



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2015

SYDNEY AMATEUR SAILING CLUB

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Cover:

Yachts competing in the Club Championship race on 11 April

(Photo John Jeremy)

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COMING EVENTS

June 2015

SATURDAY 27 JUNE 2015

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

SATURDAY 4 JULY 2015

Point score race in the SASC/RANSA Combined Winter Series, Long Series (conducted by RANSA). Safety audits and fire extinguisher service at the Club, Cat 7 only

SATURDAY 11 JULY 2015

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

SATURDAY 18 JULY 2015

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

SATURDAY 25 JULY 2015

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

WEDNESDAY 5 AUGUST 2015

Annual General Meeting

TUESDAY 18 AND WEDNESDAY 19 AUGUST 2015

Compulsory Skippers' Briefings at the Club

SATURDAY 22 AUGUST 2015

Safety audits and fire extinguisher service at the Club, Cat 7 and Cat 4

SATURDAY 5 SEPTEMBER 2015

Lion Island Race

**NEED THE
TENDER?**

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

Sat: 0900-1800
Sun: 0900-1700

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

SAFETY REQUIREMENTS 2015–2016 SEASON

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE AT THE CLUB**

Saturday 4 July 2015 — Cat 7 only

Saturday 22 August 2015 — Cat 7 and Cat 4

Ring the Club for a booking



In April we suffered severe storms, with tragic outcomes in other parts of the state, some were even described as ‘the storm of the century’. Fortunately there was no damage to the Club and only some minor incidents with moored yachts. This demonstrates the hard work of the staff and volunteers keeping our facilities in good repair and order ensuring that we don’t find ourselves dealing with ‘emergency’ repairs which are very costly and time consuming. The statistics from Observatory Hill reveal that the storm on 19 April was actually a one-in-three-year event for Sydney. A once-in-a-century event would be a bit more than twice the April storm. I ventured down at 10 pm that night, which was the expected peak of the storm, and witnessed the surreal sight of the moorings at full stretch and the yachts standing rigidly in place as the sea and wind roared down the bay.

Importantly, the Board reviewed the events over that week and has adopted a policy that the Club is not in the position to provide emergency assistance on the water and this is the role of the state’s emergency services, being Marine Rescue NSW and NSW Police Marine Area Command. *Nancy K* is not designed to handle these conditions and we should not put any person at risk of severe injury or death when there are expertly-trained and fully-resourced agencies available.

The Board also reviewed a recent incident at the Club which resulted in a hospitalisation. The outcome is that the Club’s policy will be to apply first aid and call emergency services to assess the situation and co-ordinate injured person care and transportation. NSW Ambulance and NSW Police Rescue are fully equipped and trained to provide the best care possible which is of utmost importance in these situations. The Club will be running a first aid course in the near future, please let the office know if you would like to participate.

In May we held the General Meeting providing reports to members on the Club’s activities, welcoming new members and approving the Club’s fees. After the formalities David Salter then led us to hear great stories and insights from David Kellett AM, a true gentleman and legend of the harbour. The interview article is in this edition.

We welcomed the first of the Combined Winter Series Race on 9 May. The series is a joint initiative of RANSA and SASC and the first race was a very encouraging start. A special thanks to Chris Sligar, Herschel Smith and Alice Murphy for co-ordinating the series. The 50 yachts which raced in the first race showed what a great success a combined series can be.

Gaffers’ Day is on 18 October and the planning under Chairman Peter Scott is going very well. We are very excited to have Past Commodore Vic Dibben accept the invitation to be the Patron on the day.

Very sadly, two of the Club’s great members passed away in early June. They both made the Amateurs a special place in their own way. Tony Curtis (*Anonyma II*) had a huge and welcoming smile and the way he artfully handled *Anonyma II* in all conditions was always a delight to all.

Garth Stewart (*Pinchgut*) always offered a warm welcome with time for a chat and a willingness to share his encyclopaedic knowledge with others. They were true Amateurs members who will be sadly missed but fondly remembered.

Liam Timms

AN EVENING WITH DAVE KELLETT

June 2015

After the formal part of the recent General Meeting, David Salter interviewed Dave Kellett AM, a man who has been involved at the highest level in almost every aspect of the sport we love. He's won Hobart races, been involved in America's Cup campaigns, run a successful boat-building business, campaigned maxi yachts all over the world, and been at the forefront of yachting administration both in Australia and internationally. Yet despite this incredibly impressive CV, Kellett's name rarely comes up when people talk about the 'rock stars' of Australian yachting. He has been the ultimate quiet over-achiever.

DS: Commander Kellett, welcome to The Amateurs. You started sailing as a kid just over the hill here, at Balmoral. Did you come from a sailing family?

DK: Sort of. My dad had always messed about in boats. I've been very lucky in everything I've done in my life, everything's just fallen into place, but being born into a family where I grew up overlooking Balmoral Beach, had a boat, had a dinghy and could mess about in boats, it was just a fantastic start. The guy that got me into sailing was a doctor who lived two or three doors down who had a little 23-foot sloop. He'd work odd hours, so when I was about four or five years old he'd knock on the door and see if I wanted to go sailing with him. I'd just steer this thing and he did all the work.

Dave Kellett

Photos John Jeremy



You didn't stay in dinghies for long.

No, I always had a passion for big boats. My grandparents lived over at Darling Point and, as you used to do in those days, we'd have to go and see them at least once a week. I'd always con my father into dropping me off at the Cruising Yacht Club and I'd walk along the docks, as an eight- and nine-year-old, looking at the big boats. I was fascinated by them, and followed the Hobart race from when I was a young boy. I was determined I was going to get into bigger boats and do the Hobart race.

What about your education? Were you much good at school?

No, not too good. I was at Grammar. My parents gave me the best chance you could have at an education, but it's probably safe to say that I wasted that. I was pretty good at sport — rowing and athletics and that sort of stuff. Our family were builders, and from when I was a young lad I was going to be a builder. I did a carpentry and joiner's course as a kid, worked through into the construction business.

Tell us about making the switch to offshore sailing.

It started when I was asked whether I'd like to go out on a Saturday to sail on another old 24-footer moored down at Balmoral. We'd sailed this boat for about two weeks when we went back to the Middle Harbour Yacht Club. It was a whole new world opened up for young David. Grog, and girls, and boats — it was a wonderful life. I was in awe of John Sturrock and his father with the beautiful *Eudoria* and all those Sturrock boys. Got into a bit of trouble with his brother David — which wasn't hard! Through that, within a few weeks, I was asked by Horrie Godden, who had the Tasman Seabird *Kaleena*, if I'd like to go offshore racing with him. So away I went, ocean racing, in about 1966.

David Salter
interviews Dave
Kellett



Horrie didn't go to Hobart that year, he wasn't too well, and I got passed on to Charlie Middleton who had a Carmen called *Calliope*. That crew was Jimmy Mason (who had owned *Cadence* and won the race a couple of years before), Peter Mounsey who was a fantastic seaman who'd sailed around the world on *Larapinta*, and Freddy McClure. I was the boy. It was a great education — they taught me a lot in my formative years and my first Hobart race. I learned a lot about sailing, and a bit about life, too.

When we eventually got home, I'd rung the folks and told them we were in Eden and due in on whatever night it was. My father saw some nav lights coming down Middle Harbour and decided it must be *Calliope* and that he'd drive down to the yacht club and pick me up. Anyway, the old man came down the dock and Charlie was in the cockpit. The old man said, 'Charlie, I just can't thank you enough for looking after young David, taking him to sea and educating him. It's just a wonderful opportunity and I really appreciate it.' With that, young Kellett appeared from down below — drunk as a skunk on rum — and fell over the lifelines, onto the dock. It was a great education.

Well, you must have been a pretty fair student because it wasn't too long before you got a crack at America's Cup sailing. How did that happen?

Again, I must have been doing something right, or all the stars aligned. I was spending a bit of time over at the CYC trying to get onto a bigger boat because Charlie had decided he wasn't going to race *Calliope* the following year. Boy Messenger had been sailing in *Cavalier*, which was a sister ship to *Calliope*, so we knew each other. Alan Payne had asked him for the names of any young blokes that he thought would be good to try out for the *Gretel II* squad that was coming up in 1970 and Boy Messenger put my name forward.

There was some pretty fierce competition going on in that *GII* squad.

It was a bit of an eye-opener. I don't think I was that competitive before I got into that group. Jim Hardy had a crew, and he was trying various people out. Peter Cole had a crew, and Martin Visser had a crew, so there were basically three crews all trying to get into one. It was an interesting year or so sailing those boats in all sorts of weather. We were sailing the *Vim* and the *Gretel* before *Gretel II* was launched.

In the end you didn't make that team for Newport. Why did you miss out?

They selected 26 people out of, must have been a couple of hundred, and I was on the 26. We had a dinner at the Australia Hotel where Sir Frank Packer announced the 26, and I was feeling pretty special, however Sir Frank decided to only take 20 to Newport so the youngest guys were dropped, me being one of them. It didn't matter whether you were a good sailor or not, you got chopped. That was part of life's lessons you go through.



Part of the attentive audience

What do you think of the current America's Cup situation?

I think that the boats, to watch, are fantastic. But it's lost a lot from the match-racing aspect, especially the 12 metres. I'm still in love with the 12 metres, they're beautiful boats. I thought the America's Cup class racing in New Zealand and Valencia was very good, and it was still showing the same match-racing skills. They might have gone a little bit too far now, and the trouble they're having getting challengers is indicative of that. But having said that there was nothing more exciting than watching those foiling cats in San Francisco Bay!

Shortly afterwards your life changed again and, as usual in the Dave Kellett story, the new direction was triggered by a yachting event, the 1972 World One Ton Cup in Sydney.

Yes, I was asked by the American team to sail on a boat called *Columbine*. The boat was an absolute dog — couldn't get out of its own way — but I was asked if I would be the 'local knowledge' for the American team on it, which was quite nice. So I joined this American crew and met a young lady whose husband was the navigator in the boat — and fell in love with her. I found out that she and her husband had been having some problems and their trip to Australia was going to be the catalyst to try and keep their marriage together. But I buggered that up. We've been together for 41 years.

And then you formed another of those strong personal and sporting partnerships that have been like cornerstones in your

career. Bernard Lewis. He's almost a forgotten character now in the history of Australian yachting but 30 years ago Lewis was a dominant figure.

June 2015

Yes, I was very, very lucky to become associated with Bernard. He was a great mentor. He'd had a rush of blood to the head and bought *Gretel*. Bernard had never been sailing in his life and would sit at the back of the boat — just loved it. Loved the camaraderie and the way you had to work as a team. And we had some reasonable success with it. In 1980 we got second on handicap in the Sydney-Hobart and that was a real fillip to him. And he wanted more — as most of those sort of businessmen do — they're high achievers. So he said, 'What do we buy?' Rolly Tasker had *Siska*. That thing's pretty quick. So Bernard bought that in 1981 with about three weeks before the start of the Sydney-Hobart and re-named it *Vengeance*. Fortunately, we took line honours that year.

Not long after you and Lewis hatched something really special, *Sovereign*, the Dave Pedrick design.

Yes, we'd gone quite well with *Vengeance* and Bernard said he'd like to take it on the world circuit. We took it to Hawaii, did a Clipper Cup. Bernard was mixing with the maxi-yacht owners and he thought that was pretty nice, and he said, 'Why don't we join that circuit?' But I said, 'Well, the boat's really not up to that level.' The bloke that really helped me was Jim Kilroy, the owner of *Kialoa IV*. He snubbed Bernard — reckoned he didn't have a boat good enough to be in the Maxi-Owners Association, coming from the Antipodes and all that. Bernard said, 'Right! Build me a boat! I want to beat those buggers! Build me one that will take line honours and handicap in the Hobart race.' 'No trouble, boss!' I had a fantastic opportunity to research all the maxi boats in the world, and worked on the design with David Pedrick. I'd had a few little ideas of my own as to what I wanted in a boat, and then I put the build team together and we built *Sovereign* up at Mona Vale, just behind the Norths loft.

It was a real weapon — over 40 tons, from memory.

Yes, 44 tons. 83 feet. 106 foot mast in it. It was quite a boat. But like most of these projects you're running a little bit late. We had four weeks to sail it before the Hobart. On the first night we had a Southerly and we were well in front — we had *Condor* and the original *Windward Passage* about five or six miles behind us. But we buckled a couple of the adjustable bolts at the back of the spreaders. I'm sure the rig would have gone over the side had we kept going.

The following year you did a fair bit better.

Yes, we competed in 52 races and took line honours in all of them — and won well over 20 of them on handicap, so we had a pretty good boat. Then, in the Hobart race in 1987 we were the first Australian boat to take the double — line and handicap — so I'd fulfilled my brief. After we'd won the Hobart race Bernard said we've got to take it overseas, and we fulfilled that part of the brief to rub Kilroy's nose in it because we beat him in every regatta that we went to.

Meanwhile — and this is the part that I find so interesting — you'd also begun to make your mark in sailing administration. How did that happen?

When I got back from America in the late '70s we were doing the usual 'round the cans'

off Sydney with the CYC and the marks kept drifting. Being a young upstart I decided that I'd write to the sailing committee of the Cruising Yacht Club and tell them that this was just not good enough. So I got a phone call from Gordon Marshall, a wonderful man but he took no prisoners. He said, 'We don't need letters like that! Be at the sailing committee at 6:00 o'clock on Thursday night.' Aw, jeezus, here I go, I'm in trouble now. So I crept into the committee and Gordon said, 'You're so bloody smart, you can sit there and help us.' That was the start of it.

You and your big mouth! Think of all the drinking time you'd just blown — all the hours you were going to sit in committees.

Yeah, well. I also thought that while I'd been given so many wonderful opportunities, I wasn't a boat owner. I wasn't putting my hand in my pocket, so I should try and put something back into the sport. I felt I had something to offer and therefore I was happy to contribute. The sailing committee at the CYC got me into the Safety Committee, and from there I became chairman of the NSW Safety Committee, and that lead to the Chairman of the Offshore Committee, then I finished up on the board of Yachting NSW because of that, and it all sort of triggered along.

Meanwhile, as if you needed another string to your bow, you became the 'Voice of the Sydney-Hobart Race' — the bloke who runs the twice-daily radio skeds.

Well, after the '98 race the Coroner was very critical of the radio team. One of the criticisms was that it was a bit too 'mums and dads' — a bit chatty — and the club said, 'Would you please get a hold of this and make it more professional and control it a bit tighter.' I'd raced 26 races by that stage, been reasonably successful and was still enjoying it, but I thought, 'Oh well, the club wants it, I'll do it.' I figured that single-side-band radio would go on another couple of years and some guru will finish up with a much better system and I'll be put out to pasture and can go back to sailing. I'm still doing it.

On stage at the
SASC



What do you see as the greatest changes in the sport during the period you were helping to run it?

I think professionalism is probably one of the biggest changes. Being involved in the International Federation that was one of the biggest headaches we were faced with. It was an organisation that was very much run by the old boys, and they didn't want to have any professional sailing involved. Being on the fringes, I could see that it was vital that we changed ISAF so that they could adapt to having professional sailing, even in the Olympics.

Speaking of the Olympics, I know you're very proud of your role in the Sydney games, but there was also a great disappointment associated with that.

Oh yes. I was on the board of Yachting Australia at the time but I was also the ISAF Liaison in Sydney, so I was dealing very closely with Glenn Burke for the Rushcutters Bay site. We'd worked hard with the government to have them agree that they would hand over the Rushcutters Bay site as a National Sailing Centre at the conclusion of the Olympics.

What happened?

Bob Carr decided that he wouldn't take on Clover Moore and backed out. We had the documents. Yachting Australia had signed them and returned them to the government but Carr didn't sign them off and they reneged on the deal about a week before the Olympics. That stuck in my craw for a long time.

Where do you think the sport is going — and do you like that direction?

Look, I think it's going OK. It'll never be back to the days when we started — and it shouldn't. It has to move forward. I love sailing on Sydney Harbour every Saturday, I never tire of it, and you guys don't either. Your fleets are always out there and we're always criss-crossing — Jerry! — so I think at the club level it's going pretty well. Internationally, the cost of everything is so hard for international competition that it's reserved for the rich and powerful that want to go and do these maxi circuits or TP52s. It's out of the realms now of most average blokes.

Is there a way to moderate that? Could we drag it back?

I don't know. I think the demands on life are so much greater now — on family life — than they were. When I started it was sailing every Saturday and probably every Sunday. When my kids were little I still went sailing every Saturday. There was no, 'Oh, my daughter has to go to a party'. My wife just did that because I went sailing every Saturday. The younger people now can't do that. Those were the good old days.

Dave Kellett, thank you very much.





Photos John Jeremy

At midday on 11 April the flag on HMAS *Sydney*'s mast at Bradleys Head said it all — no wind for the start of the Club Championship race



Waiting for the wind in Athol Bight with the AP up (above).

Patience was finally rewarded with a light ENE breeze which enabled the race to start, a bit late, off Clark Island (below)





Clewless? and *Matagi* (winner of the Kelly Cup) early in the race (above)

Very Tasty (6045), winner of the Tara Ipo Trophy, with the fleet soon after the start (below)





Concentration on board *Knockabout* (above)

GyMEA (below) came third in the Club Championship, winning the Brooker Trophy





Varuna heading to windward close to Bradleys Head

Sydney Amateur Sailing Club

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, 1 Green Street, Cremorne on Wednesday 5 August 2015 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2015.
2. To elect Officers and Directors.
3. To elect Auditors. Crowe Horwath, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board
Peter Scott
Hon. Secretary



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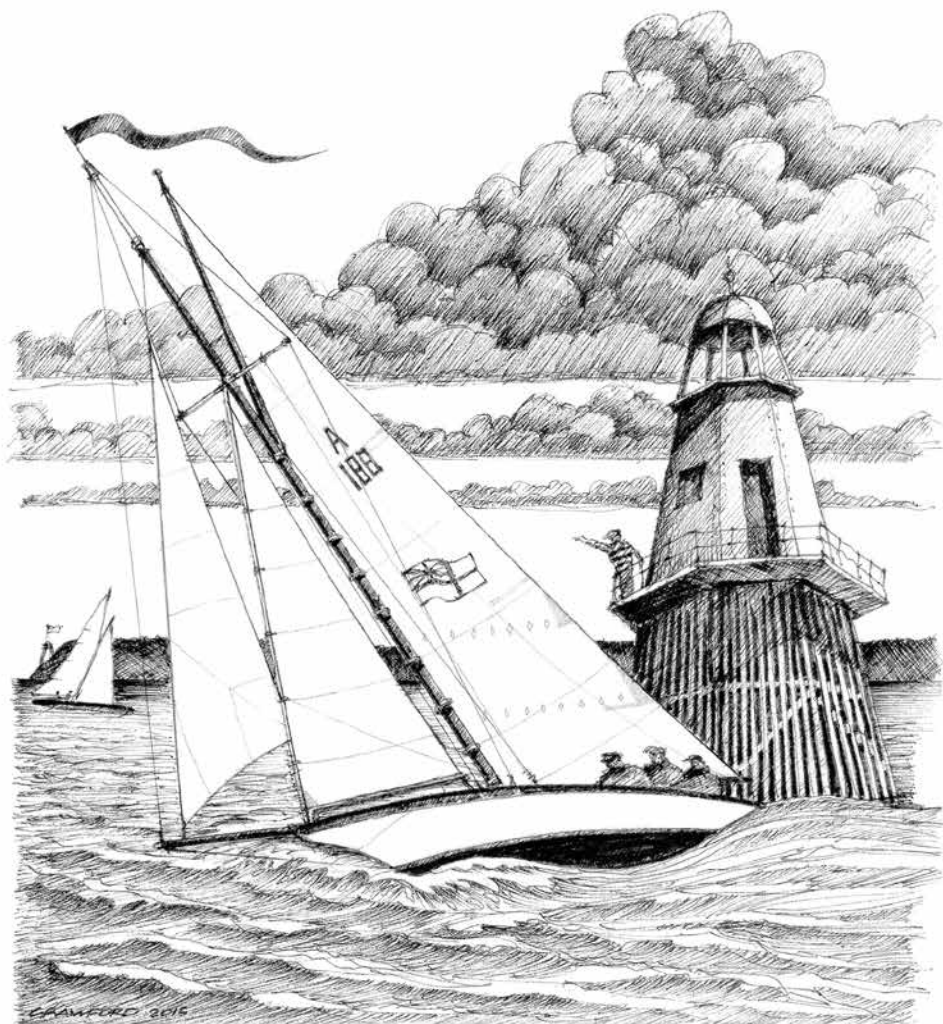
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KELPIE Launched: September 1893 Builder: George Ellis, Drummoyne Designer: Russell Sinclair LOA 30' 0" LOD 21' 0" Beam 6' 4" Draft 6' 6" Custodians Merrin & Dougal Maple-Brown

GAFFERS DAY 2015

A RALLY for CLASSIC YACHTS
& VESSELS that HOIST A SPAR

Sunday 18 October - Sydney Harbour - Australia

MEGA SWIM FOR MS

June 2015

At the beginning of May Persia Littlewood, who has been valuable crew in *Captain Amora* during the spring/summer series, competed in the Mega Swim for Multiple Sclerosis. She reported on her experience to Captain Chris Sligar:

This weekend I completed the Mega Swim for Multiple Sclerosis. It was a great event that I enjoyed taking part in and, although it was a very long night (I had a 1:30–2:30 am shift as well as a 4:30–5:30 am shift), it was very rewarding at the end to know that my friends and I had managed to swim 53 kilometres in 24 hours straight. I would like to say a huge thank you to you and the Sydney Amateurs who helped me raise a massive \$3,000 all up, with my team raising \$6,000. We were told that \$2,000 goes towards providing someone who has MS with a wheelchair for life, which is something that can improve their life quality exponentially. I couldn't have done it without the support at the Sydney Amateurs, which I am so grateful to have received.

Thank you again,
Persia Littlewood

Persia Littlewood
during the Mega
Swim for MS





All photos by David Salter

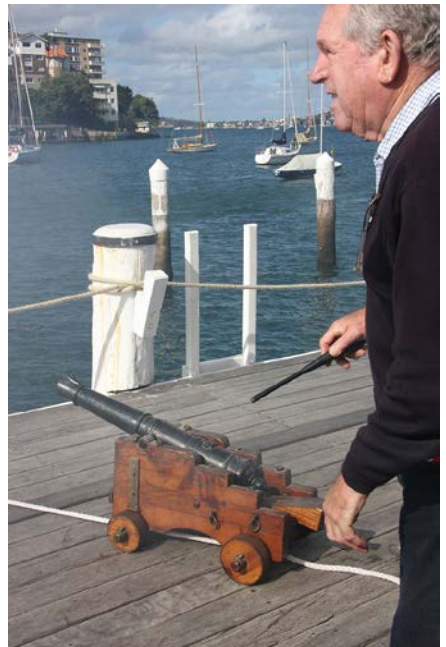
Captain Chris Sligar presenting Simon Oliver, owner of *Matagi*, with the Kelly Cup



The weather was kind this year for the prizegiving at the Club



Commodore Liam Timms welcoming everyone to the prizegiving



Gunner Philip Kinsella started proceedings with a bang



Lots of happy prize winners.....





....and more



The happy crowd at lunch in the clubhouse....



....and on the wharf

LE GRAND BOULEVARD DES AMATEURS

June 2015

(Proudly sponsored by the NSW College of Cardiologists & Thoracic Surgeons)

Not since the emperor Hadrian (76AD–138AD) built his great wall to keep out the pesky Picts and Scots has there been such a stupendous achievement in civil engineering. Not since the completion of the Aswan High Dam (1970), which crossed the Nile to save Egypt from its annual floods and provide water for irrigation and hydro electricity has there been a project of greater benefit to the Common People.

We refer, of course, to the splendid concrete path and stairway which now leads from Green Street to the SASC. Few constructions could rival this undertaking for its sheer magnificence. Beside these splendid 82 steps the Suez Canal seems a mere rivulet and NASA's massive Saturn V rocket no more than a Guy Fawkes' firecracker. Can any local council boast of a grander monument to the generosity of its ratepayers?

And behold the attention to detail! The tread of each step is capped with a special aluminium runner complete with fluorescent strip to light our way in darkness, and a raised edge to trip the unwary. Black plastic pads with a large Lego-style imprint are set before each flight of steps to alert the sight-impaired (not that we should expect very many of our blind citizens to make the hazardous descent to enjoy the view). Metal hand-rails offer support for the infirm, with the lower third section fabricated from stainless steel (and joined together with such poor tack welding that, on first sight, Mike de Burca threw up his hands in horror and promptly announced his retirement from all metalwork.)

But these, surely, are no more than insignificant quibbles. We must applaud the North Sydney Council for giving us their stupendous 82 steps — an ascending stairway to heaven, the final 11 of which are a test of cardiac fitness and stamina that would challenge even the late Sir Edmund Hillary and Tenzing Norgay.

The only remaining issue is what to name the new stairs. Liam's Way? La Via Dover? Perhaps there should be a competition to find the most fitting form of words. Or, the members could vote for their choice at the next Annual General Meeting. Meanwhile, it may be prudent, in the interests of public health, for the Board to consider relocating the club Packer Whacker from outside the office to a special recovery station beside the SASC letter box. Better still, move the clubhouse up to road level. Why do they always put yacht clubs down by the water?



Photo David Salter

The stairway to heaven, perhaps?

David Salter

CAVALIER 28 PRIZEGIVING

The Cavalier 28 Association's prize giving was held at the SASC during May. David Harvey reported to the Commodore that 'the prizegiving at the club was a great success. All the feedback was very positive with people saying they enjoyed the atmosphere and the fact we were supporting the club we race with. David Brown, our Association's President, gave a very interesting presentation on the history of the club — surprising a lot of people who didn't know the club had such a long, and varied history. It was no surprise though that many years were spent meeting in pubs! Thanks for your support and we will definitely be returning for this annual event.'

The Cav 28 dinner and prizegiving at the SASC

Photo courtesy David Harvey



VALE PETER MECHAM

Peter Mecham passed away in March after years of suffering from a debilitating illness. He was never a member of the SASC — it was however a great joy to him to be there. Peter crewed for his late brother Cliff in his classic yacht *Nimbus* for many years in Club racing. His ocean racing experience was long and varied, many Hobarts, Noumea and Tasmania to New Zealand races.

Later Peter crewed with me in *Ranger* and formed a close bond with all my crew. After about twelve years his body told him to give up racing and he joined the *Captain Amora* starting crew for some years until having to give that up as well. Peter will be greatly missed by all who knew him.

Southerly

NEW TROPHY AND COURSES FOR CLASSICS

June 2015

The 2015-16 season will see the introduction of a novel new trophy competition and some changes to the Classics courses. David Salter reports

It has been a recurring problem for many members of the SASC Classics fleet that circumstances often conspire to make it impossible for them to complete enough races through the season to register a competitive score. Repairs and refurbishment for wooden yachts can take many weeks, if not months. Then there are the long absences from Sydney caused by offshore adventures, such as the passage to Hobart for the Wooden Boat Festival.

This problem would not be solved by having conventional “short” seasons to run concurrently with the Spring and Summer series. Racing every second week might help ease the pressure on finding regular crew but it offers no relief for a boat which could be away for up to three months doing the return trip to Tasmania. Yet it seems unfair that these yachts cannot aspire to an annual trophy in their division.

To overcome this disadvantage the club will introduce a new competition for the 2015-2016 season — the Top Ten Tankard. It’s a take-home trophy, awarded each year to the classic yacht in either division which has the lowest aggregate score in its best ten individual results during the entire Spring and Summer series. Only the best ten finishes on handicap count and, to make it equitable, those yachts that finished 1st, 2nd or 3rd in the overall point scores will not qualify for the Top Ten Tankard.

Meanwhile, there have also been some changes to the classics courses for next season. Many skippers and crew have noted that some of our racetracks tend too much toward being “soldiers’ courses”. That not only hands a potential advantage to the yachts with longer waterlines, but can make them less of a challenge to sail. In an attempt to remedy this shortcoming, two of the courses will now replace a Shark Mark rounding with a new leg to Rose Bay. Here are the revised courses:

COURSE G: Start-SM-TB-**RB**-CB-SM*-KP(P)-FINISH

COURSE O: Start-GI(P)-BB-**RB**-EC*-SM-KP(P)-FINISH

The other change relates to signals. Because of our extended spread of handicap start times and the “keep clear of the starting line” rule it can be easy to miss a late change in flags. Now, when the Starting Team decide to send the fleet on Course **A2**, they will sound four short blasts as they raise the Numeral 2 pennant to signal Course A2 after the other divisions have started.

The four-race Classics Twilights series sailed on Thursday evenings has been discontinued because there have not been enough regular participants to make the series viable.



Photos John Jeremy

Painted ships upon a painted sea. It was disappointing for the large fleet which turned out for the second short series race in the combined RANSA/SASC Winter Series race on 30 May but the wind failed to appear and the starter had no choice but to abandon the race



Yachts adrift near the starting line on 30 May (above)

With *Captain Amora* having a major refit this winter, Rob Evans generously provided *Sailfish* as a stand-in starter's boat until *Captain Amora* is ready for duty again



ANOTHER SASC YACHT JOINS ARHV

Owners, crew and friends of *Antares* (343) were delighted to hear that she had been accepted to the Australian Register of Historic Vessels (ARHV) in late February.

She joins other SASC boats *Cherub*, *Hoana*, *Fidelis*, *Malohi*, *Maluka*, *Malveena*, *Maris*, *Pep*, *Ranger*, *Struen Marie* and *Weene* in this honour.

Antares has an interesting and complete history which has been pieced together from historical records and information obtained from owners or their descendants. You may read about it in the following extract from our written submission.

We would welcome any further details or facts about *Antares*' past.

Dennis Wood

The sloop *Antares* was built in 1948 by Andrew Riddell in Powder Hulk Bay, Seaforth. Andrew also built a sailing dinghy to an Uffa Fox design which was used as a tender for *Antares* and is now in the Sydney Heritage Fleet Collection.

Antares was designed in May 1948 by Alan Mackerras who owned her until his death in 1973. Alan was the father of the very talented family of seven children, including the famous conductor Sir Charles Mackerras, the political commentator Malcolm, the educationalist Alastair and the China expert Colin.

Antares

Photos John Jeremy



An electrical engineer by profession, Alan's hobby was yacht design. In all, he designed seven versions of *Antares*. No. 5 was the one built. Apparently one of the design criteria was that *Antares* should be able to pass under the Hawkesbury River Bridge so she could go cruising upstream. Alan regularly took her cruising to Pittwater and slept onboard or camped ashore. Every nook and cranny was occupied by a box of camping equipment or fishing tackle, but they are no longer kept onboard. In the 1970s Alan was also a member of Middle Harbour Yacht Club and its handicapper. After cruising with his step granddaughter, Francis, on Saturdays they would return to Middle Harbour just in time for Alan to calculate the handicaps and post the day's results.

Some say her design is similar to a Colleen class (not to be confused with the Irish design of the same name) of which there are a few surviving examples on Sydney Harbour. However *Antares* has a faired stern with a small raked transom, giving her more appealing lines. She is believed to have a metacentric hull resulting in a very balanced helm in all wind conditions. There is a sister ship called *Mandy A*, built for Mr Alexander, a friend of Alan Mackerras.

Alan did not believe in having any penetrations in the hull so, to this day, she has no engine, having been sailed on an off her mooring for over 65 years. Her hull and fractional Bermudan rig has not been modified, apart from the use of modern sails, sheets and fittings for competitive racing. She still has the original hollow Oregon mast and boom. In the last 10 years her seams have been raked out, sealed and filled with flexible epoxy to replace the old caulking. Some seams below the waterline have been splined and a number of her ribs have been strengthened. The result is a very tight hull.

When Alan Mackerras died a family friend, Dr John Wilson, took over the stewardship of *Antares* and spent a lot of time restoring her. She was eventually sold to Bill Ratcliff, however it appears that the tender was kept by John Wilson, who donated it to the Sydney Heritage Fleet in 1984. Bill raced her successfully at the Cruising Yacht Club, winning Harbour A Division in 1977. He sold *Antares* to co-owners Michael Friend and David Mathlin. In 1988 one of the current owners, Rob Keessen, took a half share with David Mathlin and subsequently owned her outright. Jan Ashdown owned a half share from 2004 to 2008, when this share was sold to the other current owner, Dennis Wood.

Antares continues to be raced regularly with Sydney Amateur Sailing Club.

Antares in a fresh breeze





Photo courtesy AWD Alliance

The first of the RAN's new air-warfare destroyers, *Hobart*, on the ship lift at Adelaide prior to her launching on 23 May. She is now about 75% complete and, after further fitting out, is expected to begin sea trials next year



The DDH *Hobart* was named by Mrs Nicola Hodgman (left, holding a modest pair of scissors). She is with the Chief of Navy, Vice Admiral Tim Barrett AO CSC RAN

HMAS *Anzac* and the Sail Training Ship *Young Endeavour* enter Valetta's Grand Harbour, Malta, for a port visit after completing recent Centenary of Anzac commemorations
RAN photos



DEEP SEA DISCOVERY

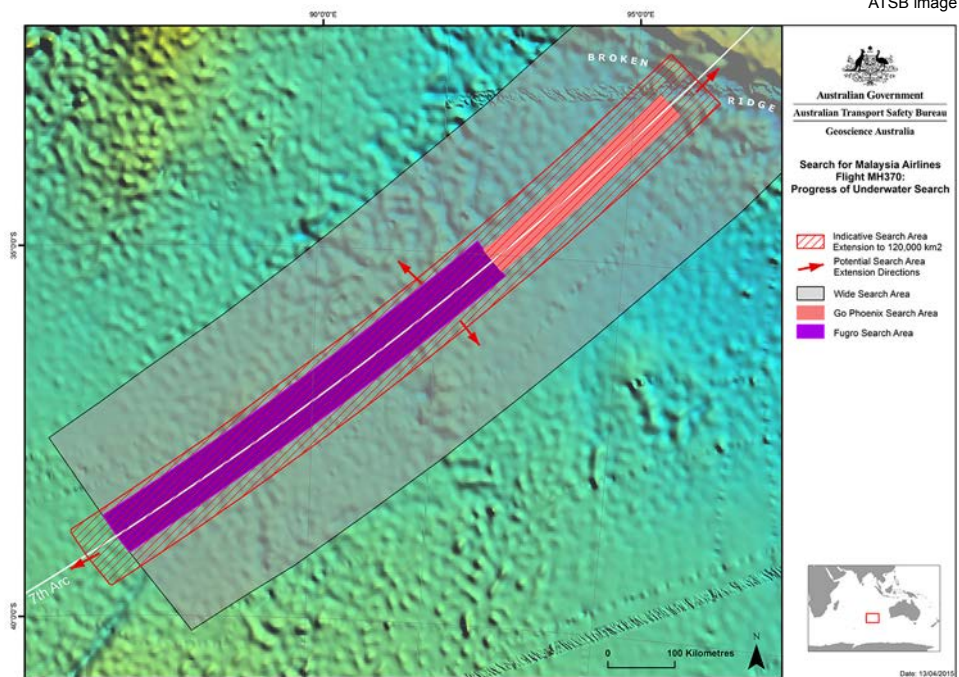
To most people, the search for the missing Boeing 777, MH370, has faded from mind yet work continues in the southern Indian Ocean to find the needle in the haystack. Those who do think of the job being carried out in those lonely waters may think of it as a futile task. However, a recent discovery by one of the vessels searching for the aircraft suggests that, if the aircraft is in the search area, it will be found.

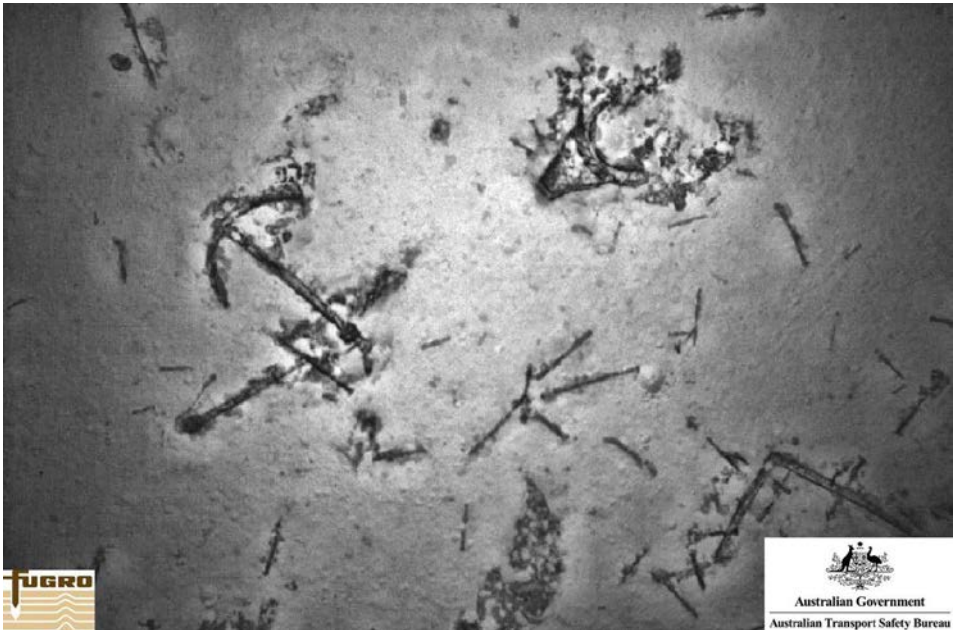
The search vessel *Fugro Equator*'s deep-tow system detected a cluster of small sonar contacts in the southern part of the search area, 12 nautical miles to the east of the seventh arc — the arc on which detailed analysis of the available data suggests that the aircraft will be found. The sonar data was carefully analysed and categorised as Class 2 — “of potential interest but unlikely to be related to MH370.” It could not, however, be ruled out.

“We were cautious about this,” said the Australian Transport Safety Bureau’s Peter Foley, director of the operational search for MH370. “There were characteristics of the contact that made it unlikely to be MH370, but there were also aspects that generated interest, multiple small bright reflections in a relatively small area of otherwise featureless seabed. All the sonar data we gather goes through a detailed analysis and an exhaustive review process to ascertain its quality, coverage and, most importantly, any sonar contacts of interest. The analysis starts with

The search area for MH370

ATSB image





ATSB, photo by Fugro

the mission crew on board the search vessels. Data is then reviewed again ashore by sonar analysts at Fugro’s office in Perth and then it is independently reviewed by the sonar experts in the ATSB’s operational search team. The process is methodical, meticulous and it is designed to ensure that nothing is missed. In this case we planned to resurvey the contact in more detail when the opportunity arose.”

Therefore *Fugro Supporter* was tasked to divert on its passage between two search areas and further investigate the contact. A high-resolution sonar scan was performed using the AUV. The high-resolution data revealed a large number of sonar contacts lying very close to the seafloor, at a depth of around 3,900 metres. The majority of the contacts were comparatively small — around the size of a cricket ball — interspersed with a few larger items, the biggest being box shaped and approximately six metres in its longest dimension. The debris field appeared to be of man-made origin but, once again, it did not exhibit all the characteristics of a typical aircraft debris field.

An additional AUV low-altitude mission was then undertaken using the underwater camera to gather images of the field. Poor weather conditions, however, prevented the safe launching of the AUV for several days.

Analysis of the images which were finally obtained revealed that the debris was indeed man-made, but indicated that it was actually the wreck of a ship. This wreck was previously uncharted and the imagery will be provided to expert marine archaeologists for possible identification.

Ship-related debris on the sea floor, including an anchor



Photo courtesy Fugro

Fugro Discovery, one of the ships engaged in the search for MH370

“It’s a fascinating find,” said Foley, “but it’s not what we’re looking for. We’re not pausing in the search for MH370, in fact the vessels have already moved on to continue the mission. Obviously, we’re disappointed that it wasn’t the aircraft, but we were always realistic about the likelihood. This event has really demonstrated that the systems, people and the equipment involved in the search are working well. It’s shown that if there’s a debris field in the search area, we’ll find it.”

Life in the southern Indian Ocean

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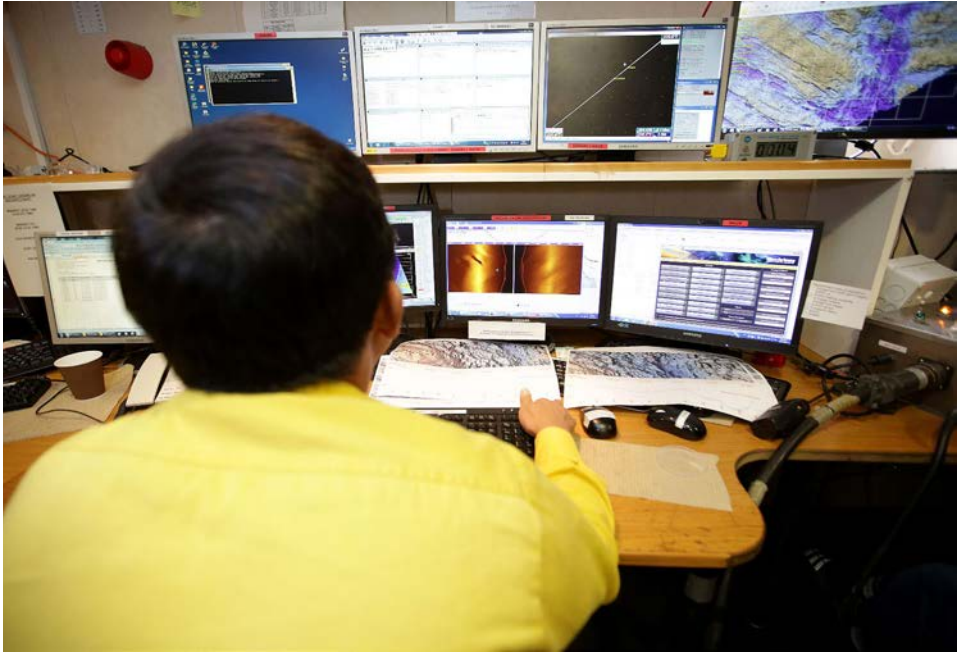


Photos by ABIS Chris Beerens RAN, courtesy ATSB

Fugro Discovery crew members deploy *Dragon Prince*, the EdgeTech DT-1 towfish which is being used to search the sea floor for MH 370

On board *Fugro Discovery* in the southern Indian Ocean





Photos by ABIS Chris Beerens RAN, courtesy ATSB

A *Fugro Discovery* crew member reviewing data gathered from the ocean floor by *Dragon Prince*

The detailed undersea maps created by bathymetric survey enable the safe operation of the towfish. The system provides advance warnings of potential collisions with the sea floor. Note the depth at which the towfish is operating — 4,013 metres



DEEP SEA RECOVERY

June 2015

Marine salvage experts have recovered \$US50 million in silver coins from a ship sunk by a German submarine in 1942 as it was transporting the cash from India to London to help finance Britain's efforts in World War II.

Mauritius-based Deep Ocean Search, the firm in charge of the salvage 400 n miles south of the South Atlantic island of St. Helena, said the recovery from the wreck of SS *City of Cairo*, lying at a depth of **5,150 m** [*my emphasis — 16,995 feet — Ed.*], was a world record.

“The ship was broken in two and buried deep in the sea-floor silt. Parts of the ship had metres of mud heaped upon it,” Deep Ocean Search said on its website. “Operating at this depth caused serious technical difficulties which were new to us.”

A mixed cargo and passenger ship, *City of Cairo* was sailing from Mumbai to Britain via Cape Town and Recife in Brazil in late 1942, carrying 296 passengers and 100 tonnes of silver coins belonging to the British Treasury.

It was spotted by a German U-boat in the South Atlantic and sank after being hit in quick succession by two torpedoes.

In all, 192 of those on board survived in life-boats until they were picked

The bows of
City of Cairo



Deep Ocean Search photographs



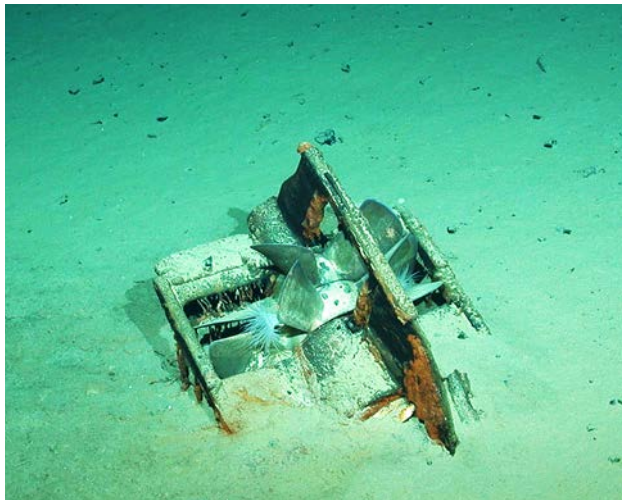
Some of the coins recovered from *City of Cairo*

up by passing ships and dropped off either in St. Helena or Cape Town in South Africa.

Deep Ocean Search started looking for the wreck in 2011 and eventually found it lying on an underwater slope in the foothills of the mid-Atlantic Ridge.

The propellers of one of the torpedoes which sank *City of Cairo* in 1942

Under a contract with Britain's Department of Transport, the company recovered "several tens of tonnes" of silver coins, still sitting in hessian sacks, from the wreck. It also managed to lift the propeller from one of the torpedoes.



The operation was completed in 2013 but kept under wraps until this year.

After Deep Ocean had taken its cut under international marine salvage rules, the remainder of the treasure was returned to its original owner — Britain's Treasury.

Michelle Howard

ARCTIC YACHT RACE

June 2015

Sailing The Arctic Race (STAR) is launching an extreme sailing race from the Atlantic to the Pacific through the ultimate course — the Northwest Passage. The race will start in New York and finish in Victoria, BC, Canada on the west coast of North America.

The elite and extreme yacht race, being planned for 2017, is not for the faint of heart and definitely not for the light of wallet. It will comprise a fleet of international sailors racing high-performance volcanic-fiber offshore yachts for an epic adventure through pristine wilderness.

Rapid climate change has hit the Arctic hard. For the first time in human history it is possible to sail over the top of North America in a single season.

The Sail the Arctic Race will involve teams setting sail from New York for a 7,700 n mile journey to Victoria, British Columbia. They will race for six legs with stopovers in cities in the US, Canada, and Greenland.

The route used to be unnavigable because of pack ice, which may well still be problematic for the race participants. However, in the years since 1998 there has been less ice, with more below-average than above-average years, and more open water, Environment Canada said.

Competitors will purchase or rent specially designed and built yachts for the race, to be built in Sydney, near Victoria, British Columbia. The specially-designed racers, with double hulls, and made from volcanic fibre (basalt) with several watertight compartments will cost between \$US800,000 to \$US1 million each. The entry fee is \$US50,000 and the team costs are estimated at \$US2.5 million each.

On shore, STAR is a champion of the Arctic, environmental stewardship and community engagement. Climate change has made this sailing race possible, and these changes have incredible implications not only for the inhabitants of the Arctic but also for our entire planet.

Marinetechology.com

[Anyone thinking of organising an entry under the SASC flag should understand that regular progress articles for publication in the SASC News will be mandatory — Ed.]

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NEW MEMBERS

We welcome the following new member:

John Holley

SASC NEWS IN COLOUR

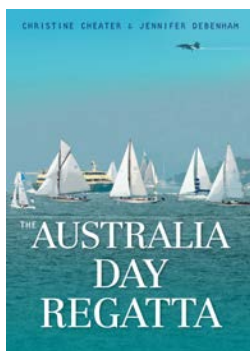
Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

SASC SHOP

(AKA *The Office*)

The following items are available in stock:

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



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



NEWSLETTER DEADLINE

The next *SASC News* will be the August 2015 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 July 2015. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



The approach of Gaffers Day 2015 prompts memories of those events past. In the photo above, Commodore David Willis is welcoming everyone to Gaffers Day 1985

Yachts manoeuvring before the start on Gaffers Day 1985, watched over by a press helicopter (below)

Photos John Jeremy



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