



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2020

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Cover:

Super 30s
enjoying close
racing shortly
before COVID-19
stopped every-
thing

(Photo John Jeremy)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by Focus Print Group

COMING EVENTS

SATURDAY 13 JUNE 2020

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

SATURDAY 20 JUNE 2020

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

SATURDAY 27 JUNE 2020

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

SATURDAY 4 JULY 2020

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

SATURDAY 11 JULY 2020

Fifth race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 18 JULY 2020

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

SATURDAY 25 JULY 2020

Seventh race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 1 AUGUST 2020

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

SATURDAY 8 AUGUST 2020

Ninth race in the Sydney Harbour Combined Clubs Winter Series

SATURDAY 15 & 22 AUGUST 2020

Equipment Audits and Fire Extinguisher Service

THURSDAY 20 & TUESDAY 25 AUGUST 2020

Compulsory Skippers' briefing at the Club

SATURDAY 5 SEPTEMBER 2020

Lion Island Race

SATURDAY 12 SEPTEMBER 2020

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

SATURDAY 19 SEPTEMBER 2020

Point score race for Mixed Fleet and Classic Division

SUNDAY 20 SEPTEMBER 2020

Ranger/Couta Sprints



In my experience, climbing the stairs from the clubhouse back up to Green Street gets no easier, no matter how many times you have made the journey. Age, of course, may have something to do with it but increasingly these days I find myself looking around for someone a little younger to lend a hand if I am having to lump a burden to the top.

The stairs, perhaps, are not a bad metaphor for the Amateurs as a whole, for the challenges facing the club in the years ahead are no less steep and we are going to be reliant on the next generation of club members to help carry the load. In corporate parlance, it's probably called "succession planning" but it is no less relevant to a voluntary not-for-profit club like ours than it is to a major public company.

For the past couple of decades at least, the Amateurs might arguably be described as a club run by Baby Boomers for Boomers. That's not necessarily been a bad thing as we have been fortunate to have had a plethora of very good talented executives and professionals freely volunteer their time and expertise as directors on our Board or as leaders of our various working groups and committees. The club has been extremely well served — our finances are sound, our infrastructure solid, our membership stable and, compared to many other sporting clubs, we remain a going concern.

As evidenced elsewhere in this newsletter, in the vital work down by a small group of volunteers to repair the supporting columns of our boatshed, the dedicated efforts of a few so often benefit the many. But the average age of that work group was on the wrong side of 65, and I have grave (pun intended) concerns that if they were asked to turnout in 10 years' time to conduct further repairs, even if they were willing, it is likely they'd be less than able. The fact is, even the youngest of our Boomer generation are reaching retirement age — the oldest, if I can put it kindly, are within sight of that final crossing of the bar.

So, whilst the Amateurs torch continues to burn brightly for the moment, the question is to whom do we pass it? The next generation, the X'ers, born between 1965 and 1980, generally place far greater emphasis on work/life balance than we, their predecessors. We Boomers, it is argued, 'lived to work' whilst the next generation 'work to live'. Experience suggests that the X'ers are far less inclined to take on high-level positions of responsibility and authority in volunteer, service and community organisations if it impacts on the time they can commit to family and home. Many of us have witnessed it with our own children. It's not a criticism, simply a sign of a generational change in values and attitudes.

Our very size, the clubhouse and working slipway, our heritage as an amateur sailing club, the Corinthian ethic, our classic yachts all combine to make the Amateurs somewhat unique amongst clubs on the harbour. To that end it is important that succession includes the passing on of the vision, culture, knowledge, authority and responsibility to those who come after us. But we also need to say relevant to the next generation of sailors who may be less focussed on competitive sailing than on cruising; more interested in family-oriented events than racing round the buoys, or in social activities above measuring up for a new set of go-fast sails.

We need renewal, new thinking and generational change at every level — including the

Board — in order to both preserve the past and be relevant to the future. We need to pass on both knowledge and corporate memory, provide the mentorship and guidance that comes from the scars of hard-earned experience whilst being open to new ideas and new ways of doing things.

There has been criticism from some quarters that the current Board is “too old, too male, too set in its ways”. That may be fair comment but not for lack of trying. The Flag Officers have tried to entice both younger and female members onto the Board or serve one or other of the committees but largely to no avail. It is not that we are unwilling to pass on the torch, we just need to identify who we should give it to.

So, to that end, we need skippers/boat owners to look, if not to themselves, then to their crew — be they family, friends or acquaintances — for those who might be suitably encouraged and/or cajoled to join the Board or a committee and make a contribution to the future of the club. We need to identify those who we reckon have a positive attitude and outlook about the Amateurs, who have the willingness to commit some time; who have specific knowledge or interest in finance, engineering, legal, commercial, communication, health and safety; who can run an effective meeting and engage others and encourage their participation in the committee or other club activities. We need to recognise them and, even though it might take some persuasion, get them on board — in every sense of the word.

Like so many members, I am very fond of our little club and want to it survive and prosper into the future. But to achieve that we need the next generation to step forward and take hold of the torch. Should we drop it, we risk burning the house down!

Bruce Dover



THANK YOU EDCON STEEL



The SASC would like to thank EDCON STEEL, Brookvale, for their assistance during the recent repairs to the Boatshed columns



Photo John Jeremy

Is it a creature from outer space? No, it's Jim Paskalis modelling the Pandemic Rig for launch drivers. Jim has worked diligently during our lock-down weekends to ensure that members could access their boats safely for essential maintenance

RED CLOUD

June 2020

With a slight list to port and a boat load of cruising gear *Red Cloud* is the pride and joy of new owners and club members Max Merven, Tony Stephens and myself, Ian Clare.

by
Ian Clare

Our acquisition project started before Christmas. Since none of us had much, if any, yacht ownership experience, we had to start from scratch and define our needs. That came down to a boat we could comfortably cruise short-handed, that would potentially perform well in social racing and a boat on which our wives would be willing to join us. We were after something 36-38 feet and there was also a budget.

January was consumed with countless dinners crossing the “t’s” of the Owners Agreement when we stumbled across *Red Cloud*. She seemed to fit all the parameters.

Red Cloud is a Jeanneau Sun Odyssey 379. She was delivered in Perth in 2012. The owner sailed her extensively up and down the Western Australian coast before venturing over the top and then down the east coast of Australia to Batemans Bay. He then turned around and retraced his track back to Perth. *Red Cloud* was then sold to Ray and Fran Smith from Lake Macquarie who took delivery in late 2015 in Perth. They then spent a number of months cruising the Western Australian coast before heading south and home across the Great Australian Bight. Since then they cruised the east coast up to Far North Queensland on a number of occasions.

Red Cloud on her mooring



SASC NEWS

The SO 379 was one of the first designs of the modern hard chine trend. They are still in production as the SO 389. She carries her beam a long way aft so that there is plenty of volume, two spacious cabins, a light and breezy saloon/galley, a single head with self-contained shower and plenty of storage. All running rigging leads back to the cockpit which also houses two wheels. She has a 132% overlapping jib, fully battened main and a bright red spinnaker.

Red Cloud runs a full suite of electronics from Simrad: radar, auto-pilot, chart plotter, entertainment, depth/wind direction and multi instruments as well as GME AIS and iCom UHF and HF radios. And enough solar generation through a wind turbine and four solar panels to recharge her four 105ah AGM house batteries and one engine battery. None of which will help us much with our social racing endeavours.

Red Cloud under spinnaker

We first viewed *Red Cloud* on Lake Macquarie and, despite the extensive cruising and 3200 engine hours on the clock, she presented

Photos courtesy Ian Clare



in immaculate condition. The Smiths had been fastidious in their maintenance. We were caught in a dilemma. The boat met or exceeded all of our criteria but was the first boat we had actually inspected and by early February, Max, the pessimist in the group was wavering, convinced we were headed for an economic depression, the likes of which we had not seen in our lifetimes and as a result, people would be giving boats away.

In the end we managed to inspect a couple of other boats and convince Max that if the world was to turn to cactus, it would be much more fun on a boat. After a bit of haggling our offer was accepted, the survey went well and we then had to figure how to get a 2 m draft yacht out of Lake Macquarie.

At the end of March the tides were right, the world was changing rapidly and the SASC confirmed they had a mooring available. So we went for it before *Red Cloud* became trapped out of our reach for what could have been months, arriving at the SASC on Saturday 28 March 2020, the last day prior to the lockdown.

Luckily for us, the social restrictions have not been as bad as they may have been with sailing and essential maintenance tolerated. With new boat enthusiasm high, we have all been regularly down at SASC through April taking *Red Cloud* out for sailing trials. With a diligence unmatched by my co-owners, for me it has been a voyage of discovery while on the mooring, documenting the vast onboard inventory.

As I said at the start, none of us has much experience owning, maintaining and sailing a yacht. Max learned to sail a pirogue in the sheltered lagoons of his native Mauritius and with family and friends chartered numerous yachts around the Mediterranean. He can generally be seen down at the SASC mid-week with wife Mary Lou getting to know *Red Cloud* in preparation for a full social sailing onslaught once regulations permit.

Of the three owners, only Tony has a full-time job as a most unlikely public servant. If encountered he will happily lead into conversations which reflect the challenges of the “Affairs of State”. In between, he is a bowman on a Sydney 38 out of MHYC and has recently completed three Sydney to Hobarts. On Sundays, like me, he is a keen dinghy racer.

Having learnt to sail on Manly Juniors and Cherubs as a youth, I have for the last 20 plus years raced Lasers at local (Northbridge), state, national and some international events. On *Red Cloud* I am tasked with the maintenance role, documenting what we need to do to maintain the boat, developing checklists and operating procedures. I am not sure how others who have co-ownership of their yachts manage this, but at times it feels like I am herding cats. There seems plenty of interest in sailing and only little in my checklists and procedures.



IT PAYS TO BE CAREFUL

David Salter recalls two long-forgotten yachting tragedies

Sailing, especially offshore, is what lawyers like to call an “inherently hazardous enterprise”. People die. Whether crushed in a collision or trapped inside a capsized hull, there are scores of ways we might come to grief. No matter how careful, experienced or well trained we are, some level of danger is inseparable from the sport.

John Maclurcan’s engrossing self-published book *Beecroft’s Caricatures* includes contemporary accounts of two such tragedies from the previous century.

In the early 1900s the great yachting rivals were Sydney’s *Thelma*, owned by Charles Lloyd Jones, and *Sayonara* from Melbourne. Both had similar gaff rigs and dimensions, and were roughly in the style of what would become the 12-metre class. They’d raced each other many times ‘off the stick’ without either yacht establishing clear dominance. So, in March 1913, Lloyd Jones arranged a private match race to be sailed on Sydney Harbour from Neutral Bay to Manly and return.

A dirty South-Easterly blew at gale force and with driving rain on the day of the race but both skippers agreed to start. *Thelma* sailed with a crew of nine, all wearing the heavy oilskins of the period. Between the Heads, on the tough beat home, *Thelma* was in front, punching into steep seas “heaped up twelve feet from trough to crest”.

Thelma sailing on
Sydney Harbour

Photo Australian National Maritime Museum collection



When the yacht took a sudden lurch the mainsheet hand Walter Moore, who'd gone forward to secure a hatch, was pitched overboard and quickly disappeared from sight. On the tiller, Lloyd Jones attempted an 'all standing' gybe but the rigging could not withstand the sudden extra force and the mast crashed over the side. *Thelma* lay on her beam ends, sails in the water and with eight men clinging on for dear life.

A nearby pilot steamer, SS *Burranda*, spotted the yacht in distress. But being short-handed and unaware there was a man overboard, they chose not to throw a towline or launch their boat. Instead, they dashed to the pilot station at Watson's Bay to embark extra hands. By the time they returned *Thelma* was drifting close to the bombora off Dobroyd Point. The steamer launched a lifeboat and rescued all eight survivors, but a few minutes later the yacht washed ashore and broke up.

Walter Moore, whose body was never found, left a wife and large family. The yachting community of Sydney subscribed generously to a trust fund that supported his widow and the education of their children. The RSYS also voted a monetary reward for the three men who had manned the rescue lifeboat. The *Thelma* Plate, a trophy donated by Charles Lloyd Jones, commemorates the tragedy.

A decade later another prominent Sydney yachtsman, Alexander Charles Saxton, became the victim of perhaps the most common danger in sailing: a swinging boom. Saxton was a prosperous timber merchant with a distinguished, 20-year racing record in a succession of yachts he'd named *Awanui*.

On 30 September 1926 Saxton set off from the Harbour on a cruise to Broken Bay with a crew of three. They cleared the Heads around 11:00 am and ran before a stiff Southerly in a choppy sea. One of the crew had been steering but, off Bilgola, the owner, who was still recuperating from an operation, decided to take the helm.

Awanui IV suddenly gybed and Saxton took a heavy blow to the head which knocked him overboard. The crew tacked the boat, launched the dinghy and somehow managed to recover Saxton's body. The blow from the boom had apparently killed him instantly. But as they came alongside *Awanui* a wave slammed the dinghy against the yacht's topsides and Saxton's body was washed away.

In shock at the loss of one of their most capable flag officers, the Squadron cancelled their annual opening-of-season muster scheduled for the following day. Instead, the members, joined by many vessels from other clubs, took their boats to sea in a vain search for Saxton's body. It was never seen again.

Would the hapless Moore and Saxton have survived with modern safety aids and rescue techniques, and had they been 'hooked on'? Maybe. But today's yachts and crewing practices have their own set of hazards. The sea is still a dangerous place.



POSTSCRIPT: Not all of these celebrated old sailors had their brush with death at sea. Maclurcan's book relates an amusing incident involving E J Bayly-Macarthur, a prominent Sydney barrister and descendant of that notorious colonial trouble-maker and sheep breeder John Macarthur of Camden.

EJ raced his Couta-boat *Nyria* at the SASC with great success, but his parallel passion was golf. In 1931 he was playing a round at "the Rose Bay links" (presumably Royal Sydney Golf Club) when he sliced a shot into a bunker. Heavy rain during the week had saturated the sand and when Macarthur walked in to retrieve his ball he sank up to his waist in seconds. It took the combined efforts of his opponent and their caddies to extract him. A warning notice was displayed by the club shortly afterwards.

SAFETY REQUIREMENTS 2020–2021 SEASON

EQUIPMENT AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 15 August 2020

Saturday 22 August 2020

Ring the Club for a booking

SAIL NUMBERS

At the 2019 World Sailing meetings their Racing Rules Committee approved changes to the rules relating to sail numbers. The changes introduce a requirement that **numbers be of a contrasting colour to the body of the sail.**

The changes approved apply to rules G1.2, 1.3 and 1.4.

The main thing that officials and boat owners need to know is that sail numbers will have to be of a contrasting colour. Boat owners who have sail numbers in a dark colour on a dark sail will need to have their sail numbers changed to something more contrasting by 1 January 2021. This problem is typically seen on 'carbon' coloured or dark grey sails.

Sail makers building new sails or doing repairs should also check the sail numbers and offer advice on whether the numbers need to be replaced with some of a contrasting colour.

BISSY GIRL IN SEARCH OF HISTORY

June 2020

by
Rob Evans

All boats have stories they can tell from the mundane tinny to the America's Cup racer. Stories usually have a beginning, middle and end, hopefully, with our boats, not the end yet. The viral lockdown gave me time to reminisce on the *Bissy Girl* years and, when I sat down to write her story, I quickly realised that I had a middle but no beginning and no end. The middle bit was the family ownership for twenty-odd years when my very tolerant uncle let my cousins and me lean to sail by trial and error on Pittwater in the lovely old gaff-rigged ketch *Bissy Girl*.

Bissy Girl is 38 feet long on the deck with four feet of bowsprit out the front. She was built on the West Coast of America, possibly in Seattle in the 1920s, with 1½ inch Oregon planking and she displaces just under 20 tons. She is solid and, of course, a wonderful sea boat.

The history given to my uncle was rather vague. We knew that she had done a Hobart and we knew she had been built on the west coast of America. The wonderful web has filled in much of the beginning of the story with journals which tell of her cruising the Pacific in the pre-war years.

I have tracked the boat to the late 1970s and I would love to complete the story, hopefully with a happy ending that tells of another generation of sailors experiencing the joy of *Bissy Girl* sailing.

If you know any more of the *Bissy Girl* story please ring on 0409 608 272 or email robevans@hotmail.com.

Bissy Girl on
Gaffers Day
1995

Photo John Jeremy



6 METRE: MAY BE XI

International Rule 6 Metre yachts raced as an Olympic Class from 1908 to 1952. From 1927 to 1987, Sven Salen, a Swedish ship owner, and his family built a number of 6 Metre yachts named *May Be*, the last being *May Be XIV*. Mr Salen senior was an iconic figure in the 6 Metre class, with many victories and trophies to his credit. In the 1936 Olympics, Mr and Mrs Salen won a bronze medal for Sweden in *May Be IV* and Mr Salen was there at the final appearance of the 6 Metres at the 1952 Olympics in *May Be VII* with a creditable fourth place.

In 1975 *May Be X* won the 6 Metre World Cup. Swedish designers Pelle Peterson and Peter Norlin both designed and built boats for the 1977 6 Metre World Cup with the Peterson-designed *Irene* narrowly winning the championship with *May Be XI* in second place.

May Be XI was constructed of fibreglass following the 1973–74 re-write of the scantling rules by Gary Mull and Lloyds permitting fibreglass construction, Her dimensions are 10.17 m LOA, 1.95 m beam, and 4.2 tonnes displacement.

It is believed *May Be XI's* final place in a regatta in Europe was sixth place in the British Nationals in 2011. She was then offered for sale and bought to Sydney and raced for several years as *Six Pack*.

She has been acquired by Peter Chapman who is looking forward to sailing against the club's other 6 Metre *Venger*, and more generally being an active part of the metre and classic boat scene. She is currently being refurbished in accordance with 6 Metre class rules under the supervision of Steve Slade, an accomplished Sydney boat builder and will be racing once again as *May Be XI* in the new season.

Photo courtesy Peter Chapman

May Be XI



AROUND THE CLUB

June 2020

During the COVID-19 lockdown, a dedicated team of volunteers worked many hours to complete the replacement of corroded column sections in the boatshed. These vital structures hold the roof of the boatshed up, and heavy corrosion meant that the work was urgent.

Led by the indomitable Trevor Cosh, the team included Bruce Dover, Ian Macintosh, Robin Harris, Peter Robinson, Herschel Smith and Mike Warner.

With generous assistance provided by Edcon Steel, Brookvale, by the supply of materials, the Club has saved considerable cost through the efforts of our volunteers. The photographs below by Bruce Dover and Trevor Cosh give some idea of the size of the task completed on the last column.



Trevor Cosh shoring up the boatshed roof before the cutting starts

The need for the work was obvious when the column was exposed



Cutting the column



The old and the new

Ready for another
50-years service



VALE RAPIER

Tony Saunders reports on the Birth and Death of a family yacht.

I have previously reported about the fire on board *Rapier*. We probably all wonder what happens to our beloved yachts when they are sold. I can now tell you what happened to *Rapier*, how the fire occurred and her final moments of destruction.

Rapier was built by Compass Yachts in 1974. She was commissioned and christened *Rapier* by a Mr Dibble who was, from memory, the General Manager of Tip Top Bakery and was also brother of James Dibble, long-time ABC newscaster. *Rapier* was then sold in 1977 to a Mr M E Hamilton of Louisa Road, Birchgrove, a retired CBA bank manager. I bought *Rapier* from him in May 1980 with a survey done by yacht surveyor Captain A. M. Downes. *Rapier* was our family yacht and SASC club racer until we sold her in February 2018.

Rapier was sold to a retired man on the Central Coast who sadly neglected her. Her new home was a mooring next to the Gosford Sailing Club. The new owner kept in touch with me concerning the motor and other matters. He never went out sailing or left the mooring and rarely went on board. In late December 2018 he called me and asked if I could advise why the motor wouldn't start. Our daughter lives on the Central Coast, so it was no hardship to go and check out matters. It was most distressing to find out the boat's condition when I went on board with him. Mould everywhere. Damp cushions, water in the bilge, curtains sagging, dirty and damp. Locker doors hanging off hinges. The motor probably last ran when he took delivery. The two batteries were flat and when I turned the engine by hand, there was no compression. She had been neglected. I told him the motor needed serious work in addition to the battery problems.

Rapier on fire

NBN Central Coast



SASC NEWS

On the evening of 12 February 2019, I got a text from my daughter who lives on the Central Coast “yacht on fire”. I rang her back and she told me she had just seen the nightly NBN news. There was a report on Central Coast TV about a yacht on fire and it was *Rapier*. The fire had been put out that afternoon by the authorities pumping in large amounts of water into which was, by now, an open boat. There was extensive fire damage to the cockpit, engine bay and the aft part of the cabin. The aft deck was destroyed and the mainsail and cover were totally burnt. When I rang the owner the next day, he didn’t know about the fire and he had no insurance. In a later conversation he told me that after my visit in December, he had a friend go on board to put on a solar panel to charge the batteries. I understand the solar panel was installed incorrectly and this caused the batteries to catch fire.

The owner subsequently received a notice from Roads & Maritime telling him to remove his unseaworthy craft within 14 days. He then tried to sell the remains as a fixer-upper (?) on Gumtree. This whole matter dragged on for some months. In a recent conversation with him, he told me that eventually he received an official legal letter telling him that if he didn’t remove the remains, Roads & Maritime would do it for him and it would cost him \$5,000. So he was spurred into action. He managed to get a salvage company to take the remains of *Rapier* away for nothing, just for the parts which could be salvaged. There was a very good Muir anchor winch, two anchors, the Profurl, five headsails and three spinnakers. The No.1 headsail was new, and had only been up the mast twice. The hull, engine, steering, boom, mast, radios, depth sounder etc. were damaged or destroyed in the fire. The remains of the hull were taken ashore and chopped up. Probably the two tons of lead was salvaged. So a sad end to the yacht *Rapier* which Dawn and I and the family had enjoyed for around 37 years. We now have closure. RIP *Rapier*.

ZARA RESTORED

John Griffin's ketch *Zara* has recently returned home after her repairs at Woolwich Dock.

David Salter kept a close eye on progress as her beauty was restored



A SMALL SHIP WITH A BUSY PAST

June 2020

A small ship was recently spotted in the dock at Woolwich amongst the usual collection of yachts. That vessel was *Bass*, a general purpose vessel originally built for the Royal Australian Navy. She was being prepared for a last voyage under tow to Port Macquarie where she will be scrapped by Birdon Marine.

HMAS *Bass* was laid down in the yard of Walkers Ltd, Maryborough, Queensland in 1959. She was launched on 28 March 1960 and commissioned on 15 November 1960 at Garden Island in Sydney.

Bass was originally painted in a white paint scheme to reflect her role as part of the RAN's survey fleet.

Following her commissioning *Bass* was initially engaged in survey operations in waters that stretched from Queensland to South Australia including inshore operations between Port Lincoln and the Sir Joseph Banks group in the Spencer Gulf. In February 1962 *Bass* commenced a survey of southern Tasmanian waters before returning to Sydney in May. In the latter half of 1962 *Bass* deployed for the Gulf of Carpentaria where she assisted HMAS *Warrego* in charting the approaches to Weipa which at that time was being developed as a port for the export of bauxite.

In March 1963 *Bass* was dispatched to Darwin from where she was to operate as a replacement for her sister ship HMAS *Banks* while she

Bass at Woolwich Dock at the end of April

Photo David Salter





RAN Historical Collection

HMAS *Bass* leaving her builder's yard on the Mary River in 1960

underwent a refit in Sydney. During a mid-year survey of north-eastern Arnhem Land, *Bass* discovered the wreckage of two Vultee Vengeance aircraft in an isolated area which had not been visited since World War II.

The following year saw *Bass* operating along the coast some 150 miles west of Darwin. On 9 November the fishing vessel *Phaleron* grounded on a reef off Thursday Island and both *Bass* and HMAS *Moresby* were dispatched to render assistance. Portable equipment from the stricken vessel was recovered along with five of her crew who were later landed at Thursday Island.

During September and October 1965 *Bass* assisted HMA Ships *Diamantina*, *Gascoyne* and *Moresby* in a survey of the approaches to Port Hedland, Western Australia. Her time based in Darwin came to an end in October the following year when orders were received for her to return to Sydney for a major refit.

On completion of her refit, and with a new grey paint scheme applied, *Bass* was handed over to the Royal Australian Naval Reserve at Waverton, Sydney on 7 July 1967. Shortly afterwards, in company with her sister ship *Banks* (bound for Port Adelaide), *Bass* sailed for Hobart, Tasmania to take up duty as a training ship at the reserve training establishment HMAS *Huon*.

In that capacity *Bass* became a familiar sight on the Derwent River and many members of the Hobart Port Division of the RANR undertook

training cruises in her. In mid-1973 *Bass*, in company with HMA Ships *Banks*, *Curlew* and *Teal*, participated in fishery patrols and exercises in Bass Strait.

Bass remained in Tasmania for many years conducting pilotage training, coastal navigation exercises, anchor work, boat drills, blind pilotage training as well as myriad other seamanship evolutions.

In August 1982 she returned to Sydney where she was home-ported at HMAS *Waterhen*. There she continued in a reserve training ship role for which she proved most suitable. By then, however, problems were beginning to arise with the ship's material state which was exacerbated by the lack of a permanent crew.

Bass was decommissioned in December 1982 but was retained in service as an active auxiliary vessel for training and fleet support duties. In October 1985 *Bass* left Sydney bound for Darwin where she was again employed supporting the Naval Reserve attached to the Darwin Port Division.

In 1994 at the end of her useful life *Bass* was sold for conversion to a fishing trawler. For many years she lay unloved in Snails Bay.

With thanks to her ship history at www.navy.gov.au.



RAN Historical Collection

HMAS *Bass* underway on Sydney Harbour

Colin Mudie FRINA, well-known yacht designer, author, naval historian and balloonist, died on 11 March 2020 at the age of 93. Colin was the naval architect who designed Australia's sail training ship *Young Endeavour*, and played a major role in the creation of the brigantine as a living gift for the youth of Australia in 1988.

Born in Edinburgh in 1926, Colin studied engineering at Southampton University before serving his design apprenticeship at The British Power Boat Company in Southampton. He secured work with Yacht designers Laurent Giles and Partners in Lymington, later setting up his own firm.

A lifetime adventurer, Colin successfully completed a 1952 Atlantic crossing with Patrick Ellam in a 19 foot yacht *Sopranino* without radio or engine. In 1958 he attempted to cross the Atlantic again, this time in the hydrogen balloon *Small World*, accompanied by his wife Rosemary, Bushy Eiloart and his son, Tim. After 94 hours aloft, the balloon crash landed and the gondola (which was designed by Colin as a boat) sailed 1,500 n miles to Barbados, arriving two weeks later.

Colin Mudie was awarded numerous international design commissions and accolades. In 1971 he won the Lloyd's Register Award for best design and construction for *Royalist*, a 23 m sail training brig for the British Sea Cadet Corps. In 1993 he won an award from the British Design Council for the 43 m barque *Lord Nelson*, designed to enable accessible use for all abilities including wheel chair users.

He was commissioned to work on *Young Endeavour* in the lead up to the Bicentenary of the arrival of the First Fleet in Sydney. He subsequently designed a number of tall ships



RINA Affairs

Shortly before he died, Colin Mudie was presented with a 75-year membership certificate by Trevor Blakeley, Chief Executive of the Royal Institution of Naval Architects

for navies around the world, including *Young Endeavour*'s sister ship KLD *Tunas Samudera* (1989), operated by the Malaysian Navy, as well as INS *Tarangini* (1997) and INS *Sudarshini* (2011), both for the Indian Navy. Colin also designed many expedition and exploration craft, power boats, sailing yachts, workboats, pilot boats and dinghies. Colin's appointment as a Royal Designer for Industry in 1995 was a testament to his skills and contribution to international design. He was also a Fellow of the Royal Institution of Naval Architects, the Royal Institute of Navigation and the Royal Society of Arts. He forged a reputation as an adventurer and long-time supporter of sail training, and possessed an unwavering dedication to Tall Ships around the world.

With acknowledgement to the Young Endeavour Youth Scheme



RAN photograph

Young Endeavour approaching Fremantle on 22 December 2015
at the end of her three-year circumnavigation of the world

BIG REFIT FOR MALVEEN

Rod Phillips and his Boatshed team have been busy during the COVID-19 lock down restoring the 1964 Alan Buchanan designed sloop *Malveen*. Built by R C (Clem) Masters in Deagon, Queensland, she is now owned by new member Alice Hudson and her husband Mat. Both have been sailing since childhood and are currently in the United States, but Alice normally works in the loft at Scott Sails in Manly Vale. They have owned *Malveen* for ten years.

Malveen was a successful racer with the Middle Harbour Yacht Club in her early years. Various owners have modified her over the years resulting in the loss of her tiller and keel hung rudder and the installation of a stainless-steel bowsprit, now removed. Her present owners have been looking for her original drawings and recently the Buchanan Archives in England have located some which hopefully may include the missing drawings.

Malveen is in the care of friends until the world returns to something like normal and Alice and Mat can return to Australia.



Photo John Jeremy

Malveen gleaming after her recent refit

HOW THEY SCREWED UP THE MG TF

June 2020

by
Rob Evans

In 1967 I bought the rather dilapidated MG TF that was to launch me into the mysterious world of threads. Owning an old car as a student you rapidly learn that you fix it yourself or walk. The TF was my introduction to the wonderful world of open sports cars and threads and made me wonder how was it possible for the MG Car Company to make a car with six different thread types plus various gauge wood screws and not just survive but thrive.

In the early days of the Industrial Revolution each engineering company would have its own threaded rod and nut sizes there was no interchangeably. This was OK for the village blacksmith but not much use to the industrialist chasing a world market. In 1843 a British engineer, Joseph Whitworth produced a standard profile for a screw thread. The value of this was seen during the Crimean War when weapons needed to be produced in volume by multiple suppliers. This could only be done if the components were interchangeable. Whitworth's thread became the British Standard, BSW, British Standard Whitworth. A finer pitch was added later and became BSF, and then there was BA, BSP, UNF and Morris Metric. I learnt very quickly to

Definitely no
longer dilapidated

Photo Rob Evans



have plenty of little containers to keep the nuts and bolts of each thread type separate. So how did this happen?

The great William Morris, later Lord Nuffield, knew a bargain when he saw one. He brought the assets of the collapsed Wolseley Motors. He brought Hotchkiss engine works and he brought SU carburetors and he brought the bankrupt Riley Car Company. Together with Morris Motors they were known as the Nuffield Organisation. What did they have in common? They all used different thread profiles.

The cars and trucks were still sold under the original name but were made using the common parts bin and therein lay my problem with threads. The chassis and body of my TF use BSW and BSF nuts and bolts in common with their Morris antecedents. The Wolseley-designed engine uses a metric thread, from the Hotchkiss engine factory with a BSW/BSF head and, to make life even more interesting, BSF spanners were traditionally marked one size larger than the Whitworth equivalent. BA (British Association) thread is found in the instruments and is now obsolete. Do not loose the BA nuts and bolts as they are very hard to replace. The UNF (Unified fine) was intended to replace the BSW, BSF and MG Metric. It has now been replaced with ISO Metric. The BSP (British Standard Pipe) is found in the brake fittings and is slowly being replaced with ISO metric. The wood screws that held the timber body frame together are 6, 8 and 10 gauge and in my old TF I also have ISO Metric nuts and bolts in the Cosworth gearbox.

It took a long time to change the common parts bin mentality, the front suspension originally designed by Alec Issigonis in 1939 was finally retired in 1980 as the last MGB came off the line.

It has always been a bit of a wonder to me as to how the glory days of British motor cars lasted as long they did.

[Don't be misled when you see a modern MG today — the famous marque is owned and now built in China — Ed.]



As not much has been happening on the water for the last few months, we thought that we should take a nostalgic look at the past with some photographs from the SASC archives. Volunteering has always been an important club tradition and, without it, we would not be the Club we are today. Here members are manhandling the big steel beam which now holds up the clubhouse roof down the steps from the road in 1962



The start of the Flag Day Race in October 1961
The cruiser at Garden Island in the background is HMNZS *Royalist*



A general meeting of members in September 1964. Older members might like to take on the challenge of identifying the impeccably-dressed attendees



The clubhouse on the first Gaffers Day, 22 October 1972.
It could just be *Nerida* on the left



Ladies Day in March 1962 — gathered around the barbecue on the beach in Vacluse Bay with the yachts anchored in the background



Picnic on the beach in Vacluse Bay on Ladies Day 1962



Ranger just beating *Eventide* across the line in the Closing Day race, about 1964



Dinghy races off the club were regular events on Closing Day in the 1960s and 1970s. They usually resulted in a certain degree of mayhem and many swampings

NEW MEMBERS

June 2020

We welcome the following new members:

Benjamin (Ben) Allison
James (Jim) Atkins
Oliver Baasch
Ian Clare
Mary Forbes
Alice Hudson
Mary Lou Merven
Anthony (Tony) Stephens

TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

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

SASC SHOP

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
SASC Water Bottle	\$15.00

NEWSLETTER DEADLINE

The next *SASC News* will be the August 2020 edition. Contributions from members, which are always welcome, should reach the editor by Friday 31 July 2020. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



The ferry *Karingal* making her way up a peaceful Mosman Bay in the early 1950s
(Ian Collis photo)

