



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2019

SYDNEY AMATEUR SAILING CLUB

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Cover:

Vagrant leading *Vanity* and *Ranger* to a close finish during the Ranger Couta Sprints on 7 April
(Photo John Jeremy)

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The SASC News is published six times per year.

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COMING EVENTS

June 2019

SATURDAY 22 JUNE 2019

Seventh race in the Sydney Harbour Combined Clubs Winter Series.
Fourth race in the SASC Trophy series

SATURDAY 29 JUNE 2019

Eighth race in the Sydney Harbour Combined Clubs Winter Series.
SASC Annual Prizegiving at the Club

SATURDAY 6 JULY 2019

Ninth race in the Sydney Harbour Combined Clubs Winter Series
Fifth race in the SASC Trophy series

SATURDAY 13 JULY 2019

Tenth race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 20 JULY 2019

Eleventh race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 27 JULY 2019

Twelfth race in the Sydney Harbour Combined Clubs Winter Series
Sixth race in the SASC Trophy series

SATURDAY 17 & 24 AUGUST 2019

Equipment Audits and Fire Extinguisher Service

THURSDAY 22 & TUESDAY 27 AUGUST 2019

Compulsory Skippers' briefing at the Club

SATURDAY 7 SEPTEMBER 2019

Lion Island Race

SATURDAY 14 SEPTEMBER 2019

Opening Day Regatta and first Spring point score race, all divisions

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or Bob**

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tender on
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SAFETY REQUIREMENTS 2019–2020 SEASON

EQUIPMENT AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 17 August 2019

Saturday 24 August 2019

Ring the Club for a booking



SIGNALS FROM THE COMMODORE

A few years ago, in a far-flung corner of south-west Tasmania, in a sheltered bay in the Port Davey wilderness, sitting in the cockpit of the good ship *Charisma* after a bottle — or maybe two — of good red wine, Randal “Dal” Wilson and I were ruminating on the meaning of life.

Dal, a long time member of the Amateurs and a beloved crewman and mate of so many of us, left us earlier this month after a fierce, year-long battle with a very aggressive cancer. Besides being an avid sailor, in his younger days, he had played grade rugby, been a champion surf-boat oarsman and represented the State as a member of the Men’s Eight in the national rowing championships. They were things which were dear to him — rowing, rugby and sailing — and he reckoned they were all connected to life.

Reaching into his kit bag, he produced a dog-eared copy of a book *The Boys in the Boat* — the story of eight working class lads from the American mid-west who overcame enormous hardships to go on to win the gold medal in the Men’s Eight Rowing at the 1936 Berlin Olympics. He reckoned he was re-reading it for the third or fourth time — he couldn’t remember.

“Here, Mr Dover,” as he was wont to address me, “I reckon you’ll find the answers in there”.

I took up his offer and started to read the book. In it there were a number of paragraphs that Dal had underlined. The first was this:

“What mattered more than how hard a man rowed was how well everything he did in the boat harmonised with what the other fellows were doing. And a man couldn’t harmonise with his crewmates unless he opened his heart to them. He had to care about his crew.”

That pretty much summed up Dal. If you actually sailed with him, rowed with him or whatever, you knew that Dal had your back and he cared for you. He wasn’t the finest helmsman or tactician, the best navigator or foredeck hand, but he would be amongst the first you ever picked to be part of your crew. He was the heart of any boat he sailed in.

If you were up on the bow, it was blowing 30 plus knots with big green seas breaking over the deck and you needed a hand, Dal would be the first on deck. You would look around and there he would be with that huge grin and the loud infectious laugh. He had your back. It didn’t matter how rough the conditions, that his knees were crook, his ankles swollen and painful beyond belief, he would be the first up for his watch with the kettle on and a strong brew on hand for all who needed it — or a hot breakfast passed through the hatch. That was the measure of the man, he cared about his crew and we cared about him.

Dal was an accomplished sailor, inshore and offshore, He won a national



championship in his own boat, the JOG sloop *Rambull* which resides at the club. He competed in blue water sailing events over more than 30-years' crewing on offshore racers from *Tactical Response*, *Mark Twain* and *Bright Morning Star* to *EZ Street* and *Charisma*.

Off the water, Dal was a contributor too. He was a long-standing member of the Board for many years and filled the role of Rear Commodore with distinction and dedication, He was a Club Safety Equipment Auditor and was always the first to put his hand up to volunteer for a working bee or, in fact, for any chore that needed to be done around the club. Dal loved being part of a team.

That became even more evident when I came across another paragraph in *The Boys in the Boat* which had been underlined. It had obviously struck a chord with Dal as it did with me and it was this:

“Perhaps the seeds of redemption lay not just in perseverance, hard work, and rugged individualism. Perhaps they lay in something more fundamental — the simple notion of everyone pitching in and pulling together.

Harmony, balance, and rhythm. They're the three things that stay with you your whole life. Without them civilisation is out of whack. And that's why an oarsman, when he goes out in life, he can fight it, he can handle life. That's what he gets from rowing.”

I reckon that's what Dal took from rowing, lessons he utilised in his sailing as he did in life. Harmony, balance and rhythm! That was him and that is how so many of us will remember him — that and his huge grin and the loudest laugh of all.

Vale Dal Wilson — a great contributor to the Amateurs, to his mates and to life in general.

Bruce Dover

THANK YOU INTERNATIONAL PAINT



The SASC would like to thank International Paint for their generous donation of Micron AP anti-fouling paint for the Club's starter's boat
Captain Amora





Photos John Jeremy

There was almost no wind as yachts gathered for the Club Championship race on 13 April but *MaxStar* found enough to spread envy amongst the fleet

CLUB CHAMPIONSHIP 2019

June 2019



At times like this starters need to be patient



Vitamin Sea, Hotspur², Hoana and Balmain Tiger waiting for the wind while Geraldine Wilkes keeps an eye on everyone from Captain Amora



After a postponement for about 20 minutes, a light north-easterly breeze arrived as *Warana* demonstrates



The fleet approaching the line with only a second or two to go



MaxStar, Cherub, Moonbeam, Clewless?, Shambles and Hotspur² shortly after the start.

MaxStar won the Kelly Cup, with Shambles second (winning the Tara Ipo Trophy) and Balmain Tiger third (winning the Brooker Trophy)



All neatly lined up — Lolita, Warana, Tamaris and Mid Wicket

THIS CAN'T BE EASTER

David Salter reports on a Bob Brown weekend that defied the usual weather gods.

More than once during the glorious 2019 Bob Brown Race and the social activities that followed various persons were heard to exclaim words to the effect of: "This can't be Easter — it's not raining!" And indeed that was the case. With the global authority that only the SASC can muster, the skies remained clear and the temperature was unvaryingly comfortable, both day and night. In a word: clement.

But from a sailing standpoint, the Thursday morning of the race did not promise much excitement. The surface of Mosman Bay was disturbed by only the slightest ruffles of breeze as the fleet assembled for their annual jaunt to Pittwater. On the mighty *Mister Christian* the regular crew was joined by guest relief helmsman Sir James Hardy, who has apparently made something of a reputation for steering yachts. The Knight Bachelor thoughtfully brought along half a dozen bottles of his best wine just in case we struck rehydration issues on the sail north.

With the wisdom that has made them legendary, the Amateurs starting team set a generous line off Watson's Bay and sent us on our way only minutes after a decent little NE breeze came down the Harbour. A few gentle tacks to clear North Head and we were all on our way. The track

Perfect day for a gentle sail north on *Mister Christian*

Photo Jim Nixon





Photo David Salter

Guest helmsman Sir James Hardy warms to the task

to Long Reef was a genuine work, but the more modern yachts point much higher than our 1965 classic so while they all cleared the reef easily on starboard tack, we were forced to take an extra 5-minute dig out into the Tasman on port before turning towards Bangalley. That would prove costly.

But what a pleasant sail it was! Cold beers all round, cheese, cabanossi, a selection of fresh sandwiches, and maybe another beer to help it all go down. As the breeze gradually



Photo Jim Nixon

Running towards
the finish at
Coaster's Retreat

clocked we squeezed past Avalon, bore away for Barranjoey and then prepared for the kite hoist that would carry us across the opening to Pittwater. It always goes very light 'around the corner', and years of being becalmed in sight of the finishing line have taught us that the long way home is usually the quickest.

And all too soon we were across the line, expertly finished by Peter Zehnder and Alice Murphy on their handsome plastic yacht *Bordeaux*. By prior arrangement, the Commodore had generously brought *EZ Street* around from Bobbin Head to act as mothership to the SASC fleet and provide a few extra berths for the *Mister Christian* crew. We were soon rafted up and enjoying that special, comradely style of relaxation that gives the Bob Brown its unique quality. Dinner was a choice of three curries and four wines, enlivened by Sir James' inexhaustible supply of yachting yarns.

The Good Friday BBQ ashore at The Basin picnic grounds was a quieter affair than usual, perhaps because the children who energised the event in previous years have all grown up and found better things to do. The Club's Captain announced the results early to give those intending a return to Sydney that afternoon a good chance of completing the passage in daylight.



Photo David Salter

First place in the 2019 Bob Brown Race went to *Tula* (Ivan Resnekov), second was *Cloud IX* (Andrew Waugh) and third *Samphire* (Chris Manion). The mighty *Mr C* was fourth, just six minutes slower on corrected time than the winner. What a pity we couldn't quite lay Long Reef!

Lahara, *Cuttlefish*, *Bordeaux* and *Cherub* raft up at Coaster's



Photo David Salter

Good Friday BBQ at The Basin

7th ANNUAL SASC ALPINE CRUISE

The tradition of a late-season sojourn in the Brindabella Valley continues. David Salter reports.

“White Cabin, White Cabin, White Cabin. Here is Green Cabin. Over.”

“White Cabin here. Go ahead Green Cabin.”

“Coffee is served. Over”

“Copy that. On our way. White Cabin out.”

The introduction of VHF handheld communication between the two cabins was the only innovation for the 2019 SASC Alpine Cruise. Everything else was much as it has always been, which is how things should be. There were many pleasant hours of happy conversation beside the Goodradigbee River, much food and drink was consumed — and very few fish caught. With no electricity, running water or mobile phone reception life slows to a relaxed pace at *Koorabri* and the tensions of the modern world soon drift away into irrelevance.

We were especially pleased that our old offshore comrade, Dal Wilson, could join us for at least part of the time. Dal was already severely weakened by the illness that claimed him but determined to again see the valley he loved and sit yarning beside a warming fire. He made the five-hour trip down from Sydney in the combined care of Bruce Dover and John Sturrock. The remainder of the SASC party comprised myself, John Crawford, Maurie Evans, Jim Nixon and Robert Morley (both

Pleasant hours just drinking and yarning under a tree

Photo David Salter





Photo David Salter

Mister Christian crew) and Bill Gregerson. Bill's not a sailor, but we've both fished this stretch of the Goodradigbee for more than 40 years so he's become an honorary club member for these annual get-togethers.

Dal Wilson was pleased to see the valley again

First challenge was to organise the Green Cabin so that we could seat nine hungry men together for our first dinner on the Tuesday evening. This was achieved by moving some furniture about and adding a folding trestle to the existing table. Crawford The Architect acted as design consultant. It was a bit of a squeeze, and slightly unstable, but once we were into our fifth bottle of red nobody seemed to care.

The cabins are about 150 yards apart on the river flat while the farm houses — one 100 years old, the other 'new' from the 1930s — are a fair walk up the hill (and safe from the regular floods). The social highlight of the Cruise is a grand sit-down dinner in the Old House



Photo David Salter

Nine for dinner in the Green Cabin was a bit squeezey

when Peter and Fran Smith, the owners of the property, are our guests. Cooking for this annual event starts early because the fuel stove needs a few hours to build up real heat. I used this time to make a batch of genuine country-style scones with jam and cream. They were all scooped in seconds before the scones had cooled.



Photo Bruce Dover

The verandah of the old house is one of my favourite places in the world with its view through the garden to the striking blue hills of the Brindabella Range in the distance. (The writer Gwen Meredith had a cabin on the property where she did much of the scripting for her long-running ABC radio serial, nostalgically titled *Blue Hills*.) Everyone carries on the verandah sipping their drinks until nightfall when we all troop in for a candle-lit dinner. This year we supped on a

The Honorary Chef preparing dinner in the Old House kitchen



Photo David Salter

traditional BBQ ‘mixed grill’ with mountains of boiled potatoes and garden salads, finished off with a selection of ice creams. The wines were excellent, with perhaps the best cellar contribution coming from Maurie who brought three excellent varieties of Côtes du Rhône. *Sommelier extraordinaire!*

After dessert, the real fun began. Out came the squeeze box and Peter roused us all into song. By now well lubricated, we worked our way through a familiar repertoire of maudlin convict ballads and lusty bush-ranging ditties, ending on the unofficial national anthem, *Click Go The Shears!* Bob, a recent Trump refugee from St Louis, Missouri, was so entranced by this spontaneous outpouring of Australiana that he videoed our performance. Dal sat at the table, beaming, and everyone was delighted that he could be with us to enjoy the evening.

There were some sore heads and late risers in the morning, but after a dip in the river and lashings of cereal, fruit, bacon and eggs, toast, tea and coffee, good spirits were soon restored. Bruce, John and Dal had to return to Sydney while the rest of us planned a leisurely day of short walks and fishing. Jim and Bob opted for a more demanding trek through The Gorge, a descent which requires a couple of swims through the deeper pools. Their spirit of adventure was rewarded by a sudden storm and downpour. By the time they’d returned to the cabins both were very cold, exhausted and soaked through. But nothing that a few stiff rumbos couldn’t cure.

The Commodore displays his Pé-tanque style



Photo Jim Nixon

The Goodradigbee River was as beautiful as ever

And before we knew, it was Friday morning and time to pack up and go. The pointscore races on Saturday beckoned. Our splendid Alpine Cruise was over for another year. Nobody had caught a trout worth keeping, but that's never really the object of the exercise. Great times spent among special friends at a magic place are beyond price. But it won't be the same without Dal.



The Green Cabin
by John Crawford

RANGER COUTA SPRINTS

June 2019



Photos John Jeremy

Vagrant cutting it fine across the stern of *Captain Amora* at the start of the first race of the Ranger Couta Sprints on 7 April



Vanity's official photographer, Liam Timms, recording the start of the first race



A seagull keeps a close eye on *Ranger*, *Vanity* and *Makama* as they approach the finish of the first race



Captain Manion's new yacht *Samphire* had a happy group of spectators, including Bill Gale (on the right)



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Sydney Amateur Sailing Club ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 7 August 2019 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2019.
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

David Salter

Hon. Secretary



Cherub, Vagrant and Etenne after the start of the second race



Vanity leading *Cherub* at the finish of the second race



Etrenne chasing Ranger after the start of the third race



The fleet after the start of the third race



The fleet on the run from East Channel Mark to the finish during the third race



Back to the Club for celebrations



Photos John Jeremy

The start of the Combined Clubs Winter Series race on 18 May was delayed to provide the tanker *STI Gratitude* with clear water for her entry to Sydney



The SASC Trophy race on 18 May was sailed in light winds, the pattern so far this winter. The howling westerlys can't be far away!

REQUIEM FOR RANDAL



“Now cracks a noble heart.”

- Hamlet, Act 5, Scene 2

Wherefore art thou Dallo, gone from us too soon?
Where shines that sudden sunny smile that lit up any room?
The cheeky taunt, that sly aside delivered with a wink?
The hearty laugh, the half-smoked fag, the fondness for a drink?

Just memories now for all of us — reminders of our fate,
Yet how we miss your bantering, your gently plodding gait.
Dal the seasoned sailor with a second rower’s frame,
Who never needed prompting to set off to sea again.

He rowed for Kings (or so he said) — the evidence is flimsy,
The claim was hard to credit if you’d seen him row a dinghy.
His first real job, with Yates & Co., was selling farmers seeds,
Yet all he grew at Gordon Street were household bills — and weeds.

He served the Palm Beach lifesavers, of which he could be proud,
And stuck his head in muddy scrums for Mosman’s rugby crowd,
But boats were where Dal’s heart returned, the romance of the sea,
The comradeship of offshore crews — the joy of sailing free.

Rebecca, Rambull, Classic Blue; Mark Twain, Bright Morning Star;
 Hobart, Southport, Lord Howe Island; old Mooloolaba,
 Hughie, Jim, O'Reilly, Mel; Coshie, Bruce and Johnno,
 Macca, Millsie, Snake and Steve; Biggles, Charles and Tomo.

For mates like us an offshore trip was precious time away,
 A shit-fight never troubled Dal as he would often say:
 "We'll be all right. It's not that bad", (a good man in a blow),
 "So pass us up another rum, let's stay on 0-6-0!"

As willing galley slave he knew the ends demand the means,
 No matter what he cooked it came with mountains of baked beans.
 And when it came to politics he shunned the doctrinaire,
 At times more right than Genghis Khan, at others almost fair.

The club was Randal's second home, for which we've much to thank,
 He could have been the Commodore but never yearned for rank,
 Instead he'd rather give up time to work beside his peers,
 Incinerating sausages to feed the volunteers.

To quote that oft-repeated phrase, "no truer word was spoke"
 Than the friend we knew as 'Dallo' was a decent, honest bloke.
 And what we saw is what we got: a patient, caring man,
 Who loved his friends and family, the blended Wilson clan.

So farewell, mate. It's 'eight bells' now, your final voyage bold,
 Where every breeze is on the beam, and all the beers are cold,
 Let slip the docklines one last time; hoist sail and bear away!
 The bloke upstairs is helming now – there's nothing more to say.

Rest easy, old friend.

David Salter

VALE WARREN ANDERSON

Warren Anderson, a Life Member of the SASC who joined the Club in 1961, passed away recently.

Warren was active in the yachting community for many years and was the owner and Managing Director of Sheerline Yacht Spars until he retired in the early 2000s. Warren built and raced multiple yachts over his life, including *Granny Smith*, *Encore* and *Wideload*. He sailed in 26 Sydney–Hobart yacht races, most of which were under the sail number A16, which graced all of Warren's yachts. He came third on handicap in his 30 foot Currawong *Granny Smith* in the 1974 race.

Yacht racing was Warren's main passion but he enjoyed many other activities such as skiing, motor car racing and flying (including aerobatics). He is survived by his wife Verna and two daughters Sea and Lee to whom we extend our sympathy.

CLIFF GALE'S LEGACY



Photos John Jeremy

An enthusiastic group of members gathered at the Club on 5 June to celebrate the legacy of Cliff Gale, who designed the Ranger-class and other similar boats over 80 years ago — boats which have explored the waterways around Sydney and Australia and are still being built today



Bill Gale making a point as he told of his and his father's love of sailing



Bill Gale and Sean Langman during Bill's presentation. Sean spoke of his long friendship with Bill and his personal relationship with the Ranger class as an owner and builder



Mark Pearse has built a beautiful model of a 28 foot Ranger-type yacht designed by Cliff Gale which has never been built (yet, perhaps?)



Mark Pearse describing how he validated the lines of the 28 footer



Mark Pearse's model, which is framed and planked like the real thing, is perfect in every detail



Photo Geraldine Wilkes

Cherub battling a fresh breeze to the finish on 30 March. The race began in light winds but finished in a 20-30 knot westerly which blew the cobwebs well and truly away



Photo courtesy John Crawford

During the race on 4 March, *Vanity* suffered a peak halyard failure, requiring a crew member to carry out underway repairs. This is not something owners of Bermudan-rig yachts ever have to experience



RAN photographs

Ships of the RAN have been busy in recent months. Here HMAS *Toowoomba* escorts the French nuclear-powered aircraft carrier *Charles De Gaulle* as she launches aircraft during Exercise La Perouse in the Bay of Bengal. The submarine HMAS *Collins* also took part in this exercise as well as ships from the Japanese and United States navies



HMAS *Success* (centre) conducts a replenishment at sea dry hook-up with Indian Navy Ships *Ranvijay* (left) and *Sahyadri* (right) during AUSINDEX 2019. 55 personnel from the US and 20 from New Zealand also embarked in the participating RAN ships for this biennial exercise. HMAS *Success* will be decommissioned at the end of June after 33 years service

MIKE SWALLOWS THE ANCHOR

June 2019

After more than 16 years of service as a senior club tender driver, Mike Power is retiring. We will miss the friendly banter as he ferried us to-and-from our boats and his deft boat-handling skills at the helm of *Nancy K*.

During his working life as a ship's master Mike was in control of craft measured in the thousands of tons but he drove the *Nancy* with the same levels of caution and care. Our topsides were always safe as he judged speed, wind and tide to a nicety bringing the tender alongside. Defying convention, he showed how placing the tender stern-to-wind was often the safest approach.

Mike was thoroughly professional. The club flags were always up by 9:00 and the *Nancy* made ship-shape and ready for her day's work. He knew the positions of every boat in the bay, and anticipated the most efficient sequence of pick-ups and drop-offs. He dealt with the inevitable outbursts of impatience from members with diplomatic aplomb. If he noticed that a cover had come adrift or a boom was swinging, he'd make sure that problem was attended to.

One of Mike's most endearing eccentricities was that he insisted on using his personal boat-hook. He would bring this bespoke implement down to the club each morning, carrying it like a field marshal's baton. It is a testament to that innovation that the 'Mike Hook' technique is now standard operating procedure on *Nancy K*.

The onboard conversation as Cap'n Power motored us out to our boats was always positive and encouraging. He wished everyone well with their cruising or racing, and was happy to share his consistently dependable weather predictions.

As Christmas approached he offered for sale in the clubhouse the delightful hand-painted cards made by his wife, Jill. It was an affectionate domestic touch in keeping with the special spirit of The Amateurs.

We wish Mike a long and happy retirement.

David Salter

Mike Power at the helm of *Nancy K*



Photo David Salter

OLDIES BUT GOODIES

SASC yachts dominated the recent Great Veterans Race on Sydney Harbour organised by the Cruising Yacht Club of Australia. Eleven of the 24 yachts that faced the starter in two divisions are on the Amateurs register: *Malveena*, *Malohi*, *Maris*, *Lolita*, *Solveig*, *Lahara*, *Fidelis*, *Defiance*, *Nike*, *Anitra V* and *Mister Christian*.

The event is staged at the beginning of the Winter Season every year. It is open to pre-1975 yachts which have competed in the Sydney-to-Hobart Race and helped build the 638-mile dash South into an international blue-water classic.

Other notable yachts to compete include the lovely *Archina* (which raced in the first Sydney-Hobart in 1945), *Suraya*, *Margaret Rintoul*, *Fare Thee Well*, *Southerly*, *Kintail* and dual handicap winner *Love & War*. *Kathleen Gillett*, another 1945 veteran, was on display in the CYCA pond.

The fleet made an impressive sight as they crossed tacks on a sparkling autumn afternoon. Many crews included some of the most legendary figures of the sport. Admiral's Cup hero Gordon Ingate skippered *Jasnar* and three-time America's Cup helmsman Sir James Hardy sailed as tactician aboard *Mister Christian*.

Encouraged by the success of this year's event the Cruising Yacht Club is now planning a two-day regatta for Sydney-Hobart veterans in early December to begin their celebrations for the 75th anniversary of the race.

Results: Division 1 — 1. *Nike* 2. *Suraya* 3. *Fare Thee Well*
Division 2 — 1. *Solveig* 2. *Boongown* 3. *Maris*

Close finish: (l to r) *Solveig*, *Defiance*, *Caprice of Huon* and *Love & War*



A LOAD OF OLD RUBBISH

June 2019

Waste disposal is a major recurring cost for the club. Our shoreline position makes normal council collection impractical. For that reason we must pay a private contractor to remove all of our waste by water.

The club is required, by law, to sort its rubbish for recycling. But our compliance record in meeting this simple discipline is appalling. The bins outside the dinghy shed are regularly filled with carelessly unsorted rubbish. So, week after week, the contractor must take on the long and tedious job of separating our waste.

That is expensive additional time which, in the end, we all pay for as members. It is a significant cost that is easily avoided.

Please sort your rubbish into the appropriate bins. If your guests or crew take the boat's rubbish ashore, make sure they understand our recycling obligations. A few extra seconds spent 'doing the right thing' will save the SASC thousands of dollars.



The recycling bins are on the right as you come ashore.
It's not very difficult to do the right thing

NEW US ICEBREAKER

In the February edition of *SASC News* we reported on the visit to Sydney of the US Coast Guard Cutter *Polar Star* and described some of the challenges faced by her crew as they struggled to keep the 42-year old ship operational.

Plans to replace *Polar Star* and her laid-up sister ship *Polar Sea* with new heavy icebreakers have been delayed for some time but, at last, progress has been made with the order for a new ship which is intended to be followed by two more.

VT Halter Marine of Pascagoula, Mississippi, a subsidiary of Singapore's ST Engineering, has been selected by the US Naval Sea Systems Command and the US Coast Guard as the prime contractor for the detail design and construction of a new class of polar security cutter (icebreaker to you and me).

The \$US745.94 million fixed-price incentive contract is a multi-year programme and a major system acquisition to acquire up to three vessels. The contract includes options which, if exercised, would bring its cumulative value to \$US1.94 billion.

The first ship is scheduled to be delivered in 2024. If the options are exercised, the second and third vessels are expected to be delivered in 2025 and 2027.

The new ships will be 140.2 m (460 feet) in length with a beam of 26.82 m (88 feet) overall and a full load displacement of about 33,529 t. Accommodation will be provided for 186 crew, scientists and mission-specific personnel. As usual in US Coast Guard ships, the ship will be armed and fitted with a combat system derived from the Aegis combat system, also used by the RAN in the Hobart-class destroyers and Hunter-class frigates.

VT Halter Marine has been involved in the design analysis study of the new class since February 2017 and has been in the production engineering studies support work phase since February 2019. Construction of the first ship is scheduled to begin in 2021.



Image courtesy VT Halter Marine

The new US icebreaker which we may see in Sydney in the summer of 2024-25

THE WORLD'S LARGEST ALUMINIUM SHIP

June 2019

An Australian shipbuilder has secured a contract to build the world's largest aluminium ship. Incat Tasmania Pty Ltd will build the 130 m long ship for long standing customer, Buquebus to operate between Argentina and Uruguay.

The completed vessel will be the largest aluminium ferry ever built and the ninth vessel for Incat's South American customer.

The new ferry will join the other Incat ships already serving various ports on the River Plate between Argentina and Uruguay.

At about 13,000 GRT, the 130-metre long, 32-metre wide vessel will carry 2,100 passengers and 220 cars. The duty-free shop will be the largest ever fitted in a ship, with over 3,000 m² of retail floor space, similar in size to a large airport duty-free shop.

Work is underway on design and engineering, and physical construction will commence as soon as the detail design drawings are completed and approved by the customer.

The new Buquebus ship, Incat hull 096, is predicted to have a maximum speed of over 40 knots. The 130 m ship will be powered by four dual-fuel engines which will burn LNG while in service between Argentina and Uruguay.



Image courtesy Incat Tasmania

The World's largest aluminium ship is to be built by Incat Tasmania for a South American customer

NEW MEMBERS

We welcome the following new members:

Mike Cahill	Ivan Gainey
Colin Millar	Robert Moore
Royce Tosen	

TENDER HOURS

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

Saturday (all year) 0900–1800
 Sunday DST 0900–1800
 Sunday EST 0900–1700

SASC SHOP

(AKA The Office)

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$20.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Wide Brimmed Canvas Hats	
— small, medium and large	\$30.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$40.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$45.00
Rugby Top – S, M, L, XL and XXL	\$55.00

Gaffers Day Merchandise

Posters – Various Years each	\$ 5.00
Posters – Package of 5 various	\$20.00

Books

The Amateurs — The Second Century Begins	\$40.00
The Australia Day Regatta	\$35.00

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.

NEWSLETTER DEADLINE

The next *SASC News* will be the August 2019 edition. Contributions from members, which are always welcome, should reach the editor by Friday 26 July 2019. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo John Jeremy

The Indonesian sail training ship *Dewaruci* departing Sydney on 8 July 1961 in a freshening westerly.

Dewaruci, a 58.3 m barquentine, was built in Germany and laid down in 1932. Construction was interrupted by World War II and the ship was not completed until 1953. She was replaced in 2017 by the 111.2 m Spanish-built bark *Bima Suci* and is now a museum ship.

[I took this photo from my first boat Tarrina, a sister ship of Little Toot. I followed Dewaruci out to sea for some distance without realising just how much the wind had freshened. The return to windward with the boat's twin-cylinder Blaxland Chapman two-stroke engine working hard was slow and very, very wet. All part of life's rich tapestry of experiences. — Ed.]

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Nantucket 31 - \$34,900



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See our website for full details.

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