



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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April 2017

# SYDNEY AMATEUR SAILING CLUB

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**Cover:**

Super 30s at  
the gate during  
Race 1 of the  
Sydney Harbour  
Regatta on Satur-  
day 4 March 2017  
(Photo John Jeremy)

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# COMING EVENTS

April 2017

## THURSDAY 13 APRIL 2017

Bob Brown Trophy Race

## SATURDAY 29 APRIL 2017

Ranger/Couta Sprint Series, Day 2

## SATURDAY 6 MAY 2017

First race in Combined Clubs Winter Series. SASC Series race 1.  
RANSA social event

## SATURDAY 13 MAY 2017

Second race in Combined Clubs Winter Series

## WEDNESDAY 17 MAY 2017

SASC General Meeting

## SATURDAY 20 MAY 2017

Third race in Combined Clubs Winter Series. SASC Series race 2

## SATURDAY 27 MAY 2017

Fourth race in Combined Clubs Winter Series

## SATURDAY 3 JUNE 2017

Race 5 in Combined Clubs Winter Series. SASC Series race 3. SASC  
Social event

## **NEED THE TENDER?**

**Call Mike,  
Allan, Mitch  
or Will  
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 17 MAY 2017 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  
2017-2018:

Joining Fee	\$650
Subscriptions:	
Ordinary	\$560
Absentee/Country	\$275
Associate	\$210
Intermediate	\$75
Junior	\$50

*D. Salter*  
Honorary Secretary

## SIGNALS FROM THE COMMODORE

As the summer sailing season draws to a close, I am reminded of that old adage, “if you are easily embarrassed, whatever you do, don’t take up sailing”. As we know here at the Amateurs, sailing is a great equaliser. It doesn’t seem to matter whether you are a complete novice, a self-proclaimed master mariner with years at the helm or the rock-star crewmen calling tactics and bouncing spinnakers up the mast. We all seem to have days out there on the Harbour that we would really rather forget.

While we all like to celebrate the apparent misfortune of some of our competitors out there on the race course, for me it is very much a case of “there but for the grace of God, go I” or perhaps more correctly, “people in glass houses shouldn’t be throwing stones”. I mean there would be few amongst us who haven’t experienced the wayward spinnaker drop that leads to speculation you and the crew were obviously trawling for prawns in the Harbour. And who hasn’t shaved more than a few barnacles off the Shark Island mark or given the Wedding Cake a hell of a fright. Hands up if you have never sailed around the wrong mark or even sailed the wrong course (a good argument for not leading from the front). If you haven’t touched the bottom, then as they say, you haven’t been sailing.

Fortunately this summer, despite a pretty hectic sailing program, there were relatively few incidents — just a few dingles at the starting line, a couple of dismastings, no groundings and only the odd blown spinnaker and shredded sail, but no major injuries or hull damage and relative calm in the Protest Room. All in all, a pretty damn good season with strong numbers across all classes, some very competitive racing (thanks handicappers) and extremely tight finishes as evidenced by our season-ending Summer Trophy Races and the exciting spectacle of the Ranger Sprints. Special thanks to Club Captain Chris Manion and Executive Race Secretary, Alice Murphy and the Division Reps whose enthusiasm and energy have made 2016–17 a terrific year on the water at the Amateurs.

As some of you might have noticed the Board has been keen to try and broaden post-race appeal of the Amateurs off the water. Rear Commodore Peter Scott has led the charge. We have Sunday Jazz, an extended menu, paella dinners and Racing Rules trivia nights — even salsa dancing on the clubhouse deck. Please provide your feedback or ideas for other ways we might make the club appealing to members beyond just racing on the Harbour.

We should also acknowledge the unstinting efforts of our Starting Teams aboard *Captain Amora*. Without them generously giving of their time, there would be no racing. I stand in awe of their dedication on those days when the wind is blowing 20 plus knots, the chop is up and the poor old *Captain* is rolling from gunnel to gunnel. “There but for the grace of God, go a few of us...”

*Bruce Dover*





Photos John Jeremy

*James Craig* passing HMAS *Adelaide*, positioned in Sydney Cove for the Salute to Australia on Australia Day 2017



The yacht ballet was a display of remarkable precision manoeuvring



HMAS *Adelaide* on the move to Garden Island after the Salute to Australia as RAN Squirrel helicopters perform overhead



The low cloud cover somewhat curtailed the aerobatics but the display was nonetheless impressive



RADM Stuart Mayer AO CSC and Bar RAN, Commander Australian Fleet, boarding the Australia Day Regatta Flagship, HMAS *Diamantina*



The spectator craft not only provided an escort but also a screen for the Tall Ships Race



*Josephine* sailing past HMAS *Diamantina* before the start of the 181st Australia Day Regatta





The competitors in Division 1, spinnaker, approaching the start during the Australia Day Regatta



Division 1 on the way



Division 2, spinnaker, at the Australia Day Regatta start



Historic skiffs passing *Pacific Eden* which was moored off Point Piper

## THE “OTHER” CLASSIC 18-FOOTERS

April 2017

by  
David Jones

Before I started my regular trips to Sydney — home of the world-renowned Sydney Harbour 18-footers — the only “18s” I had seen were the National 18-foot class, a classic wooden 1938 Uffa Fox restricted design, which was once well represented in England, Scotland, Wales and Ireland. The hulls were of clinker construction, with plywood fore-deck and side-decks, and a heavy (80 kg) cast-iron centreboard (although, from the 1970s, new builds went over to GFRP). Within the last three years, the boat has been given a completely new hull form, turning it into a light and very fast three-person trapeze dinghy (the only such class in existence). Few of the original wooden boats survive, owing to a combination of maintenance issues, lack of appreciation of the virtues and joys of classic boats, and general idleness. Rather late in the day this trend has been reversed, and classics (some rebuilt from wrecks) are again racing in a few clubs in a separate classics division, most notably at Bosham (to the east of the Solent), and at Cork Harbour in Ireland.

I was introduced to the 18s at the tender age of fifteen (in 1960) when my father bought a new hull from the small yard of Philip B. Waters, in Irsha Street, Appledore, North Devon (on the south shore of the Bristol Channel). She was registered as 18/242 *Nerina*, and based at the Mumbles Yacht Club in Swansea Bay, South Wales (on the Bristol Channel north shore). At the time there were about 25 18s racing at Mumbles (all classics). We sold *Nerina* in 1974, and she was lost in the early 1980s after she came off her moorings. The only surviving 18 from the Waters yard (another Mumbles boat) is 18/231 *Nocturne* which was first owned by Dr Peter Harry. Still in pristine condition, she sails regularly in her new home port of Cork and completely gives the lie to any suggestion that timber is not a robust and lasting material for boats — at least if they are in salt water, open, you keep the rain out, and use copper fastenings! Her immediate predecessor, 18/230 *Sea Wif* (another Waters and Mumbles boat), ended up as firewood simply because she was left on her trailer in the open in a yard in Scotland.

The Waters hulls were beautifully built from solid mahogany throughout, except for steamed oak ribs and mahogany ply deck coverings. The planks were fastened with copper nails and roves in the classic manner. We collected the bare hull from Appledore ourselves, towing a trailer borrowed from Peter Harry. It seemed

A National 18-foot class boat under sail



## SASC NEWS

that all the men in the street had turned out to carry the hull from the yard along the narrow confines of Irsha Street to the wider road at the end where we loaded her on the trailer. The Severn suspension bridge was not opened until 1966, so we must have taken her around the head of the Bristol Channel on the Beachley-Aust car ferry, which would have been an interesting exercise. It was a 14 hour round trip from Swansea to North Devon before the motorways were built. My father varnished her and fitted her out that summer and she was in the water before the end of the season. I have no idea how he managed to get all that work done in the time, or how he also scratch built a traditional 9-foot clinker tender, with my assistance bending in ribs and holding up the rivetting dolly. I think *Nerina's* bare hull cost him £215, half of what a fully-fitted out boat would have cost from a builder on the south coast.

The Waters yard was a typical small family boatbuilding business, with a large covered shed backing down to the tidal flats of the river Torridge. It must have closed not long after they built our boat and the site is now a whitewashed house. The name “Philip Waters” had long been handed down from father to son. PW senior was in charge of the build. PW junior, who was a draughtsman at the big Appledore shipyard, had a beautifully-made true-scale model of an 18 in his sitting room — probably quarter size, fully rigged to the last detail. I hope she

Photo courtesy Jack Kelly

Rebuilding a derelict 18-footer



still survives. I have no idea whether she was built as a prototype or simply for pleasure. There were other “wooden” yards in Appledore as well as the Waters yard, of which the largest was probably the Hinks yard — referred to by the locals as “inkses”. I also remember the merchant schooners *Irene* (two masted), and *Kathleen and May* (three masted) moored up alongside the Appledore wharf, still trading. At that time *K&M* was still shipping grain to Weaver’s dock in Swansea and I remember seeing her there as we drove past the end of the dock on the way to Mumbles.

We launched *Nerina* for the first time without her mast and took her out to moorings to settle down. She was in the water for about half an hour before we towed her off and in that time she leaked about 6 inches of water through the planking lands. She tightened up quite quickly after that but I now wonder how much she kept on leaking, particularly through her topsides, which would have been out of the water when she was lying at moorings. We always had to pump her out a bit before every sail and some of that could have been seawater leakage rather than rainwater. We also had to use the self bailers when beating in conditions where we were not shipping any water over the decks. There was a funny comment at a recent SASC meeting about how you didn’t want to go to windward in a particular classic yacht because she’d leak. Another SASC classic yacht I sailed in last year had collision damage to her starboard topsides, and she most definitely did ship water on port tack!

In the early 1960s we replaced the original wooden spars with alloy — the boom was of the fashionable “bendy” distributed-centre-mainsheeting variety. We also replaced the cast-iron centreboard with an equivalent aluminium one, after a rule change allowed it. There was an aluminium rolling mill up in the Neath valley and my uncle worked there, so there was a “ready supply” of thick aluminium plate. The owner of a small engineering works had the profile machined for us on his big planing machine. I suspect plates were sourced for other owners using the same route — in the village where I was brought up all manner of things seemed to be made of aluminium. I also think we had the only bow fairleads ever to be machined from solid stainless steel bar.

Much of our sailing in *Nerina* was day sailing with only two up. In these circumstances, I always felt that she was over-canvassed and needed great care in a force 4. The new rig made her feel a lot safer. We never capsized her and, frankly, it was considered to be unthinkable, except in a race with a big crash boat easily to hand, but she was a very responsive and beautifully-balanced boat and could really shift. I nearly got her to plane. The combination of speed, handling ability and seaworthiness of the classics is certainly a great testament to Uffa Fox’s legendary design ability. When I was a student, I also sailed Uffa Fox’s 12-foot Fireflies, and they were also very fast and stiff boats. They most certainly *did* plane.

The Mumbles 18s were out on their moorings between mid April and mid September. The huge tides in the Bristol Channel (second only to the Bay of Fundy) meant that they often dried out at low water so it was fortunate that the bottom was muddy, with no stones. After we acquired our mooring we replaced the mooring block. A large concrete block was cast at home, with steel reinforcing and steel eye cast in place, and taken to Mumbles. It was parked on the slipway, the tide was allowed to come up a bit, and the tender was floated over the block. Twin ropes were led from the block over both port and starboard gunwales and secured with figure-of-eight loops and a wooden peg. After the tide had come in a bit more and floated-off the block we motored out to the position of the mooring, took bearings,

and then dropped the block onto the sea bed by withdrawing the peg. I don't suppose anyone thought about what might have happened if just one of the ropes had snagged on one of the gunwales! At the next low tide, we walked out across the mud, dug in the block, and shackled on the swivel, mooring chain, and small steel buoy.

I think the mooring chain must have lived on the sea bed when we were away, with a length of rope up to the buoy. Later we used a large plastic buoy with the mooring chain going all the way up to the buoy and a 1-inch diameter mooring rope to the boat. The rope floated out on the water when we were away and was much easier to pick up than the original small buoy. It also had the big advantage that the bow of the boat was never subjected to the weight of the mooring chain. There had been a number of earlier incidents with Mumbles boats when the combined weight of the mooring chain and a build-up of rainwater or seawater leakage resulted in a capsize at moorings in stormy conditions. The water tended to flow forward and the forward trim, combined with the weight of the chain, eventually led to hull instability. My father was always thinking of innovative solutions to problems and was never content simply to accept local "wisdom". Fortunately there seem to have been no cases where someone's propeller was fouled by this rope when it was floating on the water. However, nobody else adopted his system. Peter Harry was another innovator and somewhat disparagingly referred to the locals as "Mumbolians". However, the top 18 racer in the club — Dan Clements — *was* a local Mumbles man.

Dan Clements at Mumbles ca 1963. Note the very bendy boom.



The National and Irish 18 Championships were held at Mumbles in 1961 with nineteen Mumbles boats racing. The Championships were again held at Mumbles in 1967 with fifteen Mumbles boats racing. There was a special trip on the last P&A Campbell paddle steamer *Bristol Queen* from Mumbles Pier down the South Gower Coast and back one evening after the racing. This was her last season before being scrapped. I remember going down to the engine viewing gallery to see a spotless pair of inclined engines slowly turning the paddle shaft. From the bows I could see the razor-sharp stem cutting through the seas while the ship gently pitched to a slight swell coming up the Bristol Channel.

In 1975 the Championships were held for the last time in Mumbles. Only three Mumbles boats raced. The following year the championships were held at Port St Mary on the Isle of Man. 18/272 was the only Mumbles

boat and, in fact, these were the last Championships in which there was a Mumbles entry. Shortly afterwards the Mumbles fleet went into terminal decline. Most boats moved from the exposed moorings at Mumbles to the new Swansea Marina and the sailing at MYC became focussed on smaller shore-based dinghies. One wonders where all the missing boats could have got to. Enquiries at Mumbles have failed to unearth any information, not even some old boat parts.

I recall several amusing incidents while racing in *Nerina*. On one occasion I started as instructed by the course card but couldn't fail to notice that everyone else crossed the line going in the opposite direction. I kept on going, hoisted a protest "flag" (probably a bit of rag tied to a shroud), completed the course, and filed protests against everyone else when I got to the clubhouse. The others were not amused. Dan, in particular, objected because it could have meant that he lost the series, and said we should do the race again. I stuck to my guns — I was only a student, they were all in their 40s or 50s and if such experienced helmsmen couldn't be bothered to read the course card properly, that was their problem.

The starting line ran out perpendicular to the shore, and you knew when you crossed it because two marks on the shore came into line. There must have been an outer limit buoy as well. In one race, the first leg was to windward and the windward mark was up into the bay off Oystermouth. At Mumbles the joke was that the tide was always on the ebb. Either the Bristol Channel was emptying out past Mumbles or, if the Bristol Channel was filling up, there was a reverse current around Swansea Bay which produced an "ebb tide" effect at the moorings.

Photo courtesy Bosham Sailing Club

A classic 18-footer today. The expression on the face of the man hanging on to the rudder gives some idea of the water temperature



There were two options for fetching the windward mark— (i) cross the line as far inshore as one dared without grounding where the ebb would be slowest, but the wind would be affected by the headland, and attempt to fetch the mark on port tack — (ii) cross the line near the outer-limit buoy where the ebb tide would be fastest but the wind clean, and then put in a subsequent tack from port to starboard to fetch the mark. The others all chose option (ii) and I chose option (i). In order to pull this strategy off, I had to weather every single moored boat in my path. She seemed to be pointing impossibly high with the bendy boom and I don't know whether the self-gybing plate made a difference as well (Mike Kneale — the last skipper to win the Championships in a classic — says they never did work properly) but I made it in one and reached the mark at the same time as the other boats were putting in their tacks well offshore. I think they were somewhat taken aback after we rounded the mark and passed them going in the opposite direction. I did enjoy getting the odd one over on the “shellbacks”, although that didn't happen very often.

Other wonderful memories were sailing in the company of a porpoise — or seeing a pod of them leaping out of the water and swallowing fish in mid-air as the millpond-calm high spring tide lapped at the top of the promenade in the warm glow of the evening sun.

These days, I am able to keep sailing thanks to the generosity of kind friends at the SASC and the RSYS, including Ted James in his lovely Dragon *Florin*. The Mumbles 18s had lengths of light ribbon tied to the shrouds, at standing height as wind direction tell-tales. I find it hard to helm or crew properly without them. I gave some to Ted recently, and he likes them. I'd never seen them anywhere else, so assumed they would be the only ones on Sydney Harbour. That was until I was given a ride by Ben Stoner on his lovely *Weene* only to see his shrouds plastered with tell-tales. The next surprise was when I borrowed a book on classic boats from the Mosman library to learn about the New Zealand M Class 18 foot centreboarders which have lines very similar to the Uffa Fox 18s, but pre-date them by some 16 years. This only served to confirm the healthy respect I had developed for the achievements and dedication of Australians and New Zealanders, past and present, in designing, building, rescuing, maintaining and sailing classic boats. So what am I doing to help preserve the legacy of the classic National 18s? Well, the completed backbone for my new wooden 18 stretches the full length of the garage, the planks are about to go on, and maybe a year from now the hull will be nearing completion — but that's a story for another day!







Photos Charles Maclurcan

There was a good roll-up of SASC members at the 2017 Australian Wooden Boat Festival in Hobart recently. Michal Tomaszewski and Hugh O'Neill seemed particularly pleased to see each other there



Amongst the many boats at the AWBF was Chris and Trish Oh's beautiful motor launch *Leaturi*

# SYDNEY HARBOUR REGATTA 2017



Photos John Jeremy

A wet and windy start for the Super 30s in their first race in the Sydney Harbour Regatta on 4 March



*Dreamtime* and 5 to 6 approaching the gate during the first Cruiser/Racer race of the Sydney Harbour Regatta



The start of the second race for the Super 30s on 4 March



The mark boat crew in *Jack Millard*, Chris Manion and John Sturrock, were quite busy chasing errant marks in the fresh winds of 4 March



*Vitamin Sea* and *Dreamtime* in the rain on 4 March. *Dreamtime* won the Cruiser/Racer series and *Vitamin Sea* came third



Trying some trawling at the gate, *Jet* demonstrated how it is possible to stop very quickly



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*Clewless?* was not as close to *Freshwater* as it seems in this photograph



Moments before the start of the fourth race for the Super30s on 5 March it was clear that something interesting was about to happen



It was — a raft-up on the start line. Despite plenty of good advice being exchanged no protests resulted



The last start for the Super 30s was much more orderly. The series was won by *Stockade* with *Knockabout* second and *Saudade* third

## TOUGH GOING FOR THE PITTWATER REGATTA

After the third round of schooners the skippers who'd assembled in the downstairs bar of the Royal Motor Yacht Club at Newport began to moderate their grumbling about "fair weather sailors". It was late Friday afternoon and Sydney coastal waters were slap bang in the middle of a remarkably stationary East Coast low. There was black overcast, rain, and a succession of nasty southerly squalls. The BoM reckoned those conditions wouldn't change much over the next three days.

No surprise, then, that most of the Sydney boats that'd entered for the Pittwater Classic Yacht Regatta had now decided not to come. The passage north on Friday was manageable, being a hard three-quarter, but the prospect of a long, tough slog home into a strong southerly on Sunday evening was more than most skippers were prepared to countenance. For Cat 7 boats without lifelines that was a prudent call.

In the end just two SASC boats contested the weekend regatta, *Thara* (Rob Landis) and *Mister Christian* (David Salter). Their persistence was rewarded as they both scored podium finishes in the Spinnaker Division. *Thara* took third place and *Mister Christian* managed the win.

The trip home proved to be far more demanding than the round-the-cans racing on Pittwater. *Mister Christian* set out, three up, immediately after the last race on the Sunday afternoon and was soon battling 40 knots, big seas and blinding rain squalls. The passage took almost six hours and Messrs Moore, Arnold and Salter were a very tired, wet, cold and hungry trio as they finally came alongside at the Amateurs.

*Love & War* had set out half an hour behind *Mr C*, but turned back at Avalon. Ron Swanson built his boats plain, but strong. There's a lot to be said for hefty spotted gum frames at six-inch centres — and damn the displacement!



Sailing up to Broken Bay was the easy part — coming home was the real test



# LIFE IN CAPTAIN AMORA DURING THE SHR

April 2017



Photo Geraldine Wilkes

If you click on that button it might work.... Charles Maclurcan and John Jeremy pondering the direct on-line result-entry system for the Sydney Harbour Regatta. The SASC took responsibility for Course Area D and the Super 30 and Cruiser/Racer Fleet events



Photo Geraldine Wilkes

We don't run windward-leeward races often and the SASC equipment was stretched to its limits. With one buoy leaking, this strange buoy was found in the back of the Starters' Locker and pressed into service. It became the pin-end mark on the starting line. It proved difficult to keep upright but, despite a sad droop, it served its purpose



At least it was dry in *Captain Amora* — Chris Manion and John Sturrock bore the brunt of the wind and rain

## FIFTH SASC ALPINE CRUISE

*Once again, a mob of Amateurs mates journeyed into the Brindabella Ranges for their annual few days of shore-based relaxation. John Crawford reports.*

Secreted in the backblocks of the Brindabella Ranges, “Koorabri”, on the banks of the Goodradigbee River, is the last homestead on the Brindabella Road. After that the National Park extends many miles south to the snowfields. Steep gorges flank the river, and dense native forests crowd its banks. It is beautiful country, but hard to navigate on foot. Getting lost is easy and the river is only crossed here and there by the occasional fire trail. It is beautifully quiet, and smells green and clean. The only people you are likely to meet are those who came with you.

This was the idyllic setting for the Fifth Annual SASC Alpine cruise. For four days in mid-March we occupied the two cabins at “Koorabri” situated on the last bit of flat, open land before the mountains. Six of us settled in to chase the elusive trout, both Brown and Rainbow, and to relax over the odd drink or three.

The view towards the river while breakfast is cooking

Photo David Salter



David Salter was again our host, tour guide, chef, raconteur, maître d, sommelier, barista, games master and teacher of fly-fishing techniques. Also from the club came Dal Wilson, John Sturrock, Jim Nixon and Your Scribe, along with Bill Gregerson, a delightful longtime friend of David’s. Together, Bill (a true fly-fishing tragic) and David (another tragic) have racked up more than 90 years of fishing on the Goodradigbee (yes ninety). They both insist they are still learning (see why it’s tragic?) but my feeling is that if they haven’t got a grip on it by now, then there is no hope for the rest of us! One thing they have in common, however, is that when they take a rod to the river they expect to catch fish – and they do.



Photo David Salter

Team Amateurs gather under a willow tree to plan their next excursion



Sketch by John Crawford

Koorabri water supply



Photo John Crawford

David Salter asleep on watch?



Photo David Salter

The SASC burgee flies proudly from the roof of the Green Cabin

While Bill and David went fishing with complete competence and confidence (and covered an enormous amount of water and caught fish), I splashed around in the shallows with my fly catching on trees, shrubs, rocks, sticks, weed, and my clothing. I spent considerable time sitting on rocks unraveling my fly, which constantly and inexplicably kept wrapping itself many times over around my line in a gossamer-like web that was next to impossible to undo. The others were spinning and had more control over what they were doing.



Photo David Salter

Fish were caught and I managed to land a few, but only one was a “keeper”. Bill and David had a number of keepers and Jim Nixon was also successful. Unlike the Sydney weather during that week, the East Coast Low did not really extend beyond the Dividing Range so we kept dry and the cloud cover held the temperatures up.

It was a lovely few days, with excellent company, good food and an opportunity to engage in an activity that requires much concentration and a good deal of skill.

And lest you think that the occupation of the cabins had us basking in luxury, some of the accompanying photos give an indication of the comfort levels at “Koorabri”. We all look forward to the Sixth SASC Alpine Cruise.

Bill displays a healthy Brown that obligingly rose to his dry fly

# EYE-CATCHING BOATS ACROSS THE DITCH

April 2017

*David Salter recently toured the South Island of New Zealand and came across some boats worth a little investigation.*

The hard, aggressive sailing style that we tend to associate with Kiwis has its wellsprings in the North Island. That's where they breed the uncompromising types of seamen (and women) who've dominated the Whitbread/Volvo races and the modern America's Cup. But across the Cook Strait they take life a little less seriously, and they cherish boats with a bit of history about them.

As my wife and I spent a pleasant fortnight wandering around the South Island the first boat to stop me in my tracks was an elegant old motor-sailer called *Faith*. She was nestled alongside a little jetty on the lake at Te Anau. At first glance I registered a sweet double-ender of around 65 feet with a nicely proportioned wheel-house and token sailing rig to keep her steady.

Camera in hand, I shambled down the jetty and struck up a conversation with her master, who promptly invited me aboard. It turns out that *Faith* was built in Scotland in 1935 and designed by Alfred Mylne. No wonder her lines seemed so easy on the eye! (Five years earlier Mylne had drawn the lines of Sir James Hardy's gaffer *Nerida*, one of the true classics of Sydney Harbour.)

Originally built for a London barrister who liked to cruise the Med, *Faith* sailed to New Zealand on her own bottom in 1980 and now takes tourists out for 90-minute toddles around the lake. Built of teak, oak

*Faith* in the early morning calm at Te Anau

Photos David Salter





*TSS Earnslaw* is the undisputed queen of Queenstown

and mahogany she's in excellent condition and showing no signs of her 80 years. An altogether lovely craft.

But if you really want to see a fine old motor yacht set in breathtaking scenery, go no further than Queenstown. There, the majestic *TSS Earnslaw* raises a great cloud of boiler smoke early every morning before putting in her long day's work taking tourists around Lake Wakatipu.

At 51.2 m, *Earnslaw* is more a ship than a boat. The twin-screw steamer was built of quarter-inch steel plate in Dunedin in 1912 (the same year as the *Titanic*). However the lake at Queenstown has no mouth to the sea so, once she was finished, *Earnslaw* was taken apart again and transported in pieces to Kingston where she was reconstructed and finally sailed down Wakatipu to Queenstown.

With her bluff bow and long, elegant profile, *Earnslaw* evokes the great ocean liners of a century ago, and she is the only working coal-fired steamship still on the Lloyd's Register. So there.

The Western shore of Queenstown is dominated by a large, beautiful park full of scented pines and meandering walking tracks. As I wandered the shore there I spotted, through the trees, a big racing yacht which seemed rather sad and out of place. It was *NZ 14*, one of the America's Cup class yachts the Kiwis built for their 1992 challenge.

"NZ 14" is hardly an evocative name for a match-racing yacht. Not quite in the league of *Courageous*, *Intrepid* or *Weatherly*. Indeed, the old America's Cupper looked somewhat shamefaced as she tugged at her moorings. Her mast still towers a commanding 115 feet above the deck, but the hull — now painted a nondescript red — is less than



impressive. She looks what she is — another Russell Coutts throwaway. Her website claims *NZ 14* has been taking tourists out for a quiet sail since 2005 but she didn't move from her tethers during the four days we were in the region. Back in 1992 the New Zealanders were mortified to lose the Louis Vuitton Cup final to *Il Moro di Venezia*. Maybe that loss still hurts.

*NZ 14* reminds the locals of their America's Cup history

## **PUT THE DATE IN YOUR DIARY NOW SASC ANNUAL PRIZEGIVING**

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

**Saturday 17 June 2017**

The prizegiving will commence at 1200 sharp, lunch will follow

Cost \$65 per head (incl. GST)

*Includes a voucher for one drink*

Bookings essential — please telephone Megan or Judy on 9953 1433  
no later than Friday 9 June 2017



Photo John Jeremy

The yacht-transport dock-ship *Yacht Express* at the Point Piper mooring on 13 January loading yachts for transport to the northern hemisphere. Amongst them was Ian Kortlang's *Antara*, which can just be seen right forward on the starboard side, on her way to Greece

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## MATT ALLEN TO BE GUEST OF HONOUR AT THE SASC

Matt Allen, the President of Australian Sailing, our sport's governing body, will be interviewed by David Salter after the formal part of the SASC General Meeting on 17 May.

Allen began his sailing career in centre-boarders on Port Phillip Bay but was soon crewing for the legendary Lou Abrahams on his successful series of *Challenge* offshore racers. At the same time Matt was building an impressive career in international banking, most notably in Japan.

Returning to Australia, Allen turned to racing his own yachts, all named *Ichi Ban* (Japanese for "Number One"). Currently he campaigns a TP 52 and a Carkeek 61, competing at the front of the fleet in the major Australian offshore events.

Matt has been Commodore of the CYCA and, as our senior figure in sailing administration, he now represents the sport at both the national and international levels.

This will be a unique opportunity to hear the views of the President. He has also agreed to answer questions from the audience after the interview.





Photo Chris Manion

A very successful Rules Night was held at the Club on 2 March, attended by 45 people. Neville Whitty conducted the evening's proceedings in a quiz format with competing teams. The evening was greatly enjoyed and appreciated by those present and it is hoped to repeat it during the year

Despite the last Friday Twilight race on 17 March having to be cancelled due to a strong wind warning, the club was packed with about 150 people for a very-successful paella night to celebrate the end of the season. *Cherub* (Peter Scott) won the draw for a trip to Hobart for two.

This year a new trophy, the Driscoll Cup, was awarded to the boat with the most handicap wins during the twilight series. It was donated by the owners of *Vivaldi Fore*, Chris Griffiths and Michael Chapman, in honour of their partner in the boat, Geoff Driscoll, who lost a long fight with cancer last September. This year, three boats qualified — *Vivaldi*



Photo Ross Littlewood

*Fore*, *Clewless?* and *Magic* all had five wins. As *Magic* had the most second positions, the trophy with six bottles of sparkling wine was awarded to *Magic* (Michael Daniel and Chris Manion). Chris had the honours of tasting wine from the trophy for the first time.



Photos John Jeremy

*Running Away* just after the start of the Twilight race on 13 January in a very fresh north-easterly breeze



*Shambles* feeling the force of the breeze on 13 January which reached 30 knots at times



A contrast between classic and modern — *Solveig II* and *Caprice of Huon* during a Sunday race. We were pleased to welcome RSYS Sunday series sailors to the fleet this summer



*Reverie* starting a tack into clear air after the Sunday Classics start on 5 February

## WYATT EARP IN ANTARCTICA

This summer the Australasian Hydrographic Society's Antarctic Survey Vessel *Wyatt Earp* conducted surveying operations based out of Casey, one of Australia's Antarctic Stations.

The vessel conducted biological, oceanographic and meteorological experiments and observations as part of Operation Southern Discovery.

*Wyatt Earp* is fitted with equipment for shallow-water surveying, such as a multi-beam echo sounder with side-scan capability and a positioning system.

The work the vessel completed whilst in Antarctica will directly contribute to safe navigation around Australian Stations, particularly to aid some of the cruise ships which navigate around un-surveyed waters in these regions.

*Wyatt Earp* was loaded onto Australia's Antarctic research and supply ship *Aurora Australis* for the journey from Hobart to the Australian Antarctic Stations across the Southern Ocean.

The Antarctic Survey Vessel is the namesake of the polar exploration ship *Wyatt Earp*, built between 1918 and 1919, which has a Royal Australian Navy history. This vessel was used by the American explorer Lincoln Ellsworth in four successful explorations of the Antarctic between 1933 and 1938.

Purchased by the Commonwealth in 1939, her name was changed to HMAS *Wongola*, and she then served in the war as a store and ammunition carrier and later as the examination vessel based at Port Adelaide and Whyalla.

RAN photograph

*Wyatt Earp* in Antarctica



She was refitted for Antarctic missions and recommissioned in Adelaide on 17 November 1947, reverting to her original name *Wyatt Earp*. [See From the Archives — Ed.] On 13 December she sailed for Melbourne where she arrived on 17 December. April 2017

Defects which had developed on passage from Adelaide to Melbourne were made good by 19 December so that *Wyatt Earp* was able to cast off from Nelson Pier, Williamstown, on that day and proceed to Hobart. A strong gale was experienced on the following afternoon, which, due to her fully loaded condition, made the ship's movement extremely violent and uncomfortable until the gale abated near midnight. Repair work in Hobart delayed her departure until 26 December when she sailed for the Antarctic.

Because of damage by heavy seas and, in particular, because her main engines settled on the engine bed, she was recalled by the Naval Board on 1 January 1948. After repairs in Melbourne, *Wyatt Earp* sailed from Nelson Pier on 8 February for Commonwealth Bay, Adelie Land.

Continuous gales and heavy, dense pack ice frustrated attempts to reach Adelie Land so that on 14 March, after endeavouring to penetrate the ice and turning back to avoid becoming trapped on several occasions, course was finally set northward for Macquarie Island. In the previous three weeks, several islands had been surveyed and errors in their charted positions corrected.

*Wyatt Earp* came to anchor at Buckles Bay, Macquarie Island on 20 March, and found that LST 3501 (later named HMAS *Labuan*), which had sailed from Melbourne on 28 February 1948 with a party of scientists on board, was already at anchor and had a landing party ashore setting up a Station.

The two ships remained in company until 24 March by which time the scientific party was well established ashore for a stay of one year. *Wyatt Earp* departed from Macquarie Island for Melbourne on 24 March and LST 3501 left for Melbourne, via Hobart, the following day.

On her return it was decided that she would not be used for further Antarctic voyages. She was paid off at Melbourne on 30 June 1948 and was sold to the Arga Shipping Company (Victoria), who took her over on 9 November 1951. Under her former name of *Wongala*, the Arga Company used her for tramping between mainland Australian and Tasmanian ports.

In 1956 she was bought by the Ulverstone Shipping Company who renamed her *Natone*. In January 1959, en-route from Cairns to Brisbane, she encountered two severe storms. She successfully weathered the first but during the second sprang a leak. The pumps could not cope with the intake of water which soon flooded the engine room. Sails were rigged and she managed to reach Rainbow Bay. Then the moorings failed to hold and she began to drift.

During the night of 23–24 January 1959, she ran aground near Mudlow Rocks some six miles north of Double Island Point Lighthouse. Her crew of six Australians and 12 Papua New Guineans reached the shore using her hatch covers as rafts.

The current Antarctic Survey Vessel *Wyatt Earp* returned to Australia onboard *Aurora Australis* at the end of February.

*Samuel Penfold and [www.navy.gov.au](http://www.navy.gov.au)*

**BOATSHED CHARGES 2017–2018**

The Board has approved the following scale of charges for the 2017–2018 year. The new charges apply from 1 June 2017.

	\$		\$
<b>BOATSHED CHARGES:</b>			
Moorings per metre per week	6.80	Per Quarter (13 weeks)	85.80
Dinghy Storage per week	11.55	Per Quarter (13 weeks)	145.60
Locker Hire per week	6.40	Per Quarter (13 weeks)	80.60
Casual Mooring per metre per week	13.55		

<b>LABOUR CHARGES:</b>	
Members, per hour	74.90
Non-Members, per hour	98.00

<b>GREEN SHED CHARGES – Members</b>	
Booking per day	26.30
Booking per day using outside contractor	52.50

**SLIPPING CHARGES:***(Using Club Labour)*

Members	- per metre, first day	20.10
	- per metre, subsequent days	9.40
Non-Members	- per metre, first day	31.10
	- per metre, subsequent days	15.00

*(Not Using Club Labour)*

Members	- per metre, first day	23.20
	- per metre, subsequent days	9.90

**SLIPPING AT WEEKENDS:**

Members	- per metre	28.85
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'	340.00
Vessels over 30' and under 44'	455.00
Vessels over 44'	565.00

**SUNDRY EQUIPMENT:**

Hire, per hour <i>(members only)</i>	8.30
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**SUB CONTRACT LABOUR:**

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$8.60 per metre per day will be levied.	8.60
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RAN photographs

The US Navy's Los Angeles-class submarine USS *Oklahoma City* (SSN-723) sailing from Cockburn Sound with Spanish Navy Frigate, ESPS *Christobal Colon*, in the background for Exercise Ocean Explorer 17 recently conducted of the Western Australian coast



HMAS *Adelaide* leading a close formation of warships from the Royal Australian Navy, Royal New Zealand Navy and the Spanish Armada during Exercise Ocean Explorer 17

## SAILORS RESCUED OFF WESTERN AUSTRALIA

Three people were rescued on 18 March by HMAS *Parramatta* in extremely rough seas from a stricken yacht, more than 700 n miles off the West Australian coast in the Southern Indian Ocean.

The crew activated an EPIRB after the 13 m, South African-registered yacht, *Jedi I*, lost its mast in the rough conditions.

Given the distance involved and the weather conditions, the Joint Rescue Coordination Centre, formally requested Australian Defence Force support in order to reach the sailors as quickly as possible.

HMAS *Parramatta*, which was already at sea off the WA coast, was tasked at short notice to conduct the operation. A Royal Australian Air Force P3 Orion was also on stand-by but was not required.

An AMSA search and rescue jet established the yacht's location and provided the crew with communications equipment.

The crew of *Parramatta's* Seahawk Helicopter, call sign *Blackjack* sighted the yacht in the late afternoon of 18 March and established communications with her crew.

In difficult weather conditions, which included a heavy south-westerly swell, the South African crew members of *Jedi I* were quickly winched aboard the helicopter and taken to HMAS *Parramatta* in good health.

Once safely onboard *Parramatta* the three sailors were provided with clean clothes, food and the opportunity to contact family.

Almost 700 n miles off the West Australian coast, HMAS *Parramatta* closes in on the stricken yacht *Jedi I*

RAN photographs





HMAS *Parramatta's* Commanding Officer, CMDR Simon Howard, praised the ship and her crew following the successful rescue of the sailors.

“This was a very professionally-executed operation, in extremely trying conditions,” he said.

“The Royal Australian Navy is extremely well equipped and our personnel are highly trained to provide specialist assistance to search and rescue activities in our region.

“We remain ready and able to respond to emergencies in support of our national SAR agency.”



HMAS *Parramatta's* Seahawk helicopter *Blackjack* moves into position above stricken yacht *Jedi I* as the rescue diver prepares to extract her crew

The three crew members of stricken yacht *Jedi I* in the hangar of HMAS *Parramatta*, after being rescued in the Southern Indian Ocean



## NEW MEMBERS

We welcome the following new members:

Gareth Corr	Gordon Elliott
Graham Evans	Mark Hill
Rodney Leaver	Belinda Tayler

## 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.

## LOCKERS FOR RENT

Some lockers are available to rent in the main boatshed. The cost is \$80.60 (incl. GST) per quarter, paid in advance. One month's notice is required to vacate.

Please contact the office if you are interested.

## SASC SHOP

*(AKA The Office)*

### SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$32.50
Racing 'A' flag	\$18.50
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	\$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 (very limited stock)	\$65.00
The Australia Day Regatta	\$35.00

## NEWSLETTER DEADLINE

The next *SASC News* will be the June 2017 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 May 2017. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





RAN Historical Collection

HMAS *Wyatt Earp* at Williamstown in 1947  
(see Page 36)

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