flag (new stock)	\$27.00
Racing 'A' flag (old stock)	\$20.50
Club Tie	\$25.00
Club Cap	\$20.00
Club Wide Brimmed Hat	\$30.00
Polo Shirt – Short Sleeve	\$40.00
Polo Shirt – Long Sleeve	\$45.00
Rugby Top	\$55.00
SASC Water Bottle	\$15.00

NEWSLETTER DEADLINE

The next *SASC News* will be the April 2021 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 March 2021. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Tempus Fugit heading for a Division 3 win
in the Twilight race on 15 January
(Photo John Jeremy)

