



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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April 2022

**SYDNEY AMATEUR SAILING CLUB**

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# COMING EVENTS

## WINTER AT THE AMATEURS

April 2022

### *The SASC Winter Series 2022*

Winter in Sydney offers some stunning sailing on the Harbour — why not organise your crew and enter the SASC Winter Series to be held during May, June and July this year. The Series consists of six point-score races with a start at 11.30 am in Athol Bay. Winter racing can be great fun with smaller fleets and the chance to get involved in racing. We are proposing four divisions including spinnaker and non-spinnaker

You can enter online via the website: <https://sasc.com.au/entry/>

### Winter Series Calendar

- Race 1 — Saturday 7 May 2022
- Race 2 — Saturday 21 May 2022
- Race 3 — Saturday 4 June 2022
- Race 4 — Saturday 18 June 2022
- Race 5 — Saturday 9 July 2022
- Race 6 — Saturday 23 July 2022

SASC courses will include a race around Cockatoo Island in a westerly breeze — a very popular course in the past. After the racing join us back at the Clubhouse for the prizegiving and hot food. Sailing Instructions will be available on the website shortly.

*Contact David in the Sailing Office with any queries or help with your entry – [racing@sasc.com.au](mailto:racing@sasc.com.au)*

### SAVE THE DATES

- 150th Anniversary Party — Friday 9 September 2022
- 150th Anniversary Regatta — Saturday 10 September 2022
- Gaffers Day 2022 — Sunday 16 October 2022

### **NEED THE TENDER?**

Call  
Nancy K  
on  
0418 678 690  
or  
Jack Millard  
on  
0418 678 819  
(race days)



## SIGNALS FROM THE COMMODORE

Congratulations to all who participated in the racing program over our summer season. Crews who raced regularly deserve special praise, as do those who organise the races and start them. Indeed, we are indebted to our volunteer starting crews who have dealt with a great deal of moisture in recent months. Hopefully the winter racing series will be undertaken in dryer conditions.

Away from the water many are working on projects relating to the history of the Club. Mark Pearce of *Cherub* has collated some eighty photographs with significance to Mosman Bay and the Club. These photographs are currently being exhibited in the clubhouse. The exhibit is open to the public on Sundays with Club volunteers in attendance. The first such open day found Mathew Lorimer and Bernadette Kerrigan at the top of the stairs spruiking the exhibit to the lycra-clad passers-by with great success.

Fred Bevis has been working tirelessly on our archives, this is a massive project. All members are encouraged to visit the website and view the available information. Fred's research has involved reviewing Club newsletters, annual reports and external records which reach as far back as the Club's formation in 1872.

David Brown, the chair of our Gaffer's Day committee, has now been able to circulate this year's event poster featuring a superb sketch drawn by our own John Crawford. It has been a while between Gaffers Day events but I have no doubt we will again host a successful day.

Tom Moulton and Maggie Looney have produced a new range of merchandise and Maggie especially has been very successful in driving sales with considerable assistance from our office staff. The merchandise ranges from clothes through to cups and tea towels and the ubiquitous stubby holder.

In conversation with a Commodore from one of the larger clubs recently he observed that the Amateurs seemed to have a very clear picture of how it best operates. We do not attempt to be what we cannot be. Our modest and collegial atmosphere reflects our members' attitudes to the world and members are very well served by a board which is both energetic and cohesive and whose members share our common fondness for the Club.

All our staff are asked to take on tasks that require flexibility and autonomous actions. This has certainly been exacerbated by the COVID-19 situation. We are again fortunate that they serve the Club so well and life is made much easier by having such an excellent team to rely upon.

*Sean Kelly*





Photo John Jeremy

*Free Spirit* gleaming in the afternoon sun before the start of the Twilight Race on Friday 11 March



## HOW WE ACQUIRED A CLUBHOUSE

*David Salter recently interviewed Life Member, Nick Cassim, for the 'Reflections' sesquicentenary oral history project. Here is an edited version of Nick explaining how the club finally found its home on Mosman Bay.*

**DAVID SALTER:** Can you tell us a bit about how we came to have the clubhouse at Green Street?

**NICK CASSIM:** Well, I needed to learn to sail, so I needed to join a club. So Bill Psaltis, who was the accountant for the Sydney Amateur Sailing Club, talked me into joining the club. Now that was before the club had a clubhouse. And I would think that Billy Gale and I are the only two living people that ever went to any of the old meetings down at the Customs House.

**DS:** I was going to ask. You had no premises at all?

**NC:** No, no premises. We used to meet at the Customs House at Circular Quay. We used to go to the meetings and after the meetings we'd have a biscuit and a cup of tea, right? (*Laughs*) So anyhow, I had to moor my little boat somewhere. There was a fellow who lived right opposite where the clubhouse is now. He had a mooring there. Somehow he had two moorings and he said, 'You can have one of them'.

Where the clubhouse is now was an old ramshackle boatshed run by a bloke called Max Empken — a Danish guy. He used to live on the premises and I got to know old Max pretty well. Well, I've never really said this to anybody for fear of two things: professionally because I became a solicitor, and secondly it would have sounded like boasting. But if I make the bold statement that there wouldn't be a clubhouse except for me. And I'll tell you the circumstances.

What happened was that in 1953 the landlord and tenancy regulations from the Second World War were still in force. Where this becomes important is that Max Empken, for some odd reason, had some sub-tenancy rights to the building next door, which was the Cremorne Club. The club decided to evict Empken and Max asked me to help him.

I managed to pull a 'swiftie'. In the landlord and tenancy regulations, towards the end of the War, you couldn't evict anybody unless you found them alternative accommodation. So I found out that he used to be an employee — I can't work out how — but somehow he came within the regulation. So I said to the Cremorne Club, 'OK, we'll go — if you can find him alternative accommodation'. Well, they couldn't of course, and they pulled out.

So Max then decides to sell the place. He sold it to this English couple. Now they were an interesting couple. The lady's name was Rose and they both told me they were members of MI5 — that they'd been

members of MI5 during the War. Anyhow, the place needed a lot of attention. Their company was Clover Investments, and they decided to sell. But at the time that Clover Investments wanted to sell they were given an order from the Council to fix the place up. That would cost a fortune!

**DS:** The boatshed and the club house?

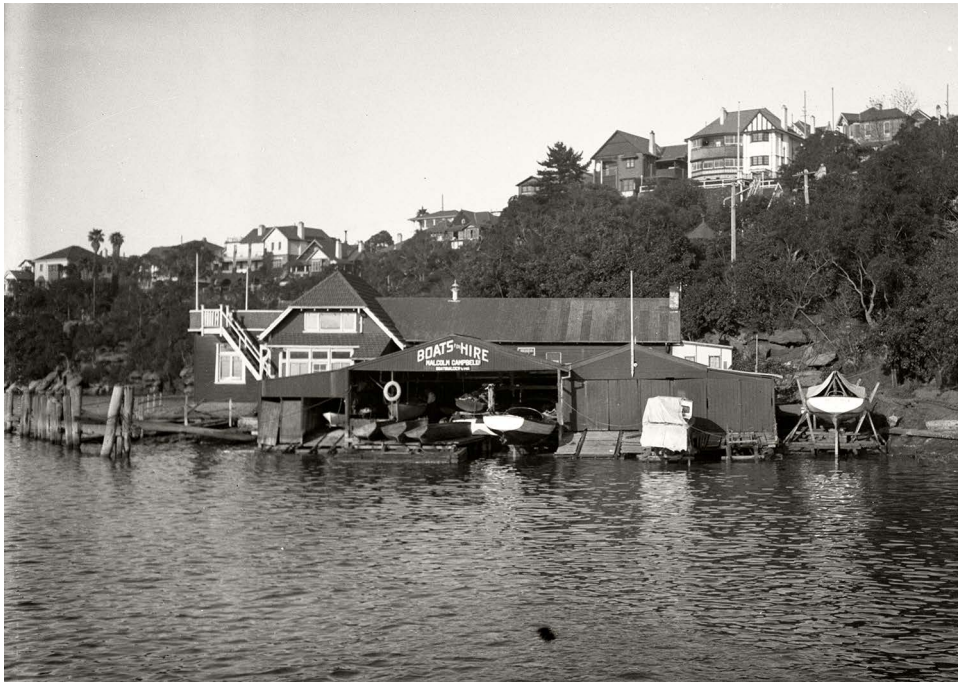
**NC:** No, the Cremorne Club had its own lease. The details are slightly funny. Now this is where the story starts. The Cremorne Club had a lease — and I was a member of the Club — and I suggested to them that the Amateurs might be interested as a bidder and they should set a price. This was before the order came along from the Council.

In those days the Amateurs was really governed by what we used to call the Hunter's Hill Push — the Merringtons, Stuart Chambers, the Gales — they were really the Amateurs at the time. As it happened, the Labor Party was in power and the Minister for Lands was a guy called Jack Renshaw, who lived where? Hunter's Hill! 'Well', I said, 'why don't you see what you could do about getting a lease?'

I had an office down near the Railway. Ernie Merrington was an optician and he had his shop down the lower end of Pitt Street, near the Railway, and I used to get my specs there, and I got friendly with Ernie. I remember going to him and saying 'Ernie, look, there's a chance. These sound like reasonable premises.'

Royal Australian Historical Society

The Cremorne Club and boatshed in the early 1930s



Now today, a lawyer couldn't do this — acting for both parties is a 'no-no' — but in those days if you were a lawyer they relied upon your integrity. If you had a conflict you'd immediately declare it. Well, I had no conflict but I was acting for both parties, and that was an advantage.

Then we found out there was a whole lot of problems with the lease. Whoever drew the lease for Green Street on the Parish map — you know, where the stairs are — Green Street actually, on the Parish map, extends right down to the lawn on the waterfront. So therefore we were taking a lease of public land! Aaaargh! One day, fortunately, the Lands Department found a way around that, shall we say (*Laughs*).

So finally an offer was made. I managed to get Clover Investments to agree to a price.

**DS:** What did the club do for capital?

**NC:** Well, I'll tell you. The club had very little money, so we had meetings and very little money was forthcoming from the members. Very disappointing. Finally, we approached our bank and the members of the Committee — all of us — guaranteed the loan, and Clover Investments took the money and left.

**DS:** You were already on the Board then?

**NC:** Yes, that's right. As things turned out we had all the moorings, but all the moorings were sunk! All of them!

**DS:** So the moorings were part of the purchase of the premises?

**NC:** No, they weren't. We had to go to the MSB — the Maritime Services Board as it was then — and managed to secure them. All this had started back in the late 1950s. I joined the club in '58 even though I'd been doing a lot of all this as the solicitor for the club. And I might say I'm still the solicitor for the club after 74 years.

**DS:** You better hang on for a bit longer!

**NC:** Well anyway, that was very interesting because fiddling around with these leases, quite honestly, it was a nightmare. No good unless we could get the lease.

We managed to get a 28-year lease, which was heaven sent! We expected eight or ten years. We got 28 years.

**DS:** Nick, you've had such a close association with the Amateurs. You helped create the place, really. What's the club mean to you?

**NC:** Oh, everything. It's a cornerstone of my life. It's got a unique quality about it which is not apparent in any other club. I'm a little bit 'Ye Olde Worlde'. It has all the features of camaraderie and that sort of thing that you don't get in modern yacht clubs. You go to these clubs and you mix with your crew on your boat and maybe one or two others. But look what happens when you go down there — the Amateurs!







Photos John Jeremy

Australia Day 2022 was much more like normal, with ceremonies in Sydney Cove and a spectacular flying display by a Royal Australian Air Force F35



The sparkling sunshine added to the spectacle of the Tall Ships Race



The Flagship of the 186th Australia Day Regatta was HMAS *Diamantina*



*Nike* (A25) after the start of the Classic Division 1 non-spinnaker race in the Australia Day Regatta





*Vittoria* (336) and *Huon Chief* (A110) on the way to the first mark in perfect conditions



*Warana* (A37), *Jasnar* (65) and *Yeromais V* (A135) sailed in the Classic Division (non spinnaker). *Jasnar*, sailed by veteran yachtsman Gordon Ingate, beat *Warana* into first place by three seconds



*Flying Brandy (AUS79) and Double Dutch (5719) after the Division 2 non spinnaker start*



*Red Cloud (A379) chasing Krakatini (24310) after rounding NP in the Division 2 race*

## 52 MEMBERS UPSKILL AT SASC

April 2022

Over the past 12 months we have surveyed our members to gauge interest in developing their skills by attending various training courses. We have partnered with the Flying Fish Sailing Group to deliver courses at reduced rates for our members. Fifty six members responded to the formal courses in Marine First Aid, Marine Radio and Diesel Engine Maintenance. There were also several other informal courses on boat handling, splicing/knots and basic engine checks which we have not delivered yet — it's a work in progress.

The courses have been a great success with 45 people trained via the Flying Fish programs — 10 members completed the Marine First Aid course held at the SASC clubhouse with Perry as the trainer. Sixteen people (two groups) completed the ACMA Marine Radio Licence course with Ivan as the trainer. The most popular course was the RYA Marine Diesel course held in the Flying Fish training centre at MHYC with 19 people over three courses — Ivan was the trainer and participants were able to get hands-on experience on the Volvo Penta 2040MD (as fitted in *Nancy K*).

Club Captain Alice Murphy, who participated in the Diesel Maintenance Course commented 'this is a really comprehensive course for those who want to know how to regularly service their engine or just understand how to identify issues to discuss servicing with a diesel mechanic. A great course for anyone regardless of prior knowledge.'

Catherine Logan attended the radio course and commented: 'A full day course led by Ivan, an experienced professional radio operator, covering practical issues and techniques and the basic physics and engineering behind HF radio in particular. Even experienced yachts people will learn a lot from this course.'

Additionally, we had seven members complete a two-day Sea Survival Course at special member rates over the first weekend in March. All courses have been a great success with a total of 52 members now trained to a higher skill level in this 150<sup>th</sup> year of our club.

We will continue to look for these opportunities and are always happy to hear your suggestions on upskilling. Thanks to all for your patience as we moved the dates to be able to deliver the training safely in these COVID times and to our office team for the administrative side of things.

*Chris Manion*  
Rear Commodore





## NOT A WILD GOOSE CHASE

Those arriving at the Club on Sunday morning 13 March for the Sunday series racing were surprised to see at the foot of Green Street a fire engine and crew and a police car with three police officers. What could be happening at the Club? There was no smell of smoke and none visible — perhaps there had been an accident at the Club or on a boat.

Arrival at the clubhouse revealed two Marine Rescue launches also in attendance. The presence of two volunteers from WIRES added to the questions.

It turned out that a cormorant had become entangled in fishing lines and was trapped up a tree overhanging the waters of the bay. The bird was too high to be reached from a Marine Rescue launch, so the assistance of *Venger* was sought to provide a means of reaching the distressed bird. With a Marine Rescue launch secured alongside, *Venger* was moved close to the shore so that a WIRES volunteer could go up the mast (in a bosun's chair borrowed from *Samphire*) and free the bird.

The operation was completed successfully but the bird thanked its rescuer by biting her on the hand. *Venger* was helped out of the moorings by the Marine Rescue launch and sent on her way for the race start.

It was just another small incident in the life of our great harbour.

One of the two attending Marine Rescue launches alongside the pontoon

Photo John Jeremy





Photo John Jeremy

Planning the rescue



Photos Chris Manion

Moving *Venger* into position



Rescue underway

# A BLUE OR RED BOOM SAIL COVER?

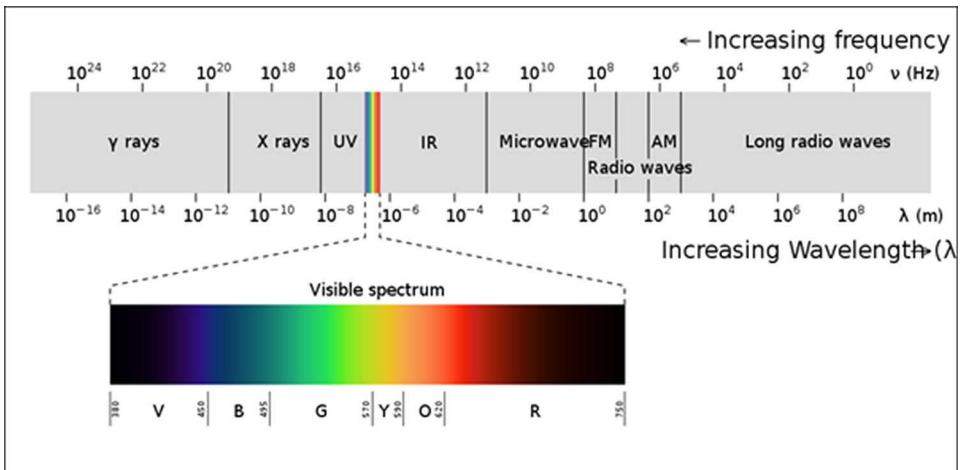
by  
Stuart Anderson

How does a yacht owner choose a coloured fabric for their sail boom bag? Should it be a traditional navy blue or maybe a standout red? Being mindful of wanting to keep the fabric to stay looking good for as long as possible, perhaps the best colour is the one that resists fading from sunlight the longest.

To help us choose let's first look at what sunlight is ... the Sun is made up of mostly hydrogen (H<sub>2</sub>) and because at its core the temperature is 15 million degree C and there is enough pressure, every second the Sun is able to, via nuclear fusion, convert 600 million tons of hydrogen (H<sub>2</sub>) into 596 million tons of helium (He), with the remaining 4 million tons being changed to energy. The energy created is radiated out in the form of photons travelling at many different wavelengths.

The average photon starting near the centre of the Sun takes between 10,000 and 170,000 years to get to the surface. Travelling at the speed of light, the photon then only takes 8.3 minutes to reach Earth. On a clear day at noon in the summer months, at our latitude, approximately 1000 Watts per sq. m of sunlight reaches the surface of the earth. One watt (W) is equal to 1 Joule (J) per second.

Just like a wave in the ocean, a wavelength is the distance between one wave crest and the next. With photons, the shorter the wavelength, the more energetic is the photon. The inner most layer of the human eye, the retina, converts the photons of light into nerve impulses which lead to the brain to perceive various colours. The eye is able to detect photons at wavelengths between 0.0004 mm to 0.00075 mm. Blue light has a typical wavelength of 0.00045 mm and red light 0.0007 mm (i.e. 450 nm and 700 nm).





Photons have no mass, but they do have energy, as described by the Planck-Einstein equation,  $E = hc/\lambda$ , where, E is the energy of the photon in joules (J),  $h = 6.626 \times 10^{-34}$  joules per second (J.s.) is a universal constant called Planck's constant and  $\lambda$  is the wavelength of the photon in metres and c is the speed of light ( $3 \times 10^8$  metres per second).

Energy in a photon of blue light is  $= (6.626 \times 10^{-34} \text{ J.s.})(3 \times 10^8 \text{ m/s}) / (450 \times 10^{-9} \text{ m}) = 4.4 \times 10^{-19} \text{ J}$ . Energy in a photon of red light is  $= (6.626 \times 10^{-34} \text{ J.s.})(3 \times 10^8 \text{ m/s}) / (700 \times 10^{-9} \text{ m}) = 2.8 \times 10^{-19} \text{ J}$ . So a photon of blue light has significantly more energy, one and half times, than the amount of energy of a photon of red light.

When photons encounter the fabric of the boom bag on a yacht they will be absorbed and transfer their energy to the atoms and molecules in the fabric. Over time photons will eventually break the chemical bonds and damage the synthetic dye colour molecule resulting in fading.

The eye's perception of colour is from the mix of wavelengths of photons leaving the surface of the object. For example, green light is reflected off the leaves of plants as the photons at the green light wavelength (550 nm) are not needed as they contribute little to photosynthesis. So we see plants as having green foliage because green light is not being absorbed by the leaves.

The blue-dyed fabric of a boom bag reflects high energy blue photons and the red-dyed fabric reflects relatively low energy red photons. It may be concluded that the fabric which absorbs the blue photons, namely the red boom bag, will absorb more photon energy likely to damage the synthetic red dye and thus deteriorate and fade faster.

So blue wins, but there is no doubt red certainly looks good in a marine environment!

## References

NASA Solar Energy, Ancient Sunlight [http://sunearthday.nasa.gov/2007/locations/ttt\\_sunlight.php](http://sunearthday.nasa.gov/2007/locations/ttt_sunlight.php)

[https://commons.wikimedia.org/wiki/File:EM\\_spectrum.svg](https://commons.wikimedia.org/wiki/File:EM_spectrum.svg)



## THE INDIGNATION MEETING OF 1879

*Fred Bevis continues to explore the detailed history of the Club and finds that Trove reveals all kinds of interesting stories. Among them is a report of an 'Indignation Meeting' of the Club members held on 8 August 1879. The report states:*

“An extraordinary indignation meeting of the members of the Sydney Amateur Sailing Club was held at the Exchange Hotel last night to take into consideration an article that appeared in the columns of the *Sydney Mail* on the 12th July, under the heading ‘Yachting and Sailing Notes’. About 20 gentlemen were present, the Commodore, Mr S. Hyam, in the chair. The Hon. Secretary, Mr H. M. Dietrich, said he had apologised to members of the Club for not having taken action in the matter before, but not being a subscriber of the journal, he was unaware of the article until his attention was drawn to it by Mr Langley and Mr Elliott. He then thought some steps should be taken to defend boat owners against the attack; so, after writing to the Commodore and Vice-Commodore, he had called the present meeting.

“He read the article which he characterised as a direct insult to all open-boat owners. He thought some action should be taken, as the comments in the article were not only unjust, but ungentlemanly.

After discussion, the following resolution, moved by Mr Burkes, seconded by Mr Stokes was put to the meeting and carried unanimously: ‘That a deputation consisting of the Commodore, Vice-Commodore, Drs Milford, Belisario, Messrs Suttor, Johnson, Gardyne and Dietrich draw up a protest against the article, and await upon Mr Fairfax with the same’.

“A resolution was moved by Dr Belisario and seconded by Mr. Stuart: ‘That a letter be written to Mr James Hobson stating that the authorship of the *Mail* had been imputed to him, so as to allow him an opportunity of denying the statement’. After a vote of thanks to the chairman, the meeting closed.”

The article in question had been published in the *Sydney Mail* of Saturday 12 July 1879 under ‘Yachting and Sailing Notes’ and was alleged to be written by Mr James Hobson. The article stated:

“The Royal Yacht Squadron’s third class commence with boats over five tons and closes with 10-tonners. The exclusion from the honors of membership of boats five tons and under was carried, no doubt only after much grave discussion and serious consideration, but we fail to see the reason why. A 5-tonner is a very pretty little boat, and, if of a reasonably good model, capable of standing much knocking about, and if there was any encouragement to build them, they would naturally fall into the hands of a boating class which is at present content with



18 feet and 19 feet dinghies, and might take the place of one or two 24 feet boats.

“These 24-foot boats we do not consider gentleman’s boats in every sense of the term; there is too much running after ‘professionals’ and live ballast, too wet often (eau de vie), and too many colonial adjectives flying about. They are well fitted for fishing boats, as originally called, and have grown out of that class, and would suit a lot of young fellows working in a factory, or something of the kind, who could go at once from their work in a body, enter, the boat and drown themselves; or at any rate, render it a libel to class them with the ‘great unwashed’.

“As far as dinghies, it is evidently very exciting work with them; but a married man with a growing family does not feel justified in carrying on a series of experiments with the length of his days, or chancing the making of his wife a widow in order to bring home a 30s. trophy and a little rheumatism concealed about his person. No; we have watched the dinghy-sailing and for some time, we have seen it generally end with giving up recreation on the water altogether or the getting of a larger boat. It is for boys to sail dinghies, and we rather admire the judgment of a dinghy-owner of last season who seemed always bent upon ‘manning’ his craft with lads, and often winning (we refer to the *Arrow*, 18-foot skiff).

“We would like to see encouraged a fleet of little wind-jammers that a city man and his son could take out, giving shelter from the rain when camping or cruising, which would not be too costly in the first instance, and which, when racing time came on, could be put round the course with an additional crew of one or two from his family circle only or of his ‘sisters, his cousins, and his aunts’.”



Mosman Bay on a beautiful sunny day — remember those?

## CYAA CUP REGATTA HELD DESPITE COVID19

by  
Philip Brown

The annual CYAA Cup Regatta conducted on Port Philip Bay from RYCV at Williamstown is normally held over three days in November to coincide with the public holidays at the time of the Melbourne Cup horse race — hence “The Cup Regatta”. The 2021 event was postponed due to COVID-19 restrictions but was successfully conducted in February 2022 with a strong list of 22 classic boat entries.

For many years I have enjoyed participating in this special event in Melbourne with the fleet of the Classic Yacht Association of Australia. This year I was privileged once again to be invited to join the crew of participating yacht *Mercedes III*, famous as a member of the victorious 1967 Admiral Cup Team — designed by Ben Lexcen for Ted Kaufman and built by Cec Quilky in Sydney in 1966, for many years now owned by CYAA Commodore Martin Ryan.

The fleet was divided into three Divisions for the four races of the Regatta. Two races were held on each of Saturday and Sunday in mild but comfortable conditions with sunshine and breezes up to 15 knots.

Well known classic yachts including *Kingurra*, *Mercedes III*, *Boambillee*, *Acrospire III* were included in Division 1, the fleet of 8 Tumlarens forming Division 2, and smaller well known Classic boats *Bungoona*, *Martini and Barrane* in the Division 3 fleet. Overall there were 22 entries racing in the Regatta making a fine sight of classic yachts out on the Bay.

The clear winner of Division 1 was Col Anderson’s restored towering 50-foot gaffer *Acrospire III*, designed and built in 1923 by in Sydney by Charlie Peel. She made an impressive display with new full set of sails and by winning three out of the four races in light conditions which suited her well.

*Boambillee*, (George Fisscher), a 36 foot S&S One Tonner built in 1968, was second in Division 1 with two seconds and a third with *Mercedes III* (Martin Ryan) taking third place with a win in the last race and a second in Race 2 on Saturday afternoon.

The Col Bandy Cup for the overall winner was awarded to *Barrane* with four consecutive first places in Division 3.

The Regatta was a great success with enjoyable racing on the water and socialising back at RYCV afterwards. On Sunday afternoon there was a gathering of jovial sailors out on the lawn area for Paella and prize giving with the usual bagpipe welcome played, and paraded, by David McKenzie, long-time crew member of *Mercedes III*.

Several Members of the Amateurs are Members of CYAA which, for those who can remember, brought the restored Logan built gaffer



Photo Philip Brown

*Acrospire III*

*Waitangi* to SASC in the early 1990s. *Waitangi* is back in Auckland and now by legislation is a national treasure of New Zealand, never to be exported.



For me membership of CYAA has been a link to some wonderful classic boat sailing away from Sydney Harbour — in Melbourne, in New Zealand (CYANZ annual Classic Regattas in Auckland), in England (BCYC week long annual Classic Regattas in Cowes) and on the east coast of USA through multiple yacht clubs which participated in the Panerai Classic Series of seven Regatta events during the Summer season starting up north at Castine in Maine in July then moving to Camden, Brooklyn, Marblehead and on to Nantucket, to Bristol (Herreshoff Museum) and finishing in late August in Newport Rhode Island with a two-day event conducted by the New York Yacht Club.

In all these away events as CYAA Members and visiting guests we are hosted by the various Classic Yacht associations as crew on participating boats making for many and memorable sailing experiences on many wonderful classic yachts, particularly some magnificent classic yachts in England and America.

As the NSW Representative for CYAA I will be pleased to provide more information about membership and participation in the CYAA. Please feel free to contact me.

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## AROUND THE CLUB



Photo David Salter

Rob Evans has tackled the huge job of replacing the wiring in *Sailfish*



Photo John Jeremy

A gathering was held on the wharf on Friday 25 February to farewell Roy Jonston who has moved to New Zealand. Roy has been a familiar figure around the boatshed for years and we wish him well for the future



Photo John Jeremy

Sailing? In this — you can't be serious! *Mister Christian* and *Cherub* were two of the only six hardy Classic Division competitors which ventured out on 26 February



## WHEN RAIN DELAYED AN EMPRESS

by  
*John Jeremy*

The recent bad weather and heavy rain on Australia's East Coast has caused immense damage and dislocation to towns, infrastructure, farming, industry and people. No doubt it has also disrupted many boat owners' plans for refits and maintenance but that is a minor problem in the big picture. The amount of water dropped on all of us in February and March has been blamed on many things — La Nina, global warming, etc. etc. It certainly has been wet, but this is not the first time we have had a very wet spell and it surely won't be the last.

Our protracted wet spell has reminded me of the early months of 1963, when the East Coast was drenched for several months by above average rainfall, in some places the highest on record. The reason I remember it is the effect it had on the building of a ship.

On 17 January 1962, Cockatoo Dockyard received an order to build a roll-on, roll-off passenger vehicle ship for the Australian National Line. The ship was to operate between Sydney and Tasmania carrying passengers, their vehicles and freight. The ship was planned to supplement the popular *Princess of Tasmania* which had been completed in 1959 at the State Dockyard in Newcastle for service between Melbourne and Tasmania. The new ship was larger and was, at that time, the largest of the type built in the world with the longest ocean voyage route.

Designated Ship No. 220 in the dockyard, the new ship soon became known around the yard as *Duchess of Woolloomooloo*, as her real name would not be known until near her launching. She was laid down on 11 September 1962 and grew rapidly until early 1963, when it rained for weeks. Constructing a ship outside in constant rain is naturally inefficient, and when things returned to normal the dockyard obtained a three month extension to the ship's delivery date.

There was one benefit from all that rain. Unlike naval vessels previously built at the dockyard, whose steel had been pickled and primed before being worked, the steel for Ship 220 was worked 'in the black' — that is the steel was worked as received from the mill and allowed to weather to remove the mill scale and provide a light dusting of rust to be removed by wire brushing prior to applying a priming coat. Remarkably, that lack of preservation actually worked and was common in commercial shipbuilding at the time. The rain and heat of a very wet Sydney summer certainly encouraged the new ship's steel to rust, and she was soon a picture of yellow and brown as she grew without the benefit of any paint.

Finally, resplendent in a new coat of paint Ship 220 was named and launched on 18 January 1964 by the Hon. Catherine Sidney, daughter of the Governor General, receiving her proper name *Empress of Australia*. After fitting out, the Empress delayed by the rain was handed over to



her owners on 8 January 1965. She sailed for Hobart for the first time on 16 January arriving 37.5 hours later breaking the previous record time set by *Zealandia* in the 1930s by 11.5 hours.

*Empress of Australia* was later transferred to the Melbourne–Tasmania service but she was sold in 1985 when the ANL discontinued their passenger operations. Operated for a time as *Empress* between Cyprus and Lebanon, she was reconstructed Greece in 1989–92 as a cruise ship. Renamed *Royal Princess* she sailed out of Singapore for a time before she sank on 23 August 1992 in the Malacca Strait after collision with the Taiwanese fishing boat *Terfu 51*. She lies there today.

Photo John Jeremy

A very rusty Ship 220 under construction in late 1962

The *Empress* on her way to Tasmania on 3 December 1970





# TWILIGHT SAILING



Photos John Jeremy

The Australian National Maritime Museum's *Duyfken* with Division 3 yachts during the twilight of 11 March 2022



Division 2 starting in the light breeze on 11 March



With the wind dying, the race was shortend at Point Piper.  
*Daydream* is about to cross the line



*Windemere* (3671), *Delinquent* (A101) and *Ariel* (R18) about to finish at the Point Piper Mark



# THE LAST TWILIGHT



Photos John Jeremy

It was like old times at the Club for the paella night after the last Friday twilight race on 25 March

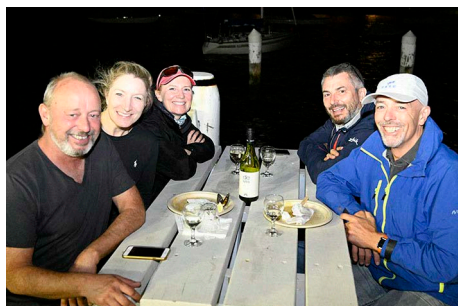


*Fidelis* and *Ariel* secured alongside the pontoon added colour for the evening





Some images of a happy night at the Club.....





Photos John Jeremy

*Vivienne Marie (A34), Isabella (A17) and Yeromais V (A135) waiting for the wind with ferry Golden Grove passing on Sunday 13 March*



The race on 13 March was the Karoo Trophy race for the Classic Non-spinnaker Division. Sufficient wind for a start finally arrived





The wind did not last, and even *Clewless?* struggled to make the finish of the shortened race. The Race Officer probably didn't help by asking 'What took you so long?'



The weather on Sunday 27 March ranged from 24 knots and pouring rain to nothing, maintaining the pattern of March 2022. This is the start of the Classic Non-spinnaker Division



The race on 27 March was shortened at the Rose Bay mark. *Fidelis* carefully left the mark to starboard as she finished (correctly) as sail boarders rounded it to port



*Sana* crept over the finish as the sky threatened more rain. The deluge (and white out) began a little later after *Vivienne Marie* finished.



Photos John Jeremy

The recent celebrations for the 90th anniversary of the completion of the Sydney Harbour Bridge stirred memories of the 75th anniversary when the SASC conducted a Regatta on behalf of the NSW Premier's Department on 18 March 2007. Light wind resulted in a shortened course with *Captain Amora* in an unusual location west of Fort Denison



*Caprice of Huon*, *Theme*, *Ranger* and *Anonyma II* at the finish. Yachts finishing had to contend with two shipping movements, one in and one out. The official nature of the event helped prevent any problems from arising as a result!



## CELEBRATE 150 YEARS IN STYLE!

To mark our 150<sup>th</sup> anniversary, the SASC is offering a range of special edition, high quality, branded merchandise. The range includes:

**Classic polo:** 100% cotton, short-sleeved, in blue or white — available in women's and men's sizes, \$65.



**Quick dry sailing shirt:** long-sleeved, SPF 50. Unisex sizing — available in blue or white, \$55.

**Rugby Jersey:** The ever-popular blue jersey featuring the '150 years' logo, \$82.



**T-shirt:** Available in white only. Features '150 Years' logo on the front and the iconic SASC racing graphic on the reverse, \$30.

**Tea-towel:** Very special edition and carries the name of every yacht currently on the SASC register, \$16.

**Wine glasses:** Unbreakable polycarbonate and Australian made.  
Perfect for any galley. \$14 each or \$50 for four.

April 2022

**Stubby Holder:** Cheap and fun, destined to become a classic, \$7.50.



**Crew uniforms:** If you order more than six shirts, we can arrange to have your yacht's name embroidered on the opposite breast from the anniversary logo for just \$10 per shirt extra (price is for single colour and you have to supply the artwork).

**Baseball and wide-brimmed hats:** We also still have great quick-dry headgear available with the non-anniversary logo available.

*The anniversary Merchandise will be available after various races. Alternatively, you can phone the office or drop in and try on the garments for size during office hours.*

## NEW MEMBERS

We welcome the following new members:

Terrence Broomfield  
Bruce Brown  
Peter Burgham

## TENDER HOURS

Members are reminded that the hours of operation of the Club's tenders are:

Saturday/Sunday (EST) 0900–1700  
Saturday/Sunday (DST) 0900–1800  
Friday Twilights 1600–2100 (approx)

## TENDER DRIVERS NEED A BREAK TOO

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

## NEWSLETTER DEADLINE

The next *SASC News* will be the June 2022 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 May 2022. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



*Mister Christian* tramping along under one reef and the No. 2 jib during a sunny Saturday pointscore race in the Classics.  
(Photo Geraldine Wilkes)

