



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2016

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Racing Secretary	Alice Murphy

Cover:

*Very Tasty and
Fareast 28R
charging to
the finish in a
Super 30 race
during the Sydney
Harbour Regatta*
(Photo John Jeremy)

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COMING EVENTS

April 2016

SATURDAY 7 MAY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series, SASC Trophy Race

SATURDAY 14 MAY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

WEDNESDAY 18 MAY 2016

General Meeting at the Club

SATURDAY 21 MAY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series, SASC Trophy Race

SATURDAY 28 MAY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

SATURDAY 4 JUNE 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series, SASC Trophy Race

SATURDAY 18 JUNE 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

SATURDAY 25 JUNE 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series, SASC Trophy Race

NEED THE TENDER?

**Call Mike,
Allan
or Mitch on
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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 18 MAY 2016 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 2016–2017:

Joining Fee \$630
Subscriptions:
Ordinary \$540
Absentee/Country \$265
Associate \$205
Intermediate \$70
Junior \$49

P. Scott
Honorary Secretary

SIGNALS FROM THE COMMODORE

Chris Manion was appointed Club Captain at the April Board meeting, we welcome Chris into the role and we are very excited and look forward to supporting him in the Amateurs' continued on water success.

Matt Prentice and Chris Manion have been instrumental in collaborating with RANSA and RSYS in launching the 2016 Combined Clubs Winter Series. The new series will offer sailors the choice of 6, 12 or 15 races, creating a great variety of sailing over winter with the host clubs sharing post-race celebration aligned with the short series. The series commences on 7 May and the final race will be on 27 August. It's wonderful to see the three clubs coming together to share our common passion.

The Club Championship was sailed on 9 April with *Antares* (343) taking the Kelly Cup and *Wathara* (A15) and *Shambles* (A185) sharing the spoils. It was great to see 27 yachts cross the start line from a fleet of 41 who qualified for the Club Championship. This completes a very successful season on the water.

I'm sure I write on behalf all sailors in all divisions in expressing our gratitude to the start teams who have delivered so much with their great skill and efforts over the season.

Alice Murphy has presided over the executive duties of sailing for the season and ensured we have been set up for great success, we are very fortunate. During the winter Alice and Peter will be sailing north so we will be blessed with Bernadette Kerrigan who will look after the Amateurs' sailing programme. We welcome Bernadette and look forward to having her on board.

On 3 April the first of the Ranger Sprint Series for 2016 was conducted. The day included three windward/leeward races for Ranger class and Couta boats. There were seven competitors. Congratulations to Sean Langman who sailed *Vagrant* to a solid win for the day. On 30 April the competitors will have a chance to reclaim some territory. The day is a great spectacle and demonstrates that speed is relative, even at five knots the timing, crew work and decisions deliver just as much adrenalin as any 'big' event. Bigger is not better!

The Australian National Maritime Museum's Classic and Wooden Boat Festival 2016 commences on 15 April and concludes on 17 April. The event will be a biennial event and we wish the best of success to the ANMM for the festival. Thank you to David Salter who has participated in the many consultations in bringing the festival to light.

Thank you for a wonderful summer and enjoy your winter sailing, it's much warmer on the harbour than on land during the cold months, so keeping warm in winter by going sailing is environmentally friendly.

Liam Timms



CLUBS COMBINE FOR WINTER SERIES

April 2016

Yacht owners and their crews who enjoy racing year round, or just during the winter will have a greater opportunity to enjoy their sport on Saturday afternoons this winter on Sydney Harbour.

*by
Peter Campbell*

Three of Sydney's major Harbour based Clubs, RANSA, Royal Sydney Yacht Squadron and Sydney Amateur Sailing Club, with the involvement also of the Royal Prince Edward Yacht Club, will collaborate in running a Combined Clubs Winter Series each Saturday.

The exciting new series will start on 7 May, with racing each Saturday starting at 12.30 pm and will continue through to 20 August, providing unprecedented interclub and individual winter competition on the Harbour. For those keen winter sailors there will be a choice of 12 or 15 races while for those who like to watch some rugby or AFL matches, there will be a six race series. The latter series is the traditional SASC Winter Series program.

Appropriately, this innovative programme for winter racing was announced on the eve of the last day of summer racing on Sydney Harbour — Saturday 2 April.

It is estimated the Saturday winter series will attract between 70 and 90 boats each Saturday. There will be five divisions — 1,2,3, non-spinnaker and a Classic yachts division. The Combined Clubs Winter Series for 2016 is a result of 18 months' work in assessing each club's needs and working out an acceptable format for a wide range of yachts. Each of the three major clubs, RSYS, SASC and RANSA will take it in turns to manage each Saturday's racing. A feature will be three big social events through the winter, with each club inviting all competing boats to each of the clubs.

Handicaps and results will be published via the new eTime system which has been developed in conjunction with experienced handicapper John Maclurcan, with all three major clubs using the system on and off the water.

Chris Stone, RSYS Sailing Manager said "All the clubs are really excited by this new venture...it's amazing to see how everyone has come together to create better racing opportunities for members of each club and the broader Sydney Harbour yacht racing community,"

Christian Brook, RSYS Rear Commodore and Chairman of the Squadron's sailing committee commented: "On behalf of the Royal Sydney Yacht Squadron we are excited that this opportunity has become a reality, with the other Sydney Clubs working together for a combined series.

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“Two significant features are that there will be several point scores of various lengths and divisions, giving the competitors different opportunities and also that each club will be able to host a function after racing during the season,” he added.

Dave Giddings, RANSA Vice Commodore, recalled: “Last year’s inaugural RANSA/SASC combined series was a success. This year should be bigger and better with the addition of the RSYS fleet.”

Matthew Prentice, SASC Winter Fleet representative expressed great enthusiasm for the Combined Clubs Winter Series.

“This new Winter Series brings together great people and boats that have been sharing our Harbour for years and can now race together with competitive fun. The series enables our keenest sailors to race every week and gives others the flexibility for a short six race hit-out to keep the crew together over winter and enjoy the social spirit of our participating clubs.

“The social aspect of this series is particularly important and the short race format is designed to get sailors back to the host clubs and enjoy swapping stories with a greater audience.

“I’m thrilled with the collegiate spirit our clubs have demonstrated with this combined initiative and I’m keen for some good times on the water with our wider sailing community,” Prentice added.

Yachts in a combined RANSA/SASC winter race last year waiting for wind which, unfortunately, did not come. Such is winter sailing



SYDNEY HARBOUR REGATTA

April 2016

Assisted by two days of magnificent Sydney weather and steady north-east winds, the SASC recently provided the race management team for course area D in the Sydney Harbour Regatta organised by the Middle Harbour Yacht Club. The Super 30 fleet sailed on this course area.

On the Saturday we ran three windward–leeward races. These required a labelled windward mark, a bottom gate, a start line and a shortened finish line.

The fast tender, *Jack Millard*, manned by Chris Manion and John Sturrock, dropped the windward mark exactly where required and the start boat *Captain Amora* installed the bottom gate and set up the start line.

The conditions were so stable that none of the three marks needed moving for the remainder of the day. Nevertheless, the crew in *Jack Millard* had a memorable day because one of the crew fell overboard, to be rapidly retrieved. That is why we must have a crew of two in the mark boat and, yes, they were wearing lifejackets.

Racing commenced on time. Two rounds of the course first up followed by three for the subsequent races. Shortening the start line to provide a finish line enabled the start boat crew to accurately record some very close finishes. The crew of *Captain Amora* were kept very busy. Despite the area north east of Clarke Island becoming progressively more congested with yachts of all classes attracted to the spot, two more races were successfully completed.

On Sunday the two harbour courses around fixed marks almost seemed a doddle!

As well as recording times and finishes all results had to be entered into the computer on-line to the event's results system. Without Tony Clarkson's sterling efforts this would not have been possible.

I take this opportunity to thank André Van Stom (signals) Tony Clarkson (timer/computer), John Jeremy (the timer on Sunday) and the two volunteers in the fast tender, whose job would have been long and boring at the top mark, for their combined efforts during this Regatta.

I believe we maintained our reputation as able Race Managers.

Charles Maclurcan



The view from *Captain Amora* during a start in the Sydney Harbour Regatta

All photos John Jeremy



The crew in *Flying Brandy*, ready for action



The start of the first race on the second day of the Sydney Harbour Regatta



Clewless? and Very Tasty on the way



Flying Brandy heading for the top mark. *Flying Brandy* finished second in the Super 30 Series during the Regatta



Clewless? and Matagi crossing tacks



Concentration in *Clewless?* at the finish. *Clewless?* finished third in the Regatta series

SASC boats featured strongly on the podium in the recent Pittwater Classics Regatta hosted by the Royal Motor Yacht Club at Newport. David Salter reports.

With no racing for classic yachts during the Sydney Harbour Regatta weekend, many of Sydney's finest wooden boats headed north on the Friday afternoon to assemble at the RMYC for a quiet little drink and dinner before two days of splendid racing in three divisions. The club generously found everyone a safe pen on their vast marina, free of charge.

As usual, event organiser Ron Brown was somehow able to arrange a sparkling nor' easter for both days ensuring close, enjoyable racing. This year the courses were shifted further north up Pittwater and Lion Island was used as the windward mark. It was rather nostalgic for those of us old enough to remember the island as a mark in many short offshore races.

In the spinnaker division it was definitely a weekend for the double-enders. The "pointy bum" boys took all three places. First was *Anitra V* (Phillip Brown, with Nick Cassim as cabin boy), followed by *Camille* (Peter Moran) and *Mister Christian*.

The non-spinnaker fleet was led home by the "old but bold" brigade. *Southerly* (Rob McAuley) shook off her years to sail remarkably well in the conditions and register a convincing win. *Lahara* (Mike Warner) was second with *Mistral IX* third.

Last year's experiment of racing the Rangers and Coutas together over a windward/leeward course was repeated, but again the local Rangers from Pittwater declined to compete. *Cherub* (Peter Scott and Mark Pearse) upheld The Amateurs' honour by holding off the four Coutas — despite failing to finish the final race after a nasty collision rounding the top mark. Redress of average points was enough to deliver the win by just one point.

Other SASC yachts to make the round trip for the regatta were *Hoana*, *Reverie*, *Tup* and *Kelpie*. It was a splendid weekend and the Pittwater event has now established itself as a genuine fixture on the Summer sailing programme.

THE SASC YACHT REGISTER

The Sydney Amateur Sailing Club's Yacht Register is published each year in the Annual Report, the Sailing Programme book and on the Club's web site.

The Register lists yachts owned by members — both those with Amateurs' sail numbers with the 'A' prefix and those without. It even lists motor vessels like *Sailfish* and *Patrick Whittington*.

The Register helps members identify Club boats and is a valuable historic record. Unfortunately, it is rarely completely up to date.

If you have sold your boat, or bought a new one, and forgotten to advise the Club, please contact the office and the register can be corrected. If you have joined the Club recently and not provided details of your boat for the Register the office can provide a form for the purpose. It will soon be time to prepare the next Annual Report so don't delay — do it now.

Dear Sir,

I would like to make a few points in relation to the Club's dinghies. Recently I found that two dinghies had notes on them to say they leaked and should not be used. This would stop other users getting wet feet, but did nothing to start the repair of the boats. Any user can start the repair process by advising the office that dinghy number x has a fault, there is also a sign in the boat shed to remind users of this process.

The boats in question had leaks at the aft end of the keel that probably developed from dragging them up and down the ramp to the pontoon. As supplied, the wheel at the stern does not raise it enough to give clearance over the bumps and there is no protective strip on the keel. I have now fitted all the boats with wheels that give more clearance and with rubbing strips to reduce the risk of damage.

While repairing the boats I noticed that some had significant damage all along the keel. The only explanation I can offer is that some members have been dragging the boats by the painter, like a recalcitrant dog, rather than lifting the bow and wheeling the boat like a wheelbarrow.

The users of Club dinghies are politely requested to wheel them rather than drag them. This includes backing them into the stowage spots, rather than pushing them in bow first, which will tend to chafe the keel.

John Pennefather

SASC dinghy maintainer

AN EVENING WITH SEAN LANGMAN

After the formal part of the General Meeting on 18 May, David Salter will interview Sean Langman, perhaps the most versatile, competitive and adventurous sailor in Australian history. Sean's interests in the sport extend over an extraordinarily wide spectrum: from the restoration of classic yachts to an attempt on the world sailing speed record. He has raced everything from maxis and 60-foot trimarans to Ranger classers and contemporary 18-footers. This promises to be a lively conversation with the always frank — and often controversial — Sean Langman.



Photo Chris Arnold

Dawn at Coaster's: In the foreground, *Anitra V*, *Mister Christian* and *Tula*.
In the background, *Spindrift*, *Magic*, *Lunacy* and *Shambles*

SPEEDY BOB BROWN RACE

April 2016

For once the weather gods were kind and the SASC fleet enjoyed fair breezes for the annual Bob Brown Race to Pittwater. David Salter reports.

There were 13 starters and 13 finishers for this year's Bob Brown, which was heartening on two accounts. Numbers have been dwindling over the past few runnings of the club's Easter outing, and the winds have been so light over the same period that many entrants failed to finish before the 20:00 time limit.

With the BoM forecasting yet another drift for Easter Thursday, Denis Williams (*Paper Moon*) suggested we move the start further down the Harbour to Watson's Bay to increase our chances of picking up the sea breeze. His suggestion was quickly endorsed by all skippers through an email round robin and that change yielded immediate results. Although the NE was still light for the 13:00 start, everyone managed to clear the heads within half an hour and found steady pressure offshore.

After the usual few digs in and out to clear Long Reef the wind slowly swung right just enough for most boats to lay Barrenjoey on a long starboard tack. It was pleasant if unspectacular sailing for the next two hours. Time for a bite of lunch, tall stories and some serious rehydration work. The bear-away set as we turned into Pittwater finally brought spinnakers out of their bags, then there was an easy gybe at Mackerel Beach and a three-quarter sprint to the finish at Coaster's Retreat.

Photo Matt Cumming

*Lunacy's view of
Mister Christian
heading north*



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Moorings were plentiful and it was splendid to see so many familiar SASC yachts rafting up for the traditional post-race festivities which stretched well into a pleasantly mild night. Skippers, crews and their guests then all came ashore for the customary BBQ lunch at The Basin.

The only slightly disappointing aspect of the event was that three boats failed to radio in to Race Control after rounding Barrenjoey. This is an important safety requirement of the Sailing Instructions. After consulting the relevant SASC protest committee member, it was decided to impose a modest time penalty on the three miscreants (no names – you know who you are). Given that many of the finishing times were close, those penalties had a significant bearing on the final results.

The win for *Lunacy*, one of the smallest boats in the fleet, was special for skipper Tom Moul. “I’ve entered this race three times”, he told the crowd, “and this is the first time we’ve finished!”

Special thanks must go to Ian and Wendy Anstee who stood finishing duty on their magnificent *Moody Mystic II*, ran the VHF 73 race channel and calculated the results.

Bob Brown 2016: 1. *Lunacy*, 2. *Molly*, 3. *Indulgence*, 4. *Magic*, 5. *Paper Moon*, 6. *Anitra V*, 7. *Mister Christian*, 8. *Spindrift*, 9. *Shambles*, 10. *Shibumi*, 11. *As You Do*, 12. *Supertramp*, 13. *Tula*.



Photo David Salter

Winners are grinners: l. to r. Frank Hetherton (*Molly*), Tom Moul (*Lunacy*) and Michal Tomasewski (*Indulgence*) display their trophies

VALE TONY CURTIS

April 2016

Tony Curtis, whose cheerful and energetic presence was an SASC fixture for almost 30 years, wasn't originally called Tony. His birth certificate named him as 'William McKenzie Curtis' but five weeks later — for unknown reasons — his parents changed that to 'Anthony'. The family then lived in Launceston but soon moved to a house a few blocks from the beach at Burnie, where they kept a 24-foot yacht called *Teal*.

Tony's love of sailing spanned his entire life. In 1950 his father had a new, more spacious yacht built at the E. A. Jack boatyard under the Cataract Gorge bridge at Launceston. This was *Anonyma II*, the wholesome fractional sloop which Tony sailed until a few months before his death late last year. The family spent their holidays aboard the boat exploring the bays of the Tamar River.

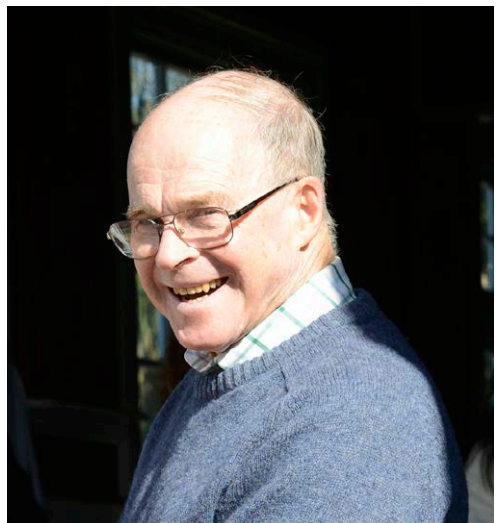
At the age of 13 Tony travelled to Melbourne to be interviewed for an officer cadet traineeship in the RAN. He presented himself in shorts, jacket, tie — and long socks. He wasn't offered one of the midshipman places, but wearing shorts and long socks became a lifetime habit. Along with his sailing activities Tony was also a member of the Burnie Life Saving Club where he excelled at board and ski riding. During his final year at school he won Tasmania's Best English Essay Prize for an account of his experiences sailing the North West coast on *Anonyma II* with his father.

Tony's long career in the paper and printing industries began with a management traineeship at APPM in Burnie. He was soon transferred to the Melbourne head office and seized that opportunity to join the highly competitive yacht racing scene on Port Philip Bay. In 1960 he used £800 he'd won on a TV quiz show to head for New York where he found work at the Australian Consulate.

Every weekend was spent sailing. When his US visa finally expired Tony managed to get a crew berth in the Trans-Atlantic Yacht Race, then lived in England for the next four years. By 1967 he was back in Australia, settling in Sydney where he married Cynthia — another Launceston escapee he'd first met there when she was 17 — in 1970.

A growing family kept Tony from serious offshore yachting (he sailed his last Sydney-Hobart in 1975) but in 1987 his father gave him *Anonyma II* and a long association with the Sydney Amateurs classic fleet began. It was a yacht which seemed to demand almost constant maintenance and in later years the

Tony Curtis



SASC NEWS

motor was only coaxed into life for a few weeks after more than a decade of struggle. However what Tony may have lacked in mechanical skills he more than made up for in deft boat handling under sail. His expert maneuvering in close quarters became legendary at the SASC.

In 2012 Tony was diagnosed with bowel cancer but remained remarkably upbeat, continuing to race with the club as he endured the discomforts of treatment. For his final season, when he could no longer skipper his own yacht, he accepted an invitation to join the crew of *Mister Christian* as honorary tactician and mainsheet trimmer. His favourite call to the helmsman — “Up five degrees!” — is now a treasured catch-cry on that boat.

Tony Curtis was a popular and valued member of the SASC. His generosity and positive spirit will always be remembered wherever good folk gather to mess about in boats.

David Salter

SUNDAY SAILING



Photos John Jeremy

Camilla enjoying the light breeze during the Sunday Series race on 7 February



The SASC fleet was joined on 7 February by the Squadron's Sunday series entrants. This is the start of the non-spinnaker division



Sana, competing in the classic non-spinnaker division, heading towards the Rose Bay mark on 7 February



As You Do leading several of the RSYs yachts in the race on 7 February



Magic and *Malveena* manoeuvre before the start of the last Sunday race on 13 March



*Paper Moon and Magic on the way with Costa Luminosa in the background.
Paper Moon won the Sunday non-spinnaker series for 2015–16*



Reverie, Malveena and Hoana at the start on 13 March



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FOURTH SASC ALPINE CRUISE

April 2016

Yet again the weather gods smiled on the members and friends who spent a few midweek days in a picturesque freshwater environment. David Salter reports.

The large trout somehow managed to escape our skilled fly-casting, but in every other respect it was a perfect break from the noise, pollution and pressures of the Big City. Three nights and four days of sparkling sunshine beside a meandering river in the beautiful surroundings of the Brindabella Ranges is enough to soothe any soul, let alone a mob of crusty SASC sailors plus a ring-in financial manager.

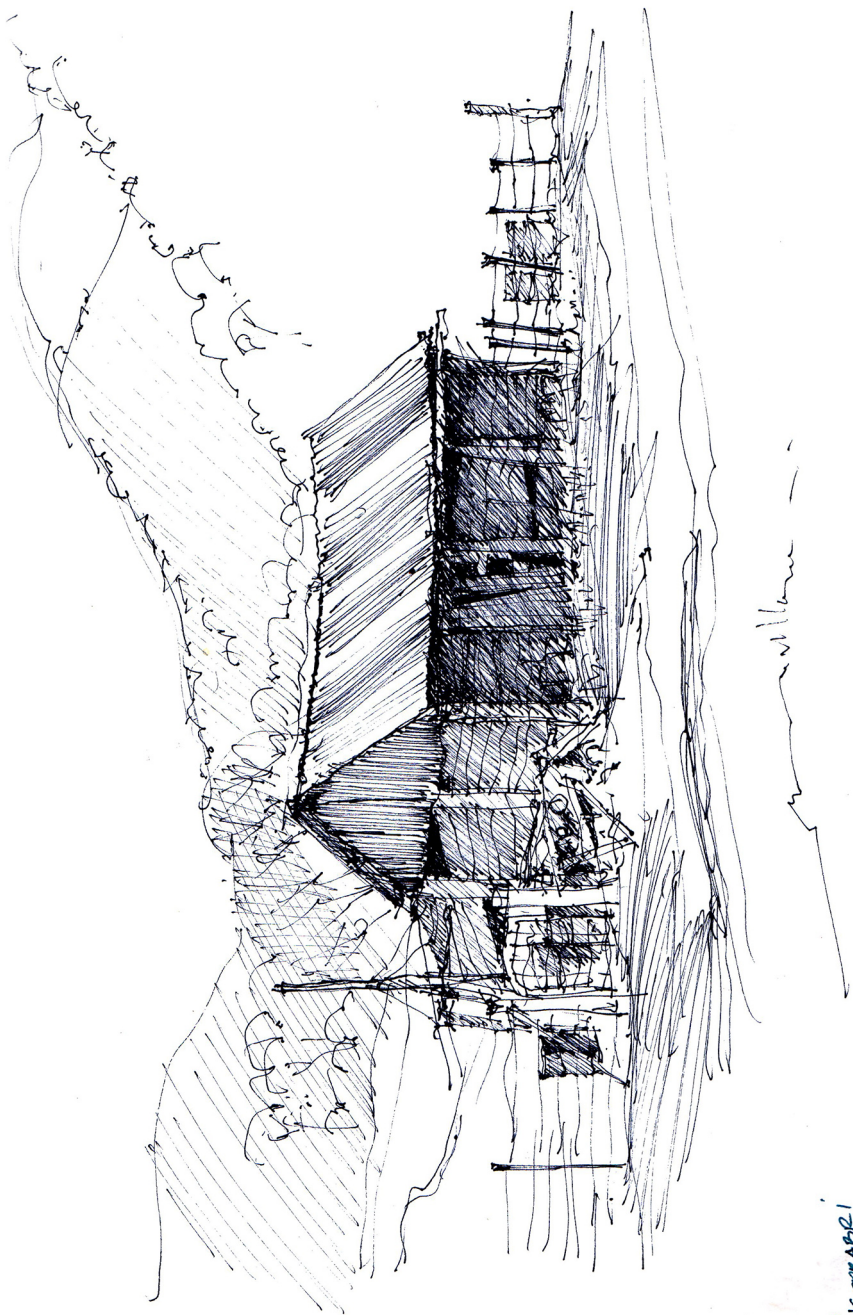
The group comprised former Commodore John Crawford (*Vanity*), Maurie Evans (*Malohi*), gun crew and former owner of *Carinya*, Jim Nixon, stockmarket expert and ace fly fisher Bill Gregerson (Berkholts Investments) and myself (*Mister Christian*). Dal Wilson was also slated to join us but was kept in Sydney at the last minute for family reasons. He missed a great little holiday.

The two old tin-roof cabins we occupied have no electricity or running water but were re-built after the recent once-in-a-century floods and are comfortable, predominantly waterproof and warm at night (which is important at an altitude where the baro never seems to register much above 940). The surrounding scenery is spectacular in the *Man from Snowy River* sense — mountains covered with eucalypts against a bright blue sky and scudding white clouds. The river itself is an ever-varied thing of wonder as it descends through alternate rapids and long, serene pools. It doesn't really matter if you catch fish or not. The beauty of the location is its own, splendid reward.

Appropriately, the Green Cabin flew the Amateurs' burgee

Photos Maurie Evans





KOMARI
SHED 2016
MARCH 2016
CRANFORD.



Alpine breakfast

There was, of course, a certain amount of drinking and eating between fishing expeditions. Rehydration is, after all, important after any physical exertion. The pile of empty long-neck beer bottles outside the door of the Green Cabin grew at an astonishing rate. Late afternoon gin and tonics under a shady willow tree also seemed to hit the spot, as did red wine with dinner and port after the meal. It remains one of the great scientific mysteries why alcoholic drinks (of any kind) seem to taste so much better while sitting around a camp fire.

But there was more to the holiday than just eating, drinking and fishing. Jim Nixon impressed us all with his bushwalking skills and stamina. After briefly analyzing the topographic map of the area and entering a few co-ordinates into his handheld GPS, Jim strode off with a light backpack and completed a long and very demanding round trip through wilderness in less than four hours. When I last did that trek it took me most of the day. The rest of us preferred to commute in my 4WD.

In between fishing trips there was rather half-hearted competition in a range of games and sports. We played everything from darts and boules (*pétanque* for the pedants), to long-range frisbee and short-range golf (nearest the pin). Maurie hit the sweetest wedge — right through a corner window of the cabin. But the cricket and badminton gear stayed in the bag. Best to leave a few new sports for next time.



The picture-perfect river

And the trout fishing? Well, we caught plenty but very few were up to legal size. After a month of hot days and no rain the river was very low and warm. The big browns and rainbows had either headed way upstream into the Snowy Mountains, or descended to the dark, cooler water at the bottom of the deepest pools where even the most expertly cast dry fly won't entice them to rise. We kept a couple of "plate size" rainbows but returned the rest with strict instructions to grow a few more inches before we resumed piscatorial battle.

John Crawford's trout. Poor little thing — it was returned to the river

John Crawford employed his artistic talents to make a collection of lovely pen-and-ink sketches. One of them adorns this report, and eagle-eyed readers might spot the SASC burgee flying proudly from the corner of one cabin. He also won the prize for the smallest fish — a tiny example of *salmo trutta* that would have difficulty passing itself off as a juvenile sardine.



Relaxed and refreshed, we were all packed and gone before lunchtime on Thursday for the 90-minute dirt-road drive back over the mountain to Canberra, then the long motorway slog into Sydney. By Saturday morning we had reassembled at the club for fresh coffee and muffins before getting our boats ready for the pointscore race that afternoon. It's a hard life for some...

Photo John Crawford



Photos John Jeremy

The start of Division 1 in the twilight race on Friday 19 February



Spartacus and *Up N Adam* on the way to the first mark in a fine north easterly breeze



Fidelis approaching the finish in the evening light on 19 February



Photo Fred Bevis

Rana ready for launching

R. C. H. Down was Commodore of the Sydney Amateur Sailing Club for a record twenty years. Elected in 1911, Dick Down served as Captain from 1912 to 1914 before taking over as Commodore from R. G. Smith in 1914. Dick Down held the Club together during World War I and took a leading role in getting the Club active again after the war. He was an able administrator and a strong chairman who guided the Club to new records of membership and racing during the 1920s and the early 1930s. When he stood down in 1934 the Club was flourishing.

Dick Down sailed *Rana* (A20) during his time as Commodore. *Rana* has now been meticulously restored by Peter Langman. She was relaunched at Noakes yard on the afternoon of 24 March. Gleaming in the afternoon sun, *Rana* was described by one of those at the launching as 'so beautifully finished she should be in a glass case, not in the water'.

Appropriately, the not-much-younger Bill Gale was given the honour of sailing *Rana* during her first sail after the launching. Now wearing the sail number A200, *Rana* is sure to add a touch of class to future SASC classic events.



Photo Peter Scott

Bill Gale fitted perfectly into *Rana*'s cockpit

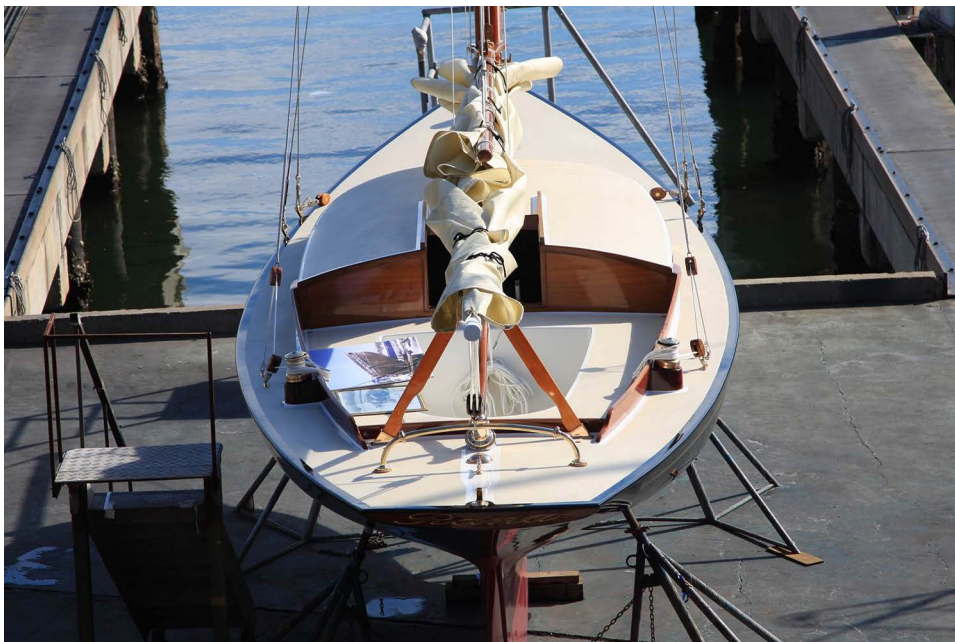


Photo Edward Inchbold

Rana's clean decks before her launching



Photo Dale Wahren

Bill Gale at the helm of *Rana*



Photo Dale Wahren

The 102-year-old *Rana* under sail



Photo Dale Wahren

Rana showing off the clean lines of her A. C. Barber design

A PORTHOLE-PEEK INTO THE NEXT AMERICA'S CUP

Frank Walsh recently visited his daughter Elizabeth and son-in-law, Sam Newton, in Bermuda and provides a commentary on the arrangements for the next America's Cup and on Bermuda itself.

The 35th America's Cup will be held on The Great Sound, Bermuda starting on Saturday 17 June 2017. The first team to win seven races will be the crowned Defender of the America's Cup.

Prior to the 35th America's Cup, the Louis Vuitton Cup will be raced on The Great Sound. The winner of the Louis Vuitton Cup will go through to the America's Cup and race the current defender; Oracle Team USA. There are many significant changes to the boats, crews and the racing format.

Firstly, there are a few possible perceptions to correct:

- Bermuda is a really attractive, friendly, safe, orderly and beautiful island country with a successful economy a short two-hour flight due east from Baltimore, Washington and New York.
- Bermuda's income is built on tourism and re-insurance companies.
- Bermuda is located over 1000 miles north of the Caribbean islands

A satellite image of Bermuda.
The red dots are known shipwrecks

Bermuda Zoological Society



of Antigua, Barbados, Trinidad etc. so, really, nowhere near the Caribbean.

- Bermuda is a volcanic island in the Gulf Stream of the Atlantic and it is a British Protectorate, first settled in the early 1600s.
- The current population is 63,000.

Secondly, the race format and the boats are different from the 34th Americas Cup held in San Francisco where the boats had a crew of 11 and were 72 feet in length. For the 35th America's Cup teams will use boats 50 feet in length with only six crew.

Historically the America's Cup challengers have competed in elimination races (the Louis Vuitton Cup) where the winner is named the challenger and that team goes through to race the defender in the America's Cup finals.

This time around in the 35th America's Cup the defender, Oracle Team USA, will also participate in the Louis Vuitton Cup. An added improvement and competitive edge is that the winner of the Louis Vuitton Cup, be it the current defender or the new challenger, will take a one-point advantage into the America's Cup final — this has never been done before.

The teams for the 35th Americas Cup are:

The defender: Oracle Team USA, skipper James Spithill.

Artemis Racing (Sweden), skipper Nathan Outteridge.

Emirates Team New Zealand, skipper Glenn Ashby/Peter Burling.

Land Rover BAR, skipper Ben Ainsley.

Groupama Team France, skipper Franck Cammas.

SoftBank Team Japan, skipper Dean Barker.

Three of the above teams, Oracle Team USA, Artemis and SoftBank Team Japan all have permanent bases in Bermuda.

The Oracle Team
USA base in
Bermuda

Photos Frank Walsh



SASC NEWS

The Louis Vuitton America's Cup World Series (LVACWS) will be held in a number of locations. These two-day events will race six fleet races on AC45Fs which will be foiling boats (you may remember that the AC45s used during the 34th America's Cup World Series did not have foils).

The confirmed locations (with more locations pending) for the 2016 Louis Vuitton America's Cup World Series events are:

Oman — 26–28 February

New York — 6–8 May

Chicago — 10–12 June

Portsmouth — 22–24 July

Currently teams are building testing boats up to 45 feet in length and all teams have chosen to use the previous World Series platforms to simulate their 50-foot yacht's design. These boats are now referred to as AC45S — 'S' for supercharged.

The boat design and specification changes from the 34th Cup to the 35th Cup are significant. Boat length is down from 72 feet to 50 feet, crew size is down from 11 to six and the new 50-foot boats will have a wing-sail and a headsail but no spinnaker or gennaker. The idea of using smaller boats is to reduce participation costs and many of the fittings and components on the 50-foot boats are essentially one design. There is now limited stored energy onboard by means of on-board accumulators, however all energy is still created by the crew members themselves.

The biggest area of development is in the design and operation of on-board control systems for the rudder, dagger boards and wing-control systems. The aim is to enable stable flight management for the smaller crew.

Most teams will be based in Bermuda from February 2017 at the beautiful and historic Royal Naval Dockyard which is a large fort complex at the northern end of the Great Sound. The race course will be in relatively protected waters inside the reef and great viewing will be available from many nearby suburbs and, of course, from the water. The length of the races will depend on the wind conditions but it is expected that an average race will take 25–30 minutes. Unlike previous AC races, traditional upwind starts will be replaced with exhilarating reaching starts, as we saw in the 34th America's Cup in San Francisco.

Whilst there is no Australian entry in the 35th America's Cup — the last Australian challenger

Frank Walsh at the Royal Naval Dockyard in Bermuda





was Syd Fischer's *Young Australia 2000* for the 1999 Louis Vuitton Cup in Auckland, the contribution of Australians is strong across all teams. Eight of the fourteen sailors with Oracle Team USA are Australians: Jimmy Spithill, Joe Newton, Kyle Langford, Graeme Spence, Tom Johnson, Sam Newton, Kinley Fowler and Ky Hurst.

Six of the Australian sailors at Oracle Team USA were once youth sailors competing in the RSYS Hardy Cup. Tom Slingsby, the Australian Olympic Laser sailor and Luke Parkinson are sailing with Artemis. Nathan Outteridge and Iain Jensen, Australian Olympic 49er sailors, are also sailing with Artemis. On the management and shore team side there are many great Australians. Grant Simmer and Ian "Fresh" Burns, Dean Curtis, John Hilderbrand, Andrew Henderson, Dylan Clarke and Ted Hackney all with Oracle Team USA. Other Australian are Scott Babbage and Tyson Lamond with Softbank Team Japan and Sarah Gunderson with Artemis just to name a few.

A great way to follow the racing and the teams is via social media, Instagram and Facebook:

@americascup
@oracleteamusa

Frank and Sam
Newton at the
Oracle Team USA
base

@artemisracing
 @softbankteamjapan
 @landroverbar
 @groupamateamfrance
 @emiratesteamnz

If you wish to see the beauty of Bermuda and why it's well worth a visit take a look at www.gotobermuda.com.

A SNAPSHOT OF BERMUDA

Bermuda is a volcanic gulf-stream Atlantic island, shaped like a fishhook about 20 miles long, a mile or so wide and about 20 square miles in area. It is a basalt-rock island with some small areas of fertile volcanic soil.

Bermuda has a small agricultural industry, mainly fresh vegetables and fresh milk. There is little local manufacturing. The economy comprises service industries such as insurance and tourism — Bermuda is one of the top three re-insurance centres in the world. While Bermuda has no income tax on companies or individuals, government revenue relies on comprehensive and high import duties (on virtually everything) for about 25% of the revenue. Another 40% comes from a progressive payroll tax paid by employers (not employees) and the balance comes from a range of transactional taxes. There is a very small range of social service payments. Currently the country is running a small deficit. Estimates are that the America's Cup will generate \$14 million in taxes and revenue and additional on-island spending of \$250 million.

A Bermuda
 sunset



Bermuda gives the appearance of being well governed and well maintained. I never saw a pothole during extensive travelling on the island. Virtually all the houses and dwellings are well maintained and painted in local pastel colours. All the roofs are white and have extensive water collection and storage systems. There are many thousand substantial mansions and estates in beautifully maintained gardens, about ten of which are occupied by local Australian residents.

As roads are narrow and old, but well surfaced and drained, car ownership is severely restricted to a maximum of one car per household and there are no self-drive rental cars. Taxis are of a good standard and rates are like Sydney. An extensive and frequent

local bus service and a ferry service provide an efficient public transport service. For the brave visitor, scooters of mixed mechanical reliability can be hired. The local hospital is of a high standard.

April 2016

While Bermuda is very expensive with major hotel room rates at \$US400–500 per night and a good restaurant about \$US150 per head, there are some great beaches, some good bars and some moderately-priced restaurants. The Royal Bermuda Yacht Club is located in central Hamilton, the capital and has good bars, a restaurant and is well worth a visit.

TENDER ETIQUETTE

The tender service is a valuable asset to members in Mosman Bay however it will be most effective if members help by observing a number of ‘Dos and Don’ts’.

Do arrive in sufficient time to reduce the load on the service in peak times.

Don’t load all your crew on the tender in peak times when one or two would be sufficient to bring your own boat to the pontoon to pick up the rest of the crew, particularly on Friday evenings.

Don’t ask the tender to make unnecessary multiple trips to your boat, particularly when others are waiting for service.

Don’t ask the tender drivers to tow your boat — they are not permitted to tow without approved supervision except in an emergency.

Do move promptly off your boat when the tender arrives to pick you up.

Do help trim the tender properly and ensure that the driver has proper visibility.

Don’t keep the tender waiting — even if you are ‘almost ready’. It will be quicker for everyone in the long run if you let it go until the next trip.



Photo Marco Tapia

Ready — Set.....No, it's not a race! Mike Power and Michal Tomaszewski ready for action in *Nancy K* and *Jack Millard*



Photo STX France

The largest cruise ship ever built, the 227,700 GRT *Harmony of the Seas*, left the Chantiers de l'Atlantique shipyard in Saint-Nazaire, France recently for its first set of sea trials. She is expected to make her maiden voyage from Europe in May 2016. The ship is designed to carry a total of 6,410 passengers and 2,300 crew. The photo shows her from her best angle



Photo Port of Long Beach

CMA CGM *Benjamin Franklin*, the largest container ship ever to dock in North America, arriving to berth at Long Beach, California recently. The ship has a container capacity of 18,000 twenty-foot equivalent units (TEUs) . These large ships are too big for Australian ports

BOATSHED CHARGES 2016–2017

April 2016

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

	\$		\$
BOATSHED CHARGES:			
Moorings per metre per week	6.60	Per Quarter (13 weeks)	85.80
Dinghy Storage per week	11.20	Per Quarter (13 weeks)	145.60
Locker Hire per week	6.20	Per Quarter (13 weeks)	80.60
Casual Mooring per metre per week	13.15		

LABOUR CHARGES:	
Members, per hour	72.70
Non-Members, per hour	95.10

SLIPPING CHARGES: (Using Club Labour)

Members	- per metre, first day	19.55
	- per metre, subsequent days	9.10
Non-Members	- per metre, first day	30.20
	- per metre, subsequent days	14.55

(Not Using Club Labour)

Members	- per metre, first day	22.50
	- per metre, subsequent days	9.60

SLIPPING AT WEEKENDS:

Members	- per metre	28.00
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 (members only)	8.05
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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.	8.35
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GET WRITING!

Not long ago Peter Gossell gave a brilliant lecture at the Club to forty people on the life and deeds of Captain Joshua Slocombe. The great yachting benefactor of the time, Mark Foy, presented the Captain with a new set of sails. Peter pointed out to me that Foy was on our Honorary Life Members list and joined the Club in 1889.

It would be of great interest if a member with computer skills could compile a history of Foy for the *SASC News*. John Stanley has a huge knowledge of Sydney Flying Squadron history and could help.

Southerly

HMAS MERMAID TESTS NEW TECHNOLOGY

While conducting hydrographic survey work in Far North Queensland recently, the Survey Motor Launch HMAS *Mermaid* made a brief detour to conduct a condition assessment of the wreck of the first HMAS *Warrnambool*.

The Bathurst class minesweeper was clearing a mine-field in the Great Barrier Reef when, on 13 September 1947, she struck a live mine and slowly sank. After resting on the seabed for 69 years, *Warrnambool* remains in remarkable condition and is now home to a variety of marine life.

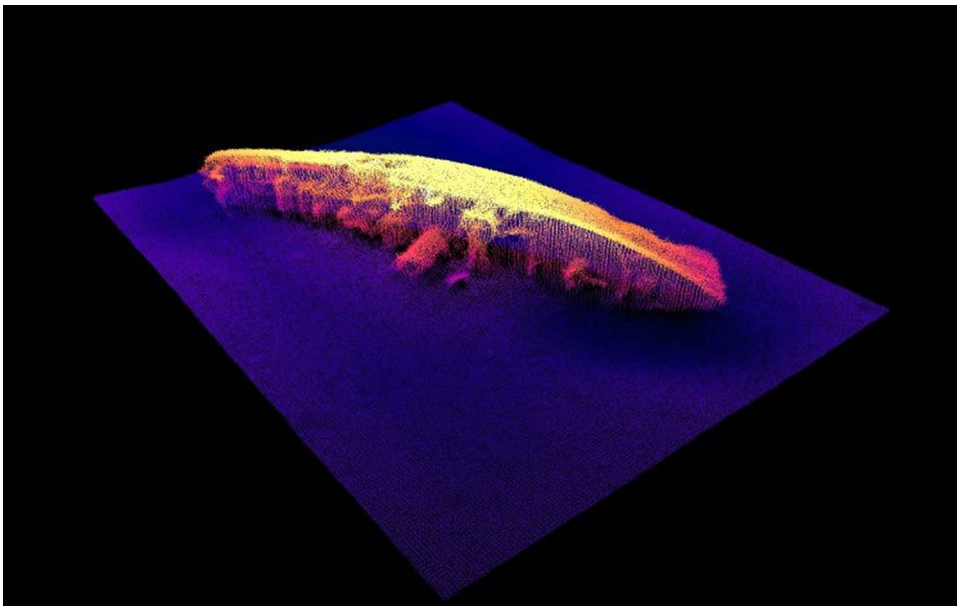
Mermaid inspected the wreck while testing new real-time 3D positioning systems which have significantly boosted the capability of the Royal Australian Navy's Survey Motor Launch fleet.

Mermaid's Commanding Officer, LCDR Geoff Lawes, said the new technology represented a big change in the Navy's hydrographic and mine warfare capabilities.

"As the images of *Warrnambool* demonstrate, we now have the ability to search for and classify seafloor objects with incredible accuracy," he said.

Mermaid and her sister ships *Paluma*, *Shepparton* and *Benalla* along with Hydrographic Ships *Leeuwin* and *Melville* form the backbone of Australia's national ocean-going hydrographic survey capability. Operating out of Cairns, in North Queensland, these ships conduct the majority of the survey work required to make the accurate nautical charts that all mariners use to safely navigate in Australian waters.

Michael Casey



RAN image

Full density colour image of HMAS *Warrnambool* on the ocean floor



RAN photograph

HMAS *Mermaid* at work in northern Australian waters



SASC ANNUAL PRIZEGIVING

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

Saturday 2 July 2016

The prizegiving will commence at 1200 sharp, lunch will follow

Cost \$60 per head (incl. GST)

Bookings essential — please telephone Megan or Judy on 9953 1433
no later than Friday 17 June 2016

PUT THE DATE IN YOUR DIARY NOW

NEW MEMBERS

We welcome the following new members:

Peter Florance
Christopher Hoey
Adam Turk

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*)

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$32.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Polo Shirt – Navy Short Sleeve S M L XL	\$36.00
Polo Shirt – White Long Sleeve S M L XL	\$40.00
Rugby Top – XXL Only	\$49.00

Gaffers Day Merchandise

Wide Brimmed Canvas Hats – S M L XL	\$35.00
Ladies' Tees – 8 10 12 14 16 18	\$30.00
Posters – Various Years each	\$ 5.00
Posters – Package of 5 various	\$20.00

Books

The Amateurs — The Second Century Begins	\$40.00
Ranger Sprint Series (limited stock)	\$65.00
The Australia Day Regatta	\$35.00
YA Racing Rules of Sailing	\$40.00



NEWSLETTER DEADLINE

The next *SASC News* will be the June 2016 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 May 2016. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



RAN Historical Collection

An unusual image in this edition, but it relates to the story on page XX. The RAN minesweeper HMAS Warrnambool sank on 13 September 1947 after hitting a mine while clearing an Australian minefield off Cockburn Reef in the Great Barrier Reef. Four men were killed and 29 injured. She was the last casualty of World War II. In 1972 the wreck was sold to a Sydney buyer but the ship remains intact

**YACHT
SALES
AUSTRALIA**

Yacht Sales Australia

Selling your yacht?



Martzcraft 35' – \$75,000



Halvorsen 28' – \$45,000



Arrends 33' – \$69,000



East Coast 31' – \$45,000

Special SASC member discounts apply during April!

We're currently receiving enquiry from buyers seeking a wide range of boats, both modern and classic. Our team are real boaties with a love of all things on and around the water. We'll not only find a suitable owner for your pride and joy but professionally manage the sales process from enquiry to settlement.

Yacht Sales Australia promote boats online, via social media and in the press. We have many years of sales and marketing experience. This in-depth knowledge of boats and how to sell them is what sets us apart!

We promise no nonsense, honest advice and great customer service. Take the stress and hassle away from selling your boat and call us now.

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