



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2022

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Keeping the weight where it counts — *Clew-less?* on the way to line honours on Sunday
16 January
(Photo John Jeremy)

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COMING EVENTS

February 2022

SATURDAY 12 FEBRUARY 2022

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

SUNDAY 13 FEBRUARY 2022

RANSA Regatta

FRIDAY 18 FEBRUARY 2022

Additional Twilight race due to postponement of Anniversary Regatta

SATURDAY 26 FEBRUARY 2022

Point score race for Classic and Mixed Fleet Divisions

SUNDAY 27 FEBRUARY 2022

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

SATURDAY 5 MARCH 2022

Sydney Harbour Regatta and Classic Yacht Regatta at Pittwater.
Point score windward/leeward races for Super 30 Division

SUNDAY 6 MARCH 2022

Sydney Harbour Regatta. Point score passage races for Super 30 Division.

SATURDAY 12 MARCH 2022

Point score races for Super30 Division, Classic Division, Cruiser/Racer Division and Cavalier 28 Division

SUNDAY 13 MARCH 2022

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

SATURDAY 19 MARCH 2022

Point score race for Classic Division and Mixed Fleet Division

FRIDAY 25 MARCH 2022

Last Friday Twilight race for the 2021—22 Season

SATURDAY 26 MARCH 2022

Point score race for Super30 Division, Classic Division, Cruiser/Racer Division and Cavalier 28 Division. Summer Trophy Day

SUNDAY 27 MARCH 2022

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

SATURDAY 2 APRIL 2022

Club Championship

NEED THE TENDER?

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



One of the few crimes yet to be gazetted is bludgeoning someone to death with the Crimes Act 1900 (NSW). Interfering with a person guarding a ship wreck, along with garrotting, continue to feature in that weighty tome.

Unfortunately, few have the time to make a hobby of garrotting, while even the most seditious of flag officers, would doubtless baulk before attacking some poor soul standing over the bleached, beached, bones, scattered in some sunken sepulchre.

By land or sea and places in between, most laws target the deranged, the devious or the contumelious. The exception being the unconscionable persecution of angelic Ninja 1000 riders.

In November of 2021, your Board circulated and published updated boatshed by-laws guiding those who wish to book a berth at the Green Shed. The current rate is \$29.90 per day, a commercial marina would charge \$130 per day for a mid-size vessel.

The Green Shed berths are provided exclusively for those undertaking vessel repairs and servicing. As many of us are acutely aware, the shed infrastructure is difficult and expensive to maintain. This, our experts suspect, is due to the proximity of a large and dynamic body of salt water.

The November by-laws also limit any booking to one consecutive period of no more than five days per month. A flaw in the legislation has recently been exposed. Clause 5 of the by-laws will be amended at the next meeting of the Board, so that the words “per month” are replaced with the words “in any thirty-day period.”

It remains a requirement for those wishing to book outside of these codes, to file an application with the perennially dehydrated Vice Commodore.

We are a club which has always been able to rely upon the honour and goodwill of the membership. Regulation is anathema to our altruistic fraternity and this doubtless explains why some are exhibiting persistent confusion over the new by-laws.

As recently announced, the 150th anniversary events scheduled for February of this year have been postponed. Love in a time of Omicron just seemed unwise. Mathew Lorrimer and the anniversary committee have done all that could be asked of them and members will be kept fully informed of developments. We have a keg and a box of sparklers on standby.

As the year commences, it remains my great privilege to serve with so many who generously volunteer their time and expertise to the Club. We continue to welcome new members, amongst them are those who will hold, the temporarily mislaid, launch codes, in future years. Your contributions are eagerly anticipated.

When members are away from the water, perhaps reposed on the Crimes Act, studiously practicing knots on short lengths of rope, aiming a sanitised curser at the Sampson Boat Company website may prove rewarding.

Sean Kelly



Photo John Jeremy

Surprise and *Cherub* heading for a very close finish on Sunday 12 December 2021

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*



by
John Jeremy

The morning of Sunday 16 January dawned with the prospect of another beautiful day on Sydney Harbour running the Sunday series races in *Captain Amora*, a task much enjoyed by the race management team. This day was, however, different. There was a current tsunami warning as a result of the enormous volcanic explosion and eruption in Tonga. People were advised to keep clear of the shoreline and be aware that there could be strong currents and unexpected eddies. Indeed, the night before, tsunami surges had been recorded on the coast of NSW and there was the possibility of more for some hours. The tsunami and air blast from the volcano were felt all around the Pacific Rim and, indeed, the world.

In this day and age the SASC has a management plan for just about anything, but not for tsunamis. Even during the 2000 Sydney Olympics we had a Whale Management Plan but no Tsunami Management Plan.

Tectonic plate boundaries some 8,000 km long lie to the east, northeast, north and northwest of Australia and all are capable of generating tsunamis affecting the coast of Australia. Tonga lies directly on top of one of these boundaries. Tsunamis are usually generated by earthquakes in these subduction zones — tsunamis generated by volcanic explosions are unusual but have proved devastating in the past, like the eruption of the Indonesian island Krakatoa, located in the Sunda Strait, which occurred in 1883. It has been postulated that a violent eruption of Krakatoa in 535 resulted in global climate change for several years with crop failures, famine and millions of deaths worldwide.

Australia has been affected by tsunamis 55 times since European settlement including seven this century, the most recent in March 2011 following the Tōhoku earthquake in Japan. They were generated by events as far away as South America, Japan and Alaska, as well as closer locations like New Zealand and Indonesia. One of the biggest occurred on 23 May 1960. The Valdivia earthquake in Southern Chile occurred on 22 May and was the largest earthquake yet recorded at 9.4 to 9.5 on the moment magnitude scale [1].

The tsunami generated by this event arrived on the NSW coast on the morning of 23 May. I remember it well — I was in the ferry *Kooleen* on the way to work on Cockatoo Island when the tsunami arrived in the harbour. The ferry was attempting to berth at the Greenwich Point wharf as strong currents were producing large wakes around the wharf piles. *Kooleen* finally managed to secure alongside (with only one line, as was the usual practice) when the current reversed swinging the ferry away from the wharf and breaking the mooring line. After some manoeuvring, *Kooleen* was finally secured. I seem to recall that during the event the water level in the harbour rose and fell about two feet

in some 20 minutes. The speed of the current observed in the harbour ranged from 6–30 knots depending on location. The largest reported current, 30 knots, came from Iron Cove near Balmain and The Spit in Middle Harbour [2]. On Cockatoo Island there was concern that the surge would flood over the entrance of the Fitzroy Dock, which was empty but unoccupied at the time.

The extraordinary event at the Hunga Tonga–Hunga-Ha’apai volcano must surely remind us that it is prudent to take tsunami warnings seriously. Perhaps the SASC needs a Tsunami Management Plan after all.

1. The Moment Magnitude Scale was devised in 1979 and is the authoritative magnitude scale for ranking earthquakes by size. It is similar to the Richter scale devised in 1935.

2. *Measurements and Impacts of the Chilean Tsunami of May 1960 in New South Wales, Australia*, State Emergency Service, 2009.



Photo John Jeremy

Sana revelling in the beautiful breeze on Sunday 12 December

The Sydney newspapers of the past often reported in some detail on the activities of Sydney's sailors. This report appeared in The Sydney Morning Herald of Monday 14 October 1878. The SASC was then only six years old.

That the harbour of Sydney has produced a class of amateur sailors, hardy, experienced, and fearless, was remarkably exemplified on Saturday, when opening day of the season was celebrated by the Sydney Amateur Sailing Club. The members of this club are composed of those who only essay the handling of open boats with limited length of beam, and it says a good deal for their spirit and although a westerly breeze of pretty good strength, with occasional heavy puff, was blowing during the afternoon, no less than 27 out of 33 boats turned out, some of them being light dinghies, that might not have been expected, to weather such a boisterous wind.

The craft represented were the *Lizzie* (Vice-Commodore Johnson) *Carlotta* (Commodore Hyam), *Ethel* (Mr F. Thomas) *Irene* (Mr Solomon), *Minnie* (Mr C Burns), *Pandora* (Mr. Elliot), *Named 9* (Mr Cooper), *Local* (Mr Bull), *Young Jack* (Mr Milford), *Midge* (Mr W. J. Gilchrist), *Haidee* (Mr Minnett), *Bronte* (Mr Gardyne), *Sea Breeze* (Mr. T Marshall), *Muldoa* (Mr Mackinson), *Snowdrop* (Sir N Johnstone) *Stanley* (Mr Stephens), *Arithea* (Mr P. Williams), *Efflo* (Mr A Moston), *Lucia* (Mr Sutton), *Ida* (Mr A Johnston), *Arrow* (Mr C. G. Benbow), *Myra* (Mr P Anderson), *Orin* (Mr A. J. Sutton), *Orpheus* (Mr N Grant) and *Cythera* (Mr Lawry). The boats assembled in front of Circular Quay, and manoeuvred about for some time, until the signal to follow in line was hoisted, and the little fleet sailed down towards Mossman's Bay, presenting a very pleasing spectacle. Several of the larger boats, such as the *Lizzie* and the *Carlotta*, had taken the precaution of reefing and as it was, they both staggered under one or two of the gusts that came fitfully during the day. The lighter craft, a few of which carried lighter sails, were managed excellently, and all reached the rendezvous at Cremorne safely. There an ample, if not recherché, repast was partaken of, *à la fresco* fashion, with great relish by the hungry yachtsman, and the formal part of the business commenced.

Mr Dietrich proposed the health of the Commodore.

Mr Hyam responded and thanked them for the very kind manner in which they had drunk to his health, and for the kind expressions made use of. They had been very fortunate in their evolutions this year. A fortnight ago they had been obliged to postpone them because of the unfavourable weather, and they were in a very much the same fix today. Some of them might think he had gone wrong in not taking their boats through their evolutions, but it was simply because of his regard for the boat owners, and lest their might have been a fatal termination of the day's proceedings.

Mr Johnson, the Vice-Commodore, responded and said the Amateur Sailing Club was prospering more now than since it had commenced, and he trusted it would yet more and more prosper. With such a Commodore and such a staff of officers under him, it could not help prospering, and he hoped that all would help make it one of the first clubs in the world. There was no club, "perhaps, in the world represented by a larger, faster, and better fleet of boats than the Sydney Amateur Sailing Club".

The festivities over, the crews were put on board their boats and tacked across to Circular Quay. This was rather a difficult and dangerous operation, for one or two of the sailing dinghies had to be bailed continuously during the trip up. However, it is pleasing to relate there was not even a single capsized.

HEARTFELT ASSISTANCE

Heart180 supplied our Club with the latest defibrillator (AED) just prior to Christmas.

Founder and former Australian Ironman surf lifesaving champion, Guy Leech, was on hand to provide the lifesaving device to member and Director, Phil Tanner.

Guy founded Heart180 after a good mate suffered a sudden cardiac arrest in his fitness class nearly six years ago. He didn't survive because he didn't have an AED close by.

Thus began Guy's mission to have a defibrillator within 180 seconds of anyone suffering a sudden cardiac arrest in Australia.

100 people die every day in Australia from an electrical issue of the heart. Using a defibrillator on a patient in the initial 180 seconds gives the patient over 70% chance of surviving. Without one the survival rate can drop as low as 6%!

We now have the latest defibrillator in our clubhouse supplementing the existing one which has been relocated to the Green Shed to help protect our members and guests from heart issues.

These devices guide the first aid provider through the resuscitation process, so while first aid training is always an asset, no training is required to use the AEDs.

For more info on Heart180 visit www.heart180.com.au.

Guy Leech presenting the new defibrillator to Phil Tanner



Photo Chris Manion

SASC ANNUAL PRIZEGIVING



Photos John Jeremy

Delayed by the COVID-19 pandemic, the SASC Annual Prizegiving for the 2020–21 season was finally held on Sunday 5 December at an immaculately presented Club



Members and friends were seated inside and on the wharf to meet space requirements and proceedings were begun with a ceremonial discharge of the Les Ardouin Trophy







SASC HAS A NEW SOLAR PV SYSTEM

by
Peter Scott

In 2020 the boatshed committee began investigating the installation of a Solar PV system. We received advice from a government sponsored service called Solar Choices who were able to compare our energy needs and the solar potential of our boatshed roof. The business case they proposed suggested that, without including a battery, we could install a 10 kW system of 32 panels which would cover our needs during daylight hours and we could supply our night-time use from the grid. In fact, in the longer days of summer, we would export power and in winter we might buy back from the grid.

This system was then costed by three local installers from whom we chose Neon Solar who had recently completed an installation at Manly Yacht Club. The specification was for top-quality panels capable of long life in the exposure to the harbour environment. The cost of the installed system included a 20% rebate from the federal government and, by reducing our power bills, should give a three to four year payback period. With the system warranty at 25 years we hope to receive approximately 21 years of free power. We will also look for funding support from our local and state governments with grants available for lowering emissions.

With the Board's approval of the business case we proceeded to investigate structural support and Council's approval process. Both required a bit of finessing as the boatshed trusses needed Coshifying and the Council needed assurances that the appearance of the panels wouldn't detract from the Heritage listing of the Clubhouse roof. Trevor Cosh and Bruce Dover were able to satisfy our structural engineer with new concrete footings and new steel posts welded to the mid span. The Council was happy that the panels would be laid flat on the roof and, from most points of view, are fairly invisible.

In its first month the Solar PV system has generated approximately 1.5 MWh, averaging up to 80 kWh/day which in the first six weeks equated to savings of 804 kg of CO₂ — equivalent to planting 24 trees. The system is performing as expected, although there have been rather a lot of wet and cloudy days lowering the performance. As sailors we would be familiar with the saying "Sail, the wind is free", well we can now say that we run our club on sunshine saying "Turn the lights on, the sun is free."

The future of sailing will no doubt include greater use of solar-generated power. It may start you thinking about what the club might do to provide for electric outboards, charging batteries on electric boats and running an electric tender service. And how will you know if your fellow racers aren't silently motoring up that last work to the finish?

The location of the solar panels on the boatshed roof





Photo Ian Anstee

After 43 years of faithful service, *Captain Amora* has been showing her age with rot invading parts of her structure. In December the boatshed team began the necessary repairs



Photo John Jeremy

The structural work is now complete, but detail finishing work remains which must fit in with *Captain Amora's* busy schedule

2021 SYDNEY-HOBART REFLECTIONS

David Salter ponders some lessons from an interesting race

The 2021 Rolex Sydney-Hobart Yacht Race is likely to be remembered for two things: the Race Committee protest against *Celestial*, and — for the history books — the third overall win for *Ichi Ban* which resulted from the penalty imposed by an international jury.

Everyone will have their opinion as to the rights and wrongs of that unfortunate incident. There is no point re-visiting them here. But what has been lost in the dockside debate is that the 90-minute radio and satphone silence from *Celestial* revealed a problem in the safety procedures.

After the tragedy of 1998 no offshore racing club in the world is more safety-conscious than the CYCA. Yet even their most demanding reporting requirements and procedures will sometimes fail if the execution relies on communication systems operated by human beings. We are all fallible.

A parallel part of the problem is our increasing faith in sophisticated technology. Attempts by the Race Committee to contact *Celestial* by satphone failed, either through reception issues or because the phone was not turned on. Likewise, there was no response to attempts by the closest yachts to raise *Celestial* on VHF. It was an old-fashioned, low-tech flare that finally attracted their attention.

Sean Langman's mighty *Money-penny* was forced to retire with gear problems

Photos John Jeremy





In fact, it was technology — the inadvertent activation of a Personal Locator Beacon (PLB) — that triggered this whole drama. Every crew-member must now have one of these devices on their person when on watch or working on deck. The problem is that some seem to go off accidentally or automatically, especially when submerged or knocked about in bad weather.

To my mind this is an issue for AMSA and the manufacturers of the PLBs to sort out. The clubs can only remind skippers of their responsibilities and insist they follow the rules as stated in the Sailing Instructions.

Nevertheless, there were reportedly at least a dozen accidental activations during the Hobart race, each of which had to be identified by AMSA. They then asked the Race Committee to contact the relevant boats and confirm that there was no emergency. When everyone is using the communications systems properly this whole process takes no longer than 15 minutes. *Celestial* was ‘off air’ for an hour and a half.

There are other lessons to learn from the 2021 race. Conditions for the first 36 hours were certainly tough (up to 30 knots of southerly and steep seas) but nowhere near extreme. Yet the retirement rate was high — around 30% across the fully-crewed and two-handed divisions.

There were a few injuries, but the majority of entrants who pulled out did so because of failures in their boats, not their crew. Despite the ever-more-demanding Category 1 requirements (which now include a pre-race haul-out and keel inspection), the most common failures were sail damage and rigging issues.

Ariel on the way to check in before the race start



Zara manoeuvring
before the start

It is tempting to ascribe the sail failures to skippers wanting to hold onto too much canvas for too long. That's the traditional way to destroy a jib or spinnaker. But most of the retirements this year cited "mainsail damage".

The modern carbon composite sails certainly deliver excellent performance. They hold their shape brilliantly. But they are also fragile and, unlike Dacron which stretches, they can have difficulty handling shock loads or point impacts.

My guess is that many of the "mainsail damage" incidents happened as crew struggled to put in a reef. That process can transfer huge temporary stress to the leech cringles – a perfect point of weakness.

The high number of rig failures is also a concern. Headfoils seem to be getting smaller, even in the supercharged classes such as the TP52s. Most racing yachts now have multi-part tackles on their backstays using



The big boats manoeuvring about three minutes before the start, with *Stephan Racing* adding a splash of colour amongst the black sails



Tough boats and tough crews — the start of the two-handed division on start line 4

SASC NEWS

Ichi Ban on the way to her memorable third Sydney-Hobart overall victory

small-diameter Dyneema-type line. Those products are incredibly strong for their weight — but they can also chafe.

The prize for the most original reason to retire from the race went to *Gun Runner*. They apparently still had plenty of guns to run but ran out of water after five days slogging South at the rear of the fleet.

It is worth noting that these days the ‘hot’ boats (where no expense is spared in the quest for trophies), have now installed small water-making machines rather than carrying the standard amount of drinking water (two litres per person, per day).

The weight saving is significant, but what happens if your watermaker gives up the ghost?

Photo Rolex/Andrea Francolini



FOR SALE

Bargels Furler Parts



Originally fitted to the 30 square metre *Pinchgut* but later replaced by an under-deck furler

OFFERS WELCOME

Also available — a jockey pole

Contact Maggie Stewart

magie.stewart13@hotmail.com
(02) 4861 7578 or 0424 258 506

by
Stuart Anderson

In the *Survival at Sea* training course, presenters stress that a person can survive for three weeks without food but only three days without water. We are made up of two thirds by weight of water. Virtually every life giving reaction in the body occurs in water or with the participation of water. With that in mind it's a good idea to pack plenty of fresh water for any sea voyage.

Water is the third most abundant material in the universe, the other two being molecular hydrogen (H_2) and carbon monoxide (CO). Current thinking is that most of the water on our planet arrived around 3.8 billion years ago via asteroids from the Kuiper Belt, a doughnut-shaped ring of icy objects beyond the planet Neptune. That's when the earth was cool enough and of sufficient size to allow water to form as liquid. Scientists know this since all water has a chemical "finger print" and all water on the earth can be potentially compared and matched with other sources of water around the universe.

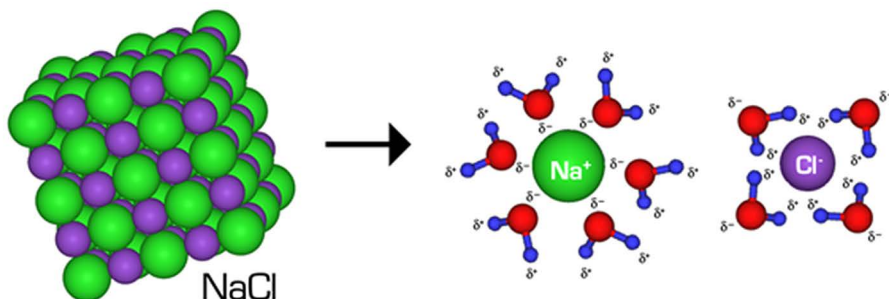
Of particular interest to us sailors is that water is a liquid at room temperature. Water (H_2O), consists of one oxygen atom and two hydrogen atoms in a mini-boomerang shape and is held together in a covalent bond (i.e. they share electrons). To get a feel for the size of a water molecule, consider that a 250 mL glass of water will contain 8.4×10^{24} molecules of water. That's much more than all the grains of sand on earth. Most molecules of a similar molecular weight to that of water are gases, for example ammonia (NH_3), carbon monoxide (CO) and methane (CH_4). The difference with water is that the oxygen atom totally dominates and holds onto its electrons very tightly so that the oxygen part of the molecule is negatively charged and the hydrogen atoms are positive.

This uneven sharing of electrons leads to a phenomena called hydrogen bonding. You can think of this as a bunch of these boomerang shaped "magnet" molecules where the hydrogen parts are attracted to the oxygen parts of the adjacent molecule. Hydrogen bonding is an electrostatic force of attraction. It is not as strong as a covalent bond but is still very significant. The consequence of this inter-molecular attraction is that a number of unique properties of water that we may take for granted are a direct result of this hydrogen bonding. For example water exists as a liquid over a broad range of temperatures mostly because of the hydrogen bonding between the water molecules. A huge amount of energy is needed to pull the molecules apart. That means the melting and boiling points of water are much higher than similar size molecules. Water carries a great deal of heat away with it when it changes from a liquid to a gas. This accounts for the cooling effect of perspiration on the skin. At a water surface, this attraction

between molecules slows the rate of evaporation and causes water surface tension. The bonding allows water to form a sort of skin on its surface that can actually support the weight of insects such as water-skaters and prevent dirt particles from touching the surface of the eye through the surface tension of water tears. At a cellular level, hydrogen bonding affects the shape and properties of complex molecules such as DNA. This same property allows water to adhere to the inside of the tiny capillary tubes inside plants so that water can defy gravity and travel many metres up to the highest leaves.

Hydrogen bonding of water means that it moderates earth's climate because water can store huge quantities of heat transporting the heat between the oceans and the atmosphere. Water's chemical structure makes it an extremely effective solvent for inorganic and organic compounds such as sugar, alcohol and even gases like oxygen and carbon dioxide. Dissolved oxygen is particularly important to support the many forms of sea life including fish, invertebrates, bacteria and plants. These organisms use oxygen in respiration, just like other organisms on land. The solubility of oxygen decreases as the temperature increases. For example, at sea water at 4°C, 100% air-saturated water would hold 8.7 mg/L of dissolved oxygen. But if the temperature were raised to room temperature, 20°C, there would only be 6.9 mg/L at 100% air saturation.

Water is particular good for dissolving salts. Salts make up 3.5% of sea water, most of which is common table salt also known as sodium chloride (NaCl), a molecule that is held together by ionic bonding. Ionic bonding refers to the sodium atom forming a positive ion (Na^+) with a chloride is negative ion (Cl^-) and are held together by electrostatic attraction (i.e. opposites attract). When the salt is in water the hydrogen bonding causes the water molecules to instantly surrounding the sodium and chloride atoms and pull them apart, as shown in diagram below where the water molecules are the red (oxygen atoms) and blue (hydrogen atoms). As any sailor knows, drinking sea water will not quench thirst.



In fine weather ocean water reflects the colour of the sky, giving the water a beautiful blue appearance. Pure water actually has a slightly blue colour. This is because the water molecules vibrate and blue light is the only wavelength small enough to pass.

There is a lot to be said for this wonderful material we call water. Not only does it provide a basis for life on earth but also it offers an excellent surface on which to sail.

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Wikimedia Commons File:NaCl dissolving.png

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WHAT THE?



What next? Parasailing ships!

A French company has announced that it has installed its first automated ship kite on a commercial ship. The company, Airseas, said that the installation marks an important milestone in the deployment of wind-assisted technologies to curb emissions from shipping.

The first Seawing system was installed on board the roll-on/roll-off ship *Ville de Bordeaux*, which is chartered by Airbus and owned and operated by Louis Dreyfus Armateurs. The ship, which is used to transport major aircraft components between France and the United States, will begin deploying the 500 m² Seawing on its monthly transatlantic voyages starting in January 2022, with six months of sea trials and testing planned ahead of its full operation.

A full-size Seawing, a 1000 m² parafoil, would fly at an altitude of 300 m. Airseas estimates that the Seawing system will enable an average 20% reduction in fuel consumption and greenhouse gas emissions



Photos John Jeremy

The RPEYC's annual Women on Water day was well supported by SASC entrants.
Here *Josephine* and *Isabella* prepare for the start



Saphire was sailed by Catherine Baker. Rear Commodore Chris Manion is presumably checking the rig and not seeking advice from above



Vivienne Marie, sailed by Elizabeth Ferrier, finished second in the SASC Sunday Series race held concurrently



Isabella, sailed by Lorraine Medlow, also did well with a third place



Bordeaux, sailed by Alice Murphy, had a busy rounding at the Rose Bay Mark.
Bordeaux came second in her division



Kylie Twibble in *Hoana* was beaten by *Isabella* into fourth place
but the margin was only eight seconds



Suze Hardy kept her crew busy in *Clewless?*



Josephine, sailed by Catherine Kinsella, looked magnificent as always

SAILGP RETURNS TO SYDNEY



David Gray for SailGP

The spectacle of high-speed sailing returned to Sydney on 17 December.
This is the SailGP F50 catamaran fleet on Race Day 1



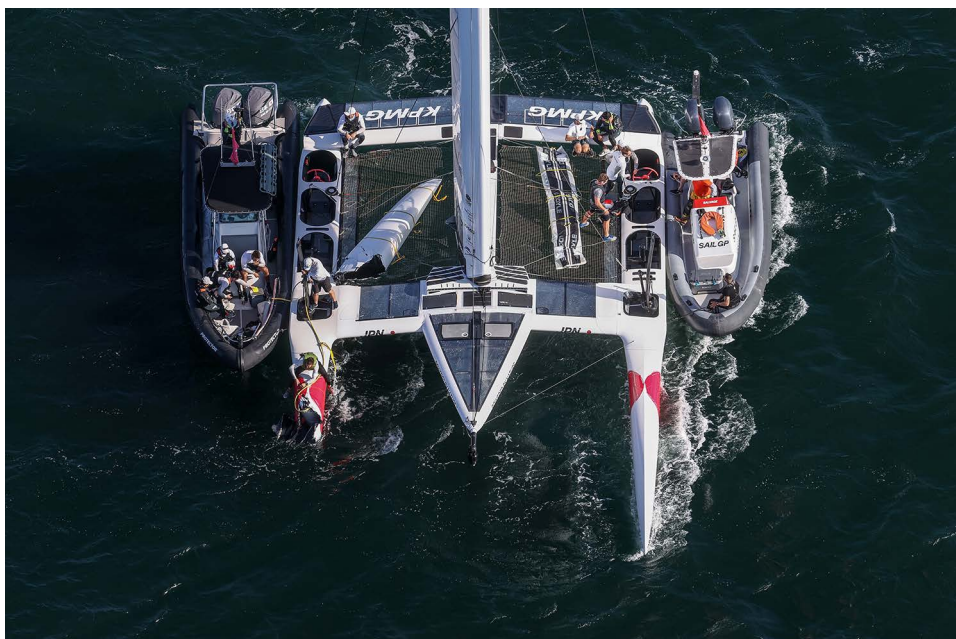
Phil Hillyard for SailGP

The Australia SailGP Team helmed by Tom Slingsby in action on Race Day 1.
They went on to win the series



David Gray for SailGP

Great Britain SailGP Team helmed by Ben Ainslie colliding with the Japan SailGP Team helmed by Nathan Outteridge moments before the start of Race 3 on the first day



David Gray for SailGP

The Japan SailGP Team with a severed bow after the collision with Great Britain SailGP Team. The British team, disqualified, lent their hull to the Japan team for the second day's racing



Photos John Jeremy

On a perfect day for a twilight race, *Tula* and other Division 1 yachts at the start on 17 December



Looking magnificent in the evening light, *Tanami* and *Banter* approaching the finish



Samphire and Cloud IX on the way from Point Piper on 17 December



Flying Brandy about to round Naval 3 during the twilight race on 14 January



Fidelis displaying her speed on the way to the Beashel Buoy on 14 January



Ping on the heels of *Samphire* at the Beashel Buoy



Morning Light leading Tempus Fugit and Camilla on the run to Shark Mark



A happy crew in Artemis



Photos John Jeremy

Gaffers Day 1997 celebrated the Club's 125th Anniversary.
Mosman Bay was full of classic yachts for the occasion



Vessels participating in the celebrations in October 1997 included the decidedly unusual

NEW MEMBERS

February 2022

We welcome the following new members:

Julian Brenchley	Declan Brennan	Matthew Brooks
Michael Davies	Barbara Elliott	Brian Gillard
Tom Griffiths	Daniel Jones	Denise Kirkbank
Saskia Kremer	Justin Lynch	Ailie McMurdo
James Philips	Chelsea Purtle	John Quealy
Catherine Rayner	Andrew Skidmore	
Nigel Stewart	Richard Waters	

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 Branded Merchandise

Club Burgee – Medium 30cm X 45 cm	\$41.00
Racing 'A' flag (new stock)	\$27.00
Racing 'A' flag (old stock)	\$20.50
Wide-brimmed sun hat S/L	\$36.00
Club Cap – one size fits all	\$32.00
Men's Cotton Polo shirt – short sleeve	\$65.00
Women's Cotton Polo shirt – short sleeve	\$65.00
Men's Sailing SPF 50 shirt – long sleeve	\$55.00
Women's Sailing SPF 50 shirt – long sleeve	\$55.00
Unisex Navy Blue Rugby Top	\$82.00
SASC Water Bottle	\$15.00
Club Tie	\$25.00

NEWSLETTER DEADLINE

The next *SASC News* will be the April 2022 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 March 2022. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Ariel approaching the Shark Island mark during the twilight race on 14 January
(Photo John Jeremy)

