



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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April 2015

# SYDNEY AMATEUR SAILING CLUB

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**Cover:**

*Very Tasty* hard on the heels of *Matagi* during a race on the second day of the Sydney Harbour Regatta in March  
(Photo John Jeremy)

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# COMING EVENTS

April 2015

## SATURDAY 2 MAY 2015

Point score race in the SASC/RANSA Combined Winter Series,  
Long Series (conducted by RANSA)

## SATURDAY 9 MAY 2015

Point score race in the SASC/RANSA Combined Winter Series,  
Long and Short Series (conducted by SASC)

## SATURDAY 16 MAY 2015

### SASC ANNUAL PRIZE GIVING AT THE CLUB

Point score race in the SASC/RANSA Combined Winter Series,  
Long Series (conducted by RANSA)

## SATURDAY 23 MAY 2015

Point score race in the SASC/RANSA Combined Winter Series,  
Long Series (conducted by RANSA)

## SATURDAY 30 MAY 2015

Point score race in the SASC/RANSA Combined Winter Series,  
Long and Short Series (conducted by SASC)

## SATURDAY 6 JUNE 2015

Point score race in the SASC/RANSA Combined Winter Series,  
Long Series (conducted by RANSA)

**NEED THE  
TENDER?**

**Call Mike,  
Allan  
or Mitch on  
0418 678 690**

Sat: 0900-1800  
Sun: 0900-1700

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

## GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A  
GENERAL MEETING OF MEMBERS ON WEDNESDAY  
20 MAY 2015 AT 2000 AT THE CLUBHOUSE, 1 GREEN  
STREET, CREMORNE, NSW**

At the meeting members will be asked to consider and approve the subscriptions for the following year. The Board proposes and recommends the following fees for 2015–2016:

Joining Fee	\$619
Subscriptions:	
Ordinary	\$531
Absentee/Country	\$261
Associate	\$202
Intermediate	\$69
Junior	\$48

*P. Scott*  
Honorary Secretary

The last pointscore race of The Amateurs signs off Summer as the sun casts a long shadow into Winter. Hopefully September comes around quickly! I'll miss the Saturday Amateurs' welcome as yachts and crews in varying states prepare themselves like the merging of a Melbourne Cup (Super 30s) and Hawkesbury Trial (Classics Div 2) every week. Recently in the pre-race preparations when a cork was popped a neighbouring yacht reminded me that it was six minutes to midday. I contemplated this for the time it took for the glass to be filled and tested to conclude the beauty of The Amateurs is that place is more important than time (except when you are under the orders of Russ Chapman who can remind you if you are 15 seconds late to the line). In this amazingly connected world we are one place where the link is broken. The champagne is never saved for the end of the race, it's worth celebrating just being at The Amateurs whatever the outcome!

All division placings were decided in the last race, a great outcome for mixed fleet racing and a credit to the many contributors who deliver the excellent racing format at The Amateurs. Thanks to the Club Captain, Vice Commodore, Rear Commodore, Executive Racing Secretary, Executive Club Secretary, Division Reps, Starters, Tender Drivers, Boatshed, Safety Auditors and Protest Committee. Every single part is very important in keeping us operating successfully with entries, equipment, results and refreshment without fail every week. Most of these roles are carried out on a volunteer basis. A very precious part of our resources are the Starters, they have delighted us on the water setting excellent courses every time and a delightful sense of humour to go with it (nothing goes unnoticed). The Board has formed a sub-committee to work on bolstering the ranks as, regretfully, we will see some retirement in the near term. It will be a great loss as we have enjoyed such world-class race management. The sub-committee would welcome constructive input from members as we would like to have a plan in place by the end of winter to bolster the Starters and support this very critical piece of our success. Contributions may be forwarded to the office for the attention of the Club Captain or myself.

Ten yachts made their way north for the Bob Brown race on the eve of Good Friday with all competitors finishing in just over one hour on handicap results. First place to *Molly*, second place to *Shibumi* and third place to *Ez Street*. A special thank you to Ian and Wendy Anstee on *Mystic* who made their way to The Basin to finish the yachts.

Congratulations to the many successful qualifiers for the Kelly Cup, 24 yachts milled around *Captain Amora* in Athol Bight with not a breath of air around. The only thing greeting us was the beaming smile from Tony Barry and some apparent advice from Russ. With the warning signal came the AP and even it couldn't lift itself off the halyard. After 15 minutes the surface tension was being broken around the corner and like a Giselle *Captain Amora* powered up and set a line off Clark Island and sent us off on a north-east course with a Point Piper finish. First place to Simon Oliver's *Matagi* (Kelly Cup), second Chris Sligar's *Very Tasty* (Tara Ipo Trophy) and third Jeremy Sharp's *Gymea* (Brooker Trophy). It was another great day out at The Amateurs.

Thank you for participating in another wonderful season and trust you have time to break your link to the modern world and join the delight of winter sailing at The Amateurs.

*Liam Timms*

# A TICKET TO RIDE

April 2015

by  
*John Crawford*

Like a lot of things that Sean Langman does, the invitation was issued quite casually sometime in mid-June 2014. Would I like to be part of the crew taking *Maluka* to Hobart for the 70<sup>th</sup> Hobart race?

Without question I said yes please, and having only missed one of *Maluka's* four trips south since the rebuild in 2006, I was delighted and flattered to be asked again.

I sort of wondered if I was being invited along as a mascot — after all, Sean would have no trouble filling all of the crew positions with elite yachtsmen and women and, apart from being not as young as I was, my sailing talent is restricted to harbour racing *Vanity*, with offshore experience limited to trips on *Fidelis* and *Maluka* and taking *Vanity* to Hobart for the Wooden Boat Festival in 2007. Part of the reason for my limited experience is that there are not many people I would actually trust to go to sea with on a small yacht.

There are plenty of sailors, but there are very few seamen.

For those that don't know, *Maluka* was designed by Cliff Gale (father of Bill Gale) for the Clarke brothers and was launched at La Perouse in 1932. She is 28 foot 3 inches long on deck, has a draft of six feet, a beam of 10 feet 4 inches and displaces approximately 7.5 tons. She was designed as an offshore cruising yacht and the Clarks cruised her to Hobart, Lord Howe Island and as far north as Cairns. She was wrecked on the Victorian coast at one stage when her keel had to be cut off so she could be refloated.

She was bought and rebuilt by Sean Langman during 2006. This work involved compliance with Category 1 Racing rules which are amongst the most stringent in the world. Building a new boat that complies is hard enough, but remodeling an 80-year old boat is extremely difficult, especially if you wish to preserve the heritage and provenance at the same time.

I venture to suggest that *Maluka* is possibly the only 80-year old yacht in the world which qualifies for Category 1 requirements and is therefore potentially able to participate in any of the international offshore ocean race events.

If you own a boatyard it does make it easier to prepare your boat for the Hobart race but, even with this perceived advantage the costs are almost prohibitive, with very few if any competitors seeing any change out of \$20,000 and the majority of the fleet spending much more. Given the number of entries was over one hundred yachts, you can do the sums and ponder why we do this. A big thank you to Sean and Noakes. *Maluka* was delivered to Sydney from Hobart in November, itself an interesting trip requiring a few days shelter on Lady Barron Island and also another *Maluka* story.



Photo John Jeremy

*Maluka* manoeuvring in the freshening breeze before the start

Back in Berry's Bay she was placed on the hardstand the rig removed and a myriad of fixes undertaken to make ready for another journey

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south. Time was running short and, with *Maluka* still on the land, the crew, now confirmed, was itching to go sailing.

Apart from your scribe and Sean, the crew comprised Pete Langman (Sean's son), Peter McCorquodale of the SASC, Hamish Armstrong, who works as a rigger with Noakes and George Atkinson, who runs a marine engineering business and is an expert on Hydralign feathering propellers. Neither Hamish nor George had offshore race experience, but they were familiar with the boat.

A couple of test sails were cancelled due to delays getting the boat back in the water and about a week before Boxing Day the crew had their first shakedown sail. This didn't concern me. I had sailed three previous Hobarts and to Lord Howe Island on *Maluka*. Half the crew had done many sea miles on the boat and she is sea kindly with virtually no vices. Slow perhaps, but no vices.

Pre-race briefings were held the week prior to and on the morning of race day. Weather updates and models via Roger (Clouds) Badham were absorbed, in particular by Sean and Peter McCorquodale, who, with Sean, was responsible for where we sailed on the water, i.e. follow those yachts.

The forecast was the forecast. A bumpy and reasonably strong (20–30 knots) south-easterly to start, converting to NW, NNW, N, and NE (up to 35–40 knots) over the next two days and finishing with stronger S, SSW and SW (30 knots +) winds for the last day. Remember the last day for us was likely to be four or even five days from 26 December. It seemed that the big boats would have a bumpy start and then a speedy trip to Hobart Town, say two days all up?

And, so it proved. The breeze on the harbour picked up to 20 knots plus about 40 minutes before the start and Sean quickly decided to reef, so that we could deal with the expected conditions as we headed out into the Tasman Sea.

The starting gun was fired and, as a spectacle, it was all over very quickly. I think the big boats took eight minutes from the starting gun to rounding the distance marks off South Head and heading south. It was suggested that this was the fastest exit from the harbour in the history of the Hobart race.

*Maluka* was by no means last out the Heads as she headed south with a single reef and staysail, making around six knots into a lumpy and awkward sea. Sean opted to stay close to the land for the first afternoon and night, so we soon tacked back for the shore off Bondi and stayed reasonably close until we were well past Botany Bay, Port Hacking and on our way to Wollongong and Kiama.

By Gerringong, as we entered the Shoalhaven Bight, the wind was dying and moving east as it did so — a precursor to the expected north and north-east winds — but very little help to us as we passed Culburra heading for Beecroft Head and Point Perpendicular. The time was after midnight on what was now the second day and I had relinquished the helm to go below.

We were less than a mile from the shore and were doing about three and a half knots. Finally, we were forced to tack to clear Beecroft Head and head due east to clear the land and give ourselves a little sea room.

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Sean recalls having discussions with the crabs on Beecroft Head and Point Perpendicular as he squeezed every bit of available sea room to get around the offending rocks.

*Maluka*, in spite of her small overall size is a very roomy and comfortable yacht. Sean's number one rule of 'below-deck etiquette' was to ensure that all wet weather gear was removed immediately you went below and stored in the forecabin/chain locker located in the bow ahead of the head, so to speak. No wet gear was left lying around and no one was allowed to get into bunks with wet gear on. The boat was always dry down below and had always been that way on all previous trips.

The next morning, 27 December, we were lolling around south of the Point Perpendicular Light, not very far from the crabs and with very little sign of the promised north-easter. Frustrating.

Finally, about mid morning, there were flickers of breeze from the north east and, once started, could not be stopped. Although we reported in on the official skeds, we actually had very little idea of our overall position in the fleet, other than some back of the envelope calculations based on the radio positions of our immediate competitors. With over 100 yachts in the fleet, we got very used to David Kellett's dulcet tones and wry wit as he manipulated the listed yacht positions and summarily dealt with those who loved the sound of their own voices on radio. It took over an hour at every sked to complete the roll call and pick up the stragglers.

The nor-easter had arrived! Not only that, it wasn't going away anytime soon. It was initially 10 to 15 knots, then 15 to 20 knots and after that 20 to 25 knots plus. This happened over a period of about six hours and, by late afternoon on the second day, *Maluka* was really beginning to motor as the pace picked up.

Sean and Pete had set the large spinnaker, the boom was vanged down with two boom stops to deter the Chinese gybe. On gaff-rigged yachts the boom almost meets the deck at the gooseneck so there is very little angle available to provide a purchase to hold down the boom when running or reaching. The trick was not to gybe because getting the gear off in a hurry wasn't going to be easy — more like where's the knife?

*Maluka* was easily averaging eight knots and, with the assistance of following waves, frequently reached 12 to 14 knots on the GPS. This went on all through the night and into the next day. On the helm she is well behaved, but reluctant to change direction easily and conversely, when she does change direction with the assistance of wind and wayward waves, she is reluctant to respond without someone really leaning on the tiller. Both upwind and downwind we use a two- or three-to-one purchase on the rope handy-billy attached to the tiller. This comprises a short stop and ring on the tiller end and a large eyebolt fixed into the cockpit's port and starboard splashboards located opposite the tiller end. The lazy end of the runner sheet is fed through the tiller ring and back through the fixed eyebolt thence to the helmsman, who pulls or releases it as required. Generally, if you anticipate her signals and respond to the pressure on the rudder, she gives a bit of a sigh, straightens her course and speeds down the next wave just as you would wish. With her long keel she is directionally very stable, which is equally why she doesn't like changing direction and requires anticipation and effort to keep her on course once knocked sideways by errant waves.



On day three, 28 December, the wind continued at over 20 knots from the north but, by now, the seas were beginning to build into impressive heaving lumps of water with foaming peaks upwards of three to five metres high — deep dark-indigo to black in colour. When you looked behind there was something unfriendly about that evil windswept glistening sheen to the surface as the waves and the rushing white horses chased *Maluka* down the coast.

That night and the next day, 29 December, *Maluka* was really flying. The wind had further increased to beyond 25 knots, the spinnaker was still up and the seas were bigger, now with rather nasty breaking crests which didn't look that big from a distance but, up close, were the breaking waves of a serious surf. By the law of averages we were going to collect one of these at some stage and we were doing over 10 knots with bursts down waves that at one stage exceeded 16.5 knots as a flicker on the GPS when I was on the helm, fortunately witnessed by a fellow crew member. I retired below, confident that I would hold the *Maluka* speed record forever, only to be told after hearing some huge cheers from on deck that the GPS had been seen by more than one person at 17.9 knots! Pete Langman, right person, right place, right time.

Wow! 17.9 knots on a 'short-arsed' gaff-rigged 'fruit box' was incredible.

Toward the evening of that day the winds had not abated and helming *Maluka* at these speeds was hard on the crew and hard on the boat. As we ran toward the evening, with big waves and strong winds, Sean decided that the smaller spinnaker was probably a good call and perhaps even no spinnaker. We had done well (we had no idea how well), but we didn't want to break the boat and we needed to get to Hobart in one piece.

At one stage we had half the crew on the helm. The helmsman seated at the tiller end, his backup seated directly aft of the helmsman and the third man seated to leeward of the others ready to push hard when called upon. It was 'cosy', tiring and fast. I was quite surprised that we didn't snap the tiller at the headstock given at times we were hanging the whole boat off the tiller.

Sean was later quoted in the *The Mercury* "as having to slow the boat down, it was going so fast that it took three men to steer and he feared that it would break its mast". I can vouch for that. I think we took the spinnaker down after that until morning when we could see what was happening, it was very wild, very exciting and probably dangerous but boy it was fun.

Sailing a relatively heavy-displacement yacht at the sort of speeds achieved by *Maluka* in heavy running and reaching conditions requires skills that both Sean and son Pete seem to have in their DNA. Classic yachts sit in, not on, the water. As the wind increases the loads build as they do on all yachts, but the difference is that heavy slow yachts don't heel over readily or go faster easily to relieve unacceptable wind loads. They start to push huge amounts of water because they are unable to climb out of the sea and sit on the surface and be blown sideways. Nose diving was not a problem on *Maluka*, she has enormous reserves of buoyancy towards the bow and only rarely does any volume of water come over the front, one of the reasons she remains so dry below.

With communications being all pervasive these days, it is possible to log every yacht's position every six minutes throughout the race. This could become extremely boring. Every six hours is more interesting and I have included the four-day log of *Maluka's* trip south

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so that you can get a daily picture of just how hard she was driven. In particular the daily-run statistics are impressive for a 28 foot 7.5 ton gaff rigger. Two hundred and seven miles in a day converts to an 8.6 knot average. Maybe not impressive for modern yachts, but think 80 years old and then think again — quite remarkable.

The Yacht Tracker (GPS position and speed indicator carried by all yachts) records date, time, speed, heading, wind speed, and daily run.

At one stage, at 1800 on 29 December, *Maluka* was placed first on IRC handicap. At midnight she was placed fifth on IRC and by the time she finished, at 1343 on 30 December (13 hours later) she was nineteenth. That's how quickly it happens. In particular, for us, the trip into Tasman Light was slow with boat speed of 3.2 knots and a five to 10 knot NE breeze. The SW front had arrived with a bang so the leg to the Iron Pot was a close reach and once around the "Pot" the trip up the Derwent to Hobart was a broad reach in the 20–30 knot south-westerly.

So near and yet so far. The chances of finding Hobart Race weather conditions which would enable a yacht like *Maluka* to win on handicap are rare. If we had not had headwinds to start and headwinds to finish we might have prevailed. You only have to look at the results to see just how close we came to making history.

*Maluka* rounding  
the Iron Pot

Every other yacht in the race can probably analyse their own race statistics to achieve the result of their dreams.

Photo Rolex/Carlo Borlenghi



*Maluka* didn't win, but as an archetypal Australian underdog she put in an extraordinary performance and came oh so close. I enjoyed every minute. Forever I will remember this race. Down below in *Maluka* in wild conditions is a haven of peace and quiet, beautifully finished Australian Cedar cabinets, Huon-pine seats, clear-finished cabin sole and, all the time, the gentle rolling gait of this beautiful yacht taking us south, the hushed rush of water past the hull, the sleeping crew and the murmur of those on deck muffled by the creaking sounds of a wooden boat at sea. Below it was like being in a cosy timber-paneled drawing room.

It never ceased to amaze me that, whenever I came on deck after a period below, I am always so struck by the contrast between the tranquility below and the apparent chaos in the cockpit with sloshing water, miles of ropes, water bottles rolling around and the noise from the waves, flying spray and the drumming of the wind in the rigging and, always, the relentless sea. I know it's the same in all yachts, but most serious racing yachts restrict themselves to the basic fit-out below and it is very much like being inside a drum with all external sounds amplified and next to nothing to absorb the noise. Give me timber any day.

I think all who sailed *Maluka* in this the 70th Hobart will remember it. Few people ever have the opportunity of sailing a classic yacht in one of the world's toughest offshore races. The Langmans are skilled seamen. They are the only sailors I know who have sailed right up the front of the fleet in state-of-the-art 100 foot maxis right down the back of the fleet in an eighty-year-old gaff rigger. The contrast could not be greater and it is a pleasure to go to sea with them because they so completely enjoy what they are doing be it fast or slow. The big boats were more than three times as fast as *Maluka* to Hobart, but it is all relative and I doubt that *Maluka* could have been sailed any faster. I was delighted to participate.

Congratulations to go to Sean for completing his 25th Hobart race — it was some ride and I'm so glad that I had a ticket.

**Maluka's positions**

Date	Hour	Speed	Heading	LH	IRC	IRC 4	30 Yr	20 Yr	Wind	DTG	DTL	Daily run
26-Dec	17:00	6	212	103	80	15	7	13	18-20 S-SSE	610	32	-
26-Dec	19:00	6	216	105	77	15	6	12	15-18 S-SSE	599	46	-
27-Dec	0:00	5.8	192	101	53	12	4	8	10-15 SSE	570	82	-
27-Dec	6:00	1.4	139	106	83	17	7	13	5 SE	549	113	-
27-Dec	12:00	2.2	202	104	78	16	6	12	5 SE	532	149	-
27-Dec	18:00	7.4	183	104	77	16	6	11	10-15 NE	504	187	101
28-Dec	0:00	8.3	186	103	39	15	5	9	10-15 NE	456	233	114
28-Dec	6:00	8.7	177	104	21	8	4	6	15-20 NE	409	304	140
28-Dec	12:00	10.4	184	104	1	1	1	1	15-20 NE	353	318	179
28-Dec	18:00	8.8	195	104	1	1	1	1	15-20 NE	299	299	205
29-Dec	0:00	7.6	187	100	1	1	1	1	20-25 N-NE	249	249	207
29-Dec	6:00	8.2	193	99	2	1	1	1	20-25 N-NE	205	205	204
29-Dec	12:00	8.7	226	96	3	3	2	3	20-25 N-NNE	158	158	195
29-Dec	18:00	8.1	209	97	1	1	1	1	20-25 NE	113	113	186
30-Dec	0:00	5.9	206	98	5	2	1	2	30 - 40 W	74	74	175
30-Dec	6:00	3.2	236	100	8	3	2	3	10 - 15 NW	40	40	165
30-Dec	12:00	6.3	302	101	19	4	3	4	20 - 30 SW	12	12	146

Finished at 13:43:09 30th December

Final positions:	LH	IRC	IRC 4	30 Yr	20 Yr
	101	13	3	2	3

## CONGRATULATIONS VIC DIBBEN

Past Commodore Vic Dibben turned 100 years of age on 16 February 2015 and celebrated this big event in his life with family and friends with high tea at Wills Cafe at the Anglican Retirement Village in Castle Hill where he now lives. Vic is in remarkable health and good spirits and received congratulatory messages from both the Queen and the Governor General, Sir Peter Cosgrove, on this great occasion.

Vic Dibben is an Honorary Life Member of our Club which he joined in 1973 and he has held almost every position in the Sydney Amateurs. He was Commodore on two occasions from 1979–82 and again from 1985–86. The only other Commodore to hold the position on two occasions was T. H. Kelly who donated the Kelly Cup in 1893 to be awarded to the winner of the Club Championship. Among the yachts he campaigned in club races was the Daydream sloop *Salamander* (A17) which he purchased from long-time member Geoff McCorquodale who won the Kelly Cup in her in 1973, the year Vic joined the Amateurs. Perhaps Vic thought that he could repeat this performance but, alas, the award of the Kelly Cup eluded him, but not for the want of trying. During his competitive years Vic campaigned several yachts at the Club including the Yngling *Springleling* and the Folkboat *Stella Clair*.

Vic is well remembered at the Amateurs as the Honorary Saturday Starter for many years until he handed the job to Russ Chapman. For perhaps another six years after that he remained in the Saturday race management team on board *Captain Amora* every Saturday.

Vic has been a generous sponsor of the Opening Day Regatta and is the donor of the Vic Dibben Trophy which is awarded to the yacht with least points but the most starts in the Cruiser Racer Division. Vic's late wife Beryl also donated to the Club the Beryl Dibben Trophy which is now awarded to the yacht winning lady skipper's day in the Cruiser Racer Division.

Congratulations Vic on this great achievement.

*Tony Barry*

Photo Tony Barry



Vic Dibben celebrating his 100th birthday on 16 February

## **AN INTERVIEW WITH DAVID KELLETT AM**

For the enjoyment of members, David Salter will interview David Kellett AM before the formal part of the General Meeting on 20 May commences. Kellett is one of the most experienced and influential figures in international yachting and was recently awarded the Beppe Croce Trophy, the ISAF's highest honour. He is an America's Cup veteran, champion offshore yachtsman (having taken part in 40 Sydney-Hobart races), a former CYCA Commodore, and filled many senior administrative and management roles in Olympic sailing. There isn't much about competitive yachting that David Kellett doesn't know.

**AT THE SASC — WEDNESDAY 20 MAY 2015**

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## **CLASSIC YACHT AND CAR CONCOURS 2015**

A remarkably pleasant stay at Kermandie Hotel and a delightful dinner with our host, Sean Langman, has resulted in the first classic car and boat show since the Classic Yacht Association Concours at Rozelle Bay in 2002. The venue will be at Woolwich Dock and will be hosted by the Sydney Amateur Sailing Club. The yachts will be by invitation and are museum quality in their presentation. The cars are from the Rolls Royce Owners Club and the Vintage Sports Car Club and will include many of the best vintage cars in Australia.

*The date to put in your diary is Sunday 21 June 2015 and the venue is Woolwich Dock, Woolwich.*



The Classic Yacht Association Concours  
at Rozelle Bay, 2002

## **SASC ANNUAL PRIZEGIVING**

The annual prizegiving will be held at the  
SASC Clubhouse,  
1 Green Street, Cremorne  
on

**Saturday 16 May 2015**

The prizegiving will commence at 1200 sharp and will be followed by a 'happy hour' and lunch

***Cost \$60 per head (incl. GST)***

*Put the date in your diary now!*

Bookings essential — please telephone Megan or Judy on 9953 1433  
no later than Friday 8 May 2015

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## **SASC WINTER SERIES 2015 — UPDATE**

This year the SASC is excited to announce a new Combined Clubs Winter Series. We are working with RANSA to run a Short Series (6 races commencing on 9 May) and a Long Series (13 races commencing on 2 May) which will include four Divisions – Super 30s, Division 2, Division 3 and Division 4 (Classics).

**The Combined Winter Series will provide an opportunity to race in a larger fleet against different yachts with new courses.**

*More details and Sailing Instructions will be available at  
[www.sasc.com.au](http://www.sasc.com.au) — if you have any queries please email [racing@sasc.com.au](mailto:racing@sasc.com.au).*



# ANOTHER RANGER!

April 2015

I was looking for a classic Australian boat design which I could build in my workshop in Northern NSW and enjoy with family and friends on day sails and weekends away. My initial intention was to build a 28 ft couta boat. There was always a voice in the back of my mind that kept saying “do you really want an open boat?” It was at this point that I called my friend Ian Smith to discuss his thoughts on Rangers and whether he could put me in contact with Bill Gale. I contacted Bill, he suggested I come to Sydney for a sail with him on his yacht and further discuss the prospects of building a Ranger.

by  
*Marcus  
Cranney*

I spent the morning with Bill at the Sydney Amateur Sailing Club, drinking tea and discussing his father Cliff Gale’s history and life around boats and the water. He kindly took me over to show me *Ranger*, then left me to take photos and all the measurements I required. Bill then introduced me to the owners and crew of *Vanity* and *Cherub* to compare vessels. We finished the day with a race on the harbour. The inspiration and enthusiasm from Bill and the other Ranger owners from that trip was enough to convince me to build a Ranger.

Although the vessel is far from a replica, as the construction and materials used are different from the original, the hull’s shape is to the same measurements and lines as the original Ranger. I obtained the lines drawing from Ian Smith, who had taken measurements and lofted the lines previously with Simon Sadubin.

Photos courtesy Marcus Cranney





Turning the completed hull

The construction of the vessel has been very rewarding and challenging at times, relying on those initial photos and measurements rather than being able to simply go out and have a look at other Rangers. I am grateful to John Crawford for his help and passion for Rangers in providing me with information by email.

I have tried to carry out the complete construction as

much as I can, such as sourcing the logs, milling my own timber and casting the keel.

The hull is cold-moulded construction and the keel is spotted gum with a laminated stem. Connected along the length of the keelson are laminated spotted-gum frames positioned 1.2 m apart. Fastened to these frames, running the length of the vessel, are a series of blackbutt battens/stringers positioned approximately 300 mm apart. Then connected to these battens/stringers are three opposing layers of red cedar, epoxy glued and plastic stapled to the battens and opposing layers. The hull is then finished with epoxy sheathing on the outside.

All the deck beams and knees are laminated and covered with a ply and epoxy sheathed deck. The boat's fit out is in marine ply with red cedar and Queensland kauri trim.

During the construction I was very fortunate to have Billy Fisher, a member of *Ranger's* original boatbuilding family, come to have a look at the vessel being built. Unfortunately Billy passed away shortly afterwards.

Fitting out well advanced



With the fit out almost complete, and deck on, the boat is well underway. With this boat and Ian Smith's keel being laid for another Ranger, I hope that Bill Gale and other Ranger owners are proud to see the Ranger class strong and growing.





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# GAFFERS DAY

## 2015

*The time for another celebration of Classic Yachts which hoist a spar, and those that do not, is fast approaching.*

*Gaffers Day 2015 will be held on 18 October 2015. Put the date in your diary now!*

*Kelpie*  
A188



Photos John Jeremy

Cavalier 28s about to start in a race on the second day of the Sydney Harbour Regatta (above).  
The ferries were not as close as they seem in the photo

*Clewless?* breaks away for clear air during a Super 30 Race in the Regatta (below)







The crew of *Flying Brandy* found time to wave for the camera after a start in the Super 30 Division during the Sydney Harbour Regatta (above)

*Clewless?* reaching to the finish (below)



# BOATING ON THE BELLENGER

April 2015

In early March I had the pleasure of spending a week on the North Coast simply messing about in boats. No, not in yachts, but putt-putt boats. My wife and I joined my friend Rob Hardy and his wife in their boat *Putten* exploring the Bellenger, Kalang and Nambucca Rivers with a number of other like-minded putt-putt owners.

by  
*Dennis Wood*

In contrast to a Saturday race on busy Sydney Harbour, it was very relaxing chugging along at 5 knots with a beverage in hand navigating these broad rivers through the lush dairy country. One passes under those lovely old box-girder bridges which still carry the railway line (and the Pacific Highway at Macksville) and one witnesses other novelties such as cattle being herded across fords by farmers in amphibious vehicles!

The putt-putt boats were a mixture of old and new, but all were made of wood. The oldest, *Melkirdan*, was from 1934 and the newest, *Blaxlander*, only some 10 years old of beautifully constructed plywood clinker planks and laid decks. *Putten* was somewhere in between in her early 60s. Propulsion was either Simplex single-cylinder four stroke or Blaxland two-stroke inboard power plants. These pieces of historic machinery were still able to drive the boat along at a respectable 5–6 knots.

Before the railway came to the north coast, these rivers were important transport corridors. In 1903 a three-masted schooner, *Alma Doepel*, was built on the Bellenger by immigrant Fin, Frederick Doepel, for the coastal shipping trade. She was 31 m long, 8 m in beam and 150 tons light displacement and could carry 240 tons of cargo. While she was

Putt-putts on the  
Bellenger

Photos Dennis Wood





A bridge over the  
Bellinger River

Not the usual  
boating traffic

of shallow draft and fitted with centreboards, it's still amazing how such a vessel was able to navigate the bar at the mouth of the Bellinger. Many other ships met their fate on this bar, but some were able to be refloated, one after some four months stuck hard on the sand. *Alma Doepel*, however, is still around. According to the Australian Register of Historic Vessels, she is being restored in Melbourne for use as a sail training vessel.







Photos Liam Timms

The SASC would not be the same without the magnificent efforts of members who rally for the occasional working bees, like that on 15 February. The work is always of a high standard, like the refreshments hinted at by the remains of the box in the photo below





Divers at work on the slipway on 15 February



Trevor Cosh and  
Guy Irwin keeping  
an eye on  
proceedings





Photo Philip Brown

Mike Warner, skipper of *Lahara*, seems uncertain if he really wants to be there on passage to Hobart for the Wooden Boat Festival (above) but he seems much happier alongside in Hobart (below)

Photo Rob Landis





Photo Peter Pangas

This year's Wooden Boat Festival was another great success and featured many well-known yachts, like *Trevassa* which now calls Hobart home



Photo Tony Davis

Breeze on the way — a line squall in Bass Strait photographed from *Malohi* on passage to Hobart



Photo John Jeremy

More stormy weather — luckily the Sunday series race on 1 March had been shortened and all competitors were safe and secure by the time this southerly buster hit with gusts of 50 knots at Fort Denison





Photos John Jeremy

The South Australian Wooden Boat Festival was held at Goolwa on the Murray River on 21 and 22 February. It was well attended despite a temperature of 40 degrees each day



Boats of all sizes and types were on display at Goolwa. Naturally, they were mostly river craft but there was a fine display of beautifully-restored Halvorsen cruisers, familiar craft on the east coast of Australia







We have many vessels sharing our water in Sydney, but few like the 1908 paddle steamer *Oscar W*, which was an unusual obstruction as 21 footers manoeuvred before the start of the first race for the Governor's Cup





Paddle steamers, old and new, were a major feature of Goolwa's Wooden Boat Festival. *Oscar W* and *Marion* took visitors on regular short cruises on the river.

The wood-fired boiler and engine of *Marion*, which was launched at Mannum in February 1897. Taken out of commercial service in 1952, *Marion* was finally restored by 1994 and is open to visitors at Mannum throughout the year and makes regular cruises on the river







Photos John Jeremy

The SASC Twilight fleet sets out on 23 January watched over by a member of Sydney's avian population





Close quarters sailing in the fresh north easterly breeze on 23 January (above)

The twilight fleet heads towards the finish at Shark Island in a fading breeze on 6 March (below)



## DOCKING FOR 'OLD IRONSIDES'



US Navy photograph

Sailors assigned to USS *Constitution* fire a round from the ship's saluting battery to commemorate the bicentennial anniversary of Old Ironsides' dual victory against the Royal Navy ships HMS *Cyane* and HMS *Levant* in its final battle of the War of 1812.

The famous US warship, USS *Constitution*, the oldest commissioned warship afloat, will be docked in May for a three-year restoration and refit. Launched in 1797, the 44-gun frigate was retired from active duty in 1881. She served as a receiving ship (a ship to which sailors were posted pending dispatch to a serving warship) until she was designated a museum ship in 1907. In 1934 she completed a three-year, 90-port tour of the United States. USS *Constitution* sailed under her own power for her 200th birthday in 1997, and again in August 2012, to commemorate the 200th anniversary of her victory over the British warship HMS *Guerriere*. It was this battle which earned her the nickname 'Old Ironsides' and a place in public affection which has, over the decades, saved her from scrapping.

USS *Constitution* is berthed at Pier 1 at the former Charleston Navy Yard in Boston and she is open to the public throughout the year. Each year she is turned around in her berth after a short excursion into Boston Harbour. She is given a major docking and overhaul about every twenty years.

The dock in which she will spend the next few years is near her berth and is equally historic, being the second-oldest operational dry dock in the United States. The 181-year-old dock has been given a new caisson for the docking, only the third in the dock's history.



Photos John Jeremy

The summer of 2014–15 was another busy time for the cruise ship industry in Sydney. The shortage of berths for large ships meant that the Athol Buoy was used on a number of occasions, including for the P&O liner *Aurora* on 6 March (above) and the Cunard liner *Queen Victoria* on 12 March (below)







John Maclurcan's *Morag Bheag* heads home after the twilight race on 6 March as the cruise liner *Carnival Legend* sails from Sydney

# WWII BATTLESHIP FOUND

April 2015

Seventy years after the end of World War II, philanthropist and entrepreneur Paul Allen has located *Musashi*, one of the two largest and most technologically-advanced battleships ever built.

Allen and his team of researchers began their search for *Musashi* more than eight years ago. Using historical records from four countries, detailed undersea topographical data and advanced technology aboard his yacht, *MY Octopus*, Allen and his team located the battleship in the Sibuyan Sea on 1 March 2015.

Despite numerous eyewitness accounts, the exact location of the ship was unknown. The team combined historical data with advanced technology to narrow the search area. Allen commissioned a hypsometric bathymetric survey of the ocean floor to determine the terrain. This data was used to eliminate large areas for the search team and also resulted in the discovery of five new geographic features on the floor of the Sibuyan Sea. In February 2015, the team set out to conduct the final phase of the search using a BlueFin-12 Autonomous Underwater Vehicle (AUV). Because the search area had been so narrowly defined by the survey, the AUV was able to detect the wreckage of *Musashi* on only its third dive. A Remote Operated Vehicle (ROV) with a high-definition camera confirmed the identity of the wreckage as *Musashi*.

“Since my youth, I have been fascinated with World War II history, inspired by my father’s service in the US Army,” Allen said. “*Musashi* is truly an engineering marvel and, as an engineer at heart, I have a deep appreciation for the technology and effort that went into its construction. I am honored to play a part in finding this key vessel in naval history and honoring the memory of the incredible bravery of the men who served aboard her.”

*Musashi's* sister ship *Yamato* running full-power trials in 1941



## SASC NEWS

Commissioned in 1942, *Musashi* was the largest battleship ever built, displacing 73,000 tons fully loaded. It featured 18-inch armour plating and was armed with nine 18-inch guns, the largest ever mounted on a warship. Utmost secrecy was maintained by the shipyard in Nagasaki during the construction; the entire length of the ship was hidden from view to prevent the Allied Forces from learning of its construction. Active in several battles, including the Battle of the Philippine Sea, *Musashi* was eventually sunk by an estimated 19 torpedoes and 17 bombs on 24 October 1944 in the lead up to the Battle of Leyte Gulf. Of *Musashi*'s 2,399 crew members, nearly half lost their lives including Vice Admiral Toshihira Inoguchi. Even today, *Musashi* and her sister ship, *Yamato*, are considered to be unparalleled feats of naval design and construction.

Allen and his research team are mindful of the responsibility related to the wreckage of *Musashi* as a war grave and intend to work with the Japanese government to ensure the site is treated respectfully and in accordance with Japanese traditions.

MY *Octopus* is regularly used for exploration projects, scientific research initiatives and rescue missions. In 2012, Allen and *Octopus* underwater teams participated in the exploration of the wreck of HMS *Hood*, in conjunction with the British Navy.

The starboard anchor on the wreck of *Musashi*

*Michelle Howard*

Photo paulallen.com





All yacht clubs depend on the work of volunteers to provide the sailing which members enjoy throughout the year. Many of these volunteers help at more than one club, like past Commodore and SASC Race Officer Charles Maclurcan in a RSYs rescue boat with his son Tom (above) during the recent Flying Dutchman World Championships in Sydney and (below) with Peter Hemery rescuing a not-altogether-happy German FD crew.

If you would like to volunteer don't hesitate to come forward — the SASC needs young(ish) volunteers for the starting teams and other duties. The work is fun and always worthwhile and you will make a great contribution to our favourite sport

Photos John Jeremy





## SOME THOUGHTS ON WORLD WAR I

In the Great War of 1914–1918, if Turkey had been able to occupy the Suez Canal the Central Powers would probably have been victorious. In early 1915 Turkey made a thrust towards the canal but was defeated by Empire troops.

Later the Western Allies made a naval and military attempt to open a warm-water route to Russia through the Dardanelles and also knock Turkey out of the war. Australian and New Zealand troops were part of the Gallipoli landing and fought for months in dreadful conditions and with unsurpassed courage. Most reports right up to the present day describe the campaign as an unmitigated disaster leading to no military gain whatsoever.

Further east Russia and Turkey were skirmishing — Turkey withdrew large forces to Gallipoli. The Russian Commander in Chief, the Grand Duke Nicholas was then able to reinforce his armies in Europe and von Falkenhahn had to move troops from west to east and give the Allies some relief in the desperate fighting in France.

Germany sent massive help to Mustapha Kemal — arms and munitions, top military experts and U-boats which she could ill afford. The Allies did have to evacuate but they had inflicted such huge losses that it broke the back of the Turkish army and it never fully recovered. With continuing German help and prompting, Enver Pascha sent his weakened forces towards Egypt against poorly led and supplied defenders when ferocious Lord Allenby took command and knocked Turkey out of the war — he gave great praise to our superb light horse.

A century later I find it distressing to study the losses and privations on the Peninsula — we lost so many of our very best men. Also I find it disrespectful and insulting to read so often that the Gallipoli venture was of no value when it had a very positive effect on the outcome of the conflict. I have attended a lecture where the presenter replied to my queries that ‘taken alone it was a failure’. No event in the 1914–18 conflict can be ‘taken alone’ — each one affected the others.

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# BOATSHED CHARGES 2015–2016

April 2015

The Board has approved the following scale of charges for the 2015–2016 year. The new charges apply from 1 June 2015.

(Prices include GST)

	\$		\$
<b>BOATSHED CHARGES:</b>			
Moorings per metre per week	6.50	Per Quarter (13 weeks)	84.50
Dinghy Storage per week	11.00	Per Quarter (13 weeks)	143.00
Locker Hire per week	6.10	Per Quarter (13 weeks)	79.30
Casual Mooring per metre per week	12.90		

<b>LABOUR CHARGES:</b>	
Members, per hour	71.45
Non-Members, per hour	93.50

**SLIPPING CHARGES:**

*(Using Club Labour)*

Members - per metre, first day	19.20
- per metre, subsequent days	8.90
Non-Members - per metre, first day	29.70
- per metre, subsequent days	14.30

*(Not Using Club Labour)*

Members - per metre, first day	22.10
- per metre, subsequent days	9.40

**SLIPPING AT WEEKENDS:**

Members - per metre	27.50
Non-Members - per metre	N/A

**INSURANCE RISK EVALUATIONS- CLUB MARINE ONLY:**

*(Inspection fee excludes slipping. If required, slipping charged at SASC Club rates as above)*

Vessels under 30'	330.00
Vessels over 30' and under 44'	440.00
Vessels over 44'	550.00

**SUNDRY EQUIPMENT:**

Hire, per hour <i>(members only)</i>	7.90
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**SUB CONTRACT**

**LABOUR:**

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$8.10 per metre per day will be levied.	8.20
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## NEW MEMBERS

We welcome the following new members:

Andrew Baldey	James Collins
Christopher Cooper	Gregory Edmondson
Gerry Greenland	William O'Reilly
Antony Price	Jan Skov
Peter Thornton	

## SASC NEWS IN COLOUR

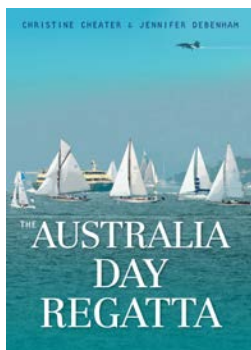
Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

## SASC SHOP

(AKA *The Office*)

The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Medium – 30 cm x 54 cm	\$32.50
Burgee – Large – 60 cm x 90 cm	POA
Burgee – X Large – 160 cm x 290 cm	POA
YA Blue Book (2013–2016)	\$40.00
Laminated Course Map	\$5.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top (2XL only)	\$49.00
<i>The Australia Day Regatta</i> (book)	\$70.00



Copies of *The Australia Day Regatta* can be obtained from the SASC office

## NEWSLETTER DEADLINE

The next *SASC News* will be the June 2015 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 May 2015. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo: John Jeremy

It rained at Easter — what a surprise! It has happened before, of course, as this photo taken at Coasters Retreat after the 1998 Bob Brown Trophy race attests. That year produced a memorable Good Friday deluge which dampened, but did not stop, the celebrations ashore

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