



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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June 2022

**SYDNEY AMATEUR SAILING CLUB**

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Honorary Secretary	Leone Lorrimer
Executive Secretary	Karen Ewels
Racing Secretary	David Pryke

**CONTENTS****Cover:**

*Cherub* sailing  
about as fast as  
she can during  
the Ranger/Couta  
and Folkboat  
Sprints on 3 April  
(Photo John Jeremy)

Coming Events	3
Signals from the Commodore	4
Bob Brown Trophy Race 2022	6
The Sesquicentenary Exhibition	9
A New Mast for <i>Vanity</i>	17
Ranger/Couta and Folkboat Sprints	23
Our Spinning World	26
A New Division, Perhaps?	27
Around the Club	28
On the Water	30
Indo Pacific 2022	32
From the Archives	33
New Members	35

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# COMING EVENTS

June 2022

## SATURDAY 18 JUNE 2022

Fourth race in the SASC Winter Series

## SATURDAY 25 JUNE 2022

Annual prizegiving at the Club

## SATURDAY 9 JULY 2022

Fifth race in the SASC Winter Series

## SATURDAY 23 JULY 2022

Sixth and last race in the SASC Winter Series

## SATURDAY 6 AUGUST 2022

Equipment audits and fire extinguisher service

## SATURDAY 13 AUGUST 2022

Equipment audits and fire extinguisher service

## THURSDAY 18 AUGUST 2022

First compulsory skippers briefing (by Zoom)

## TUESDAY 23 AUGUST 2022

Second compulsory skippers briefing (at the Club)

## SATURDAY 3 SEPTEMBER 2022

Lion Island Race

## SATURDAY 10 SEPTEMBER 2022

*150th Anniversary Regatta and Open Day*

## SATURDAY 17 SEPTEMBER 2022

First Spring Pointscore race

## SUNDAY 18 SEPTEMBER 2022

Ranger/Couta and Folkboat Sprints

### **NEED THE TENDER?**

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)

## **SAFETY REQUIREMENTS 2022–2023 SEASON**

### **EQUIPMENT AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB**

**Saturday 6 August 2022**

**Saturday 13 August 2022**



## SIGNALS FROM THE COMMODORE

My father Jim encouraged me to sail, but failed to consider the logistics involved with transportation. His role as driver rarely interfered with his selfless devotion to the Australian wine industry. Unfortunately, Dad invariably transformed into a funnel web spider somewhere between the second and third bottle of Bin 389.

True deterrence will be ours when the military develops a method for strapping funnel web spiders into miniature parachutes. Dosing the airborne regiments with Penfolds or even a cheeky Bordeaux when approaching the drop zone, would soon see our enemies appreciate why so much of Australia's fauna is constantly on the hop.

Dad didn't hang about the Club; he dropped off and picked up, rarely even emerging from the car. At my end, the perennial problem of retaining crew had less to do with onboard activities than it did with the winding journey home along McCarrs Creek Road. Many were lost to the sport forever.

Only the true stalwart would return after the experience of travelling at warp speed, always in a late model Peugeot station wagon, with a well sodden funnel web spider practicing for Le Mans at the controls. The boat, tethered to the roof racks and subject to immense centrifugal forces, would invariably leak salt water onto the Peugeot during the charge home. This simply added to the sense of urgency. I can tie a trucker's hitch in my sleep and wash a fully grown Peugeot in under fifteen minutes.

At the time, this all seemed perfectly normal; then again, 1970 is the same distance in years from 2022 as it is from 1918.

A recent and much belated welcome to new members provided every indication that our future is healthy, while the Easter gathering at Coasters after the Bob Brown race was a good reminder of how rewarding the sailor's life can be.

We have all come to sailing in our own way. How we get home also varies. I tend to drive, but I always go back to the Club the next day to retrieve my own car.

*Sean Kelly*





Photo Alice Murphy

Seen from *Out of Africa Tingari*, *Spindrift* and *Ping* head for the Beashel Buoy during the first race of the 2022 Winter Series

## BOB BROWN TROPHY RACE 2022

The Bob Brown Trophy race on Easter Thursday started off Watsons Bay in very light wind. All yachts reported in this year on the VHF correctly so no penalties had to be imposed.

By the time the yachts reached Long Reef the wind had died and four yachts pulled out at that point. The remaining five of us finally had enough wind to get to the finish team on *Bordeaux* under kite — a very enjoyable little run from Barrenjoey.

Jim Paskalis arrived on the tender at about 9 am to ferry us all around and, this year, we found that the NSW National Parks management have installed hot showers at the Basin — \$1 for 3 minutes — what a pleasurable surprise. If only they took credit cards, who carries coin these days? With the racing yachts and the five boats who cruised in company, we had about 45 people at the barbecue. A few had arrived by the ferry and we even had a couple of bush walkers who enjoyed the stroll before lunch and walked in.

A presentation of the usual bottle of rum was made to Simon Oliver of the winner *Odyssey* with *Shambles* and *Cloud IX* in second and third place.

*Samphire* motor-sailed home to Mosman Bay after the Friday lunch in a light 5–8 knot easterly. What a great way to start the Easter weekend — there was not a rain cloud to be seen!

*Chris Manion*



Photos John Jeremy

Race winner *Odyssey* with *Scaramouch* and *Le Mistral* before the start



*Spindrift, Scarmouch, Limelight and Cloud IX shortly after the start*



Heading to sea in the light conditions



Photo David Salter

Conversation and re-hydration flowed in equal measure on *As You Do* and *Samphire*



Amidextrous Ross Littlewood steers his hi-tech electric outboard, backwards, while taking a smart-phone call





# THE SESQUICENTENARY EXHIBITION

June 2022

‘Postpone’ is a word which has been used too many times in the past two years. However, as we continue to adapt in these challenging times, we’ve learnt to take things in our stride and focus on things which are still under our control to minimise the drama. While the Club Anniversary Regatta, Fair Day, and Anniversary Party are now to be expected in the second half of the year, the Anniversary Exhibition was made possible thanks to the accessibility of digitised information online, thus initiating the celebrations of the Club’s 150th birthday.

*by  
Shue*

## **Being Part of the Team!**

Being part of the exhibition team, which was led by Mark Pearse and included John Crawford, Jim Kitay and myself, was a combined experience of both contributing and a learning process for me. While engaging in the volunteer work was certainly a big commitment of time, collaboration in the planning, development and presentation of the exhibition gave me a chance to learn about the club and local history as well as to learn from other team members.

The teamwork started with a kickoff email from Mark which established roles, a schedule, and a zero-dollar-budget. That being said, had it not been for the support from Stanton Library to allow the pictures from their website to be used for free, the content that I have found for the exhibition would have been compromised. Since then, the team has mainly worked together remotely, with agile and smooth communication via over 150 emails.

Our first essential Club meeting was the “Image Selection” day, during which we picked out images for the exhibition from an extremely large number of pertinent resources. So equally relevant were the materials we have collected that we could have been easily plunged into a state of indecision if it wasn’t for the team members’ combined wisdom. But don’t get me wrong — computers and the Internet were not the only tools we used to develop the exhibition. Carpentry tools, mount-making tools, and artwork toolkits were also involved when

Selecting the images

we met at the Club for the final steps. Mark was the architect of the exhibition. The frame rails were accurately measured and cut in advance based on the professional floor plan Mark developed. As a result, the drilling and mounting of the timbers were smoothly done with no challenge at all. Peter, the vice-commodore, and Sarah joined us on the big night of “Image to Cardboard Spray Night”. The whole process ranging, from marking, spraying, transporting, and gluing,



## SASC NEWS

was carried out like an assembly line. Finally, on the “Installation Night”, all the cardboard was accurately installed to the frames on the walls just before the final twilight race. The images on the wall match well with the neatly set tables for the paella night, creating a festive ambiance at the Club. It’s just the right thing to do to celebrate the moment with a drink.

Feeling too concentrated on details of preparing for the exhibition to grasp the history as a whole, I decided to pay a visit to the Exhibition on the first Sunday to see how it went.

### **What was Mosman Bay like in History?**

With no modern devices like smartphones or digital cameras in the 19th Century, those who specialised in their specific hobbies of photography helped record the important elements in Australian history. Senior photographers from companies like George Washington Wilson & Co’s (GWW) and Kerry & Co toured the colonial states of Australia and provided vivid pictures of Australia in the early colonial times. One of my favorite images in the exhibition is image 22 by Fred Hardie, one of the most senior photographers from GWW. Judging from the barn in the right corner, it was taken from the north end of Mosman Bay (somewhere around the corner from today’s Green Shed). Not only does the photo show how far the inlet originally went,

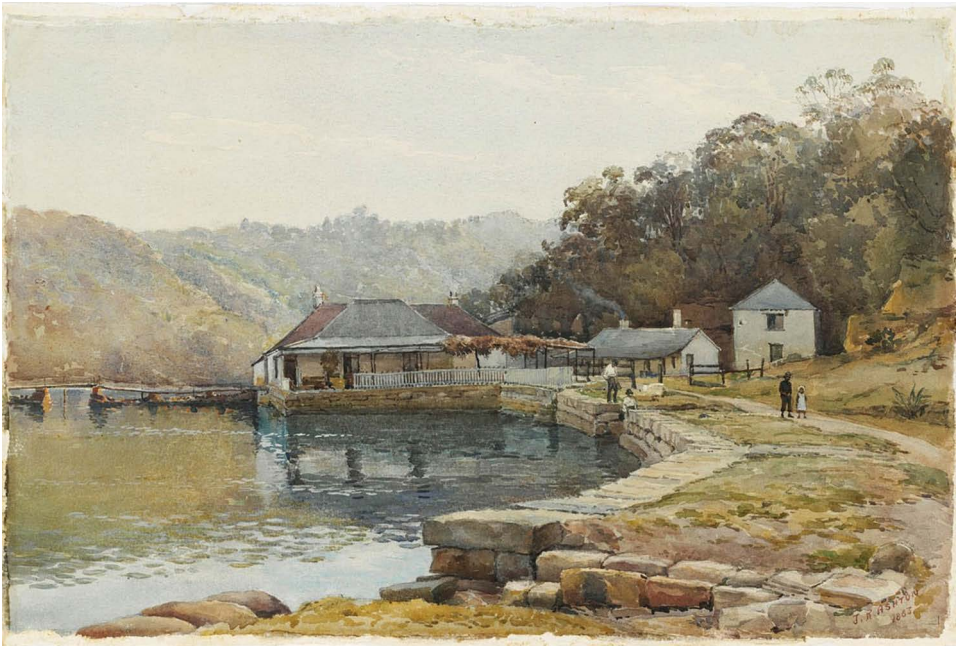
Mosman Bay  
(Image 22)



it also offers room for reflection and imagination. Walking around Mosman Bay head to get to the other side of Mosman is one of my regular tracks. Looking at the image, I found myself wondering how much further up I would have had to go to cross the upper part of Mosman Bay had Reid Park not been dredged for local convenience in 1899. The photo also shows what the bay looked like before the several footbridges were built as shown in images ranging from 13 to 19.

Driven by strong nationalist sentiment in the late 19th century Australia, the Heidelberg School artists sought to establish Australian identity through their artwork. Their principal practice to paint en plein air as opposed to studio-based painting resulted in many great paintings about Australian life and landscape in the country. Consider the example of image 34 by Julian Rossi Ashton in 1883. The painting is an illustration of what Mosman Bay was like in the late 19th century. In the centre of the painting is the Old Barn and Mrs. Lewis' Refreshment Rooms, an accommodation for ship crew in old whaling days. To the left is the footbridge leading to the other side of the Bay. The painting is related to another one of Ashton's famous watercolours 'Mosman Ferry', painted five years later in 1888 from almost the same angle. The two paintings differ slightly in the capture of the human activities by the foreshore as well as the impressions of the delicacy of nature, such as the sunlight, haze, and the reflection in the water. In addition, artworks from other impressionist artists also

Julian Ashton's painting of Mosman Bay in 1883 (Image 34)



depicted the spatial continuity of Mosman Bay. These images range from 29 to 39 in our exhibition.

**Development and Preservation of Mosman Bay**

To attract visitors and inhabitants to the north shore of Sydney, ferry services were introduced in the mid 19th century. The advertising slogan used since the 1920s, “Seven miles from Sydney and a thousand miles from care”, encouraged tourism and commuting, as the ferries greatly shorted travel time. In the meantime, ferries appeared as a major subject in both photographs and paintings, including an etching by Sydney Ure Smith as shown in image 37. Among other images, particularly attractive to me are image 26 and 43, which form a sharp contrast of what Cremorne Point Reserve is like in two completely different circumstances. In 1856, J. R. Clarke and Charles H. Woolcott leased the 89 acres of Cremorne Point from its owner James Milson and turned it into an amusement park called Cremorne Garden. The Garden was opened on Easter Monday, 24 March 1856. The two shillings admission charge included both the amusements in the Garden and the ferry fare from Circular Quay. Though the Garden was not a success and was closed in 1862, the location has remained a popular picnic location ever since. Image 26 presents a festive vibe of Cremorne Point park. The boats in the background and social activities in the foreground are pretty much an image of what the park is like today.



Image 26 — Cremorne Point Park

Image 37 — An etching by Sydney Ure Smith

In 1893, a diamond drill bore (image 41) was set up at Cremorne Point, resulting in the discovery of a 10 ft coal seam. It aroused public awareness of the need for environmental protection. An illustration (image 43) was designed by C. H. Hunt to rally public opinion against the proposed coal mining on Cremorne Point. It was published on the front page of the *Illustrated Sydney News* on 2 December 1893. This drawing shows Cremorne Point levelled and turned into a colliery. Ships can be seen clustered around the point to load the coal. The image initiated a parliamentary and public debate for public scrutiny on any application which was submitted to the government. Fortunately, the mine was not given the green light as the Reid government refused the wharfage lease upon which the venture was dependent, and so the project was terminated. According to the document found by club member Bev Schurr, SASC also contributed to the preservation of the suburb by objecting to the establishment of a coal mine. The suburb would have been ruined had it not been for these early efforts at protection by the public.

### **The Trajectory of the SASC!**

The foundation of Sydney Amateur Sailing Club is a living example of how to turn a rejection into a gift. The club's book *The Amateurs* records that the club was established in 1872 when small boats were not accepted by either of the existing clubs. At that time, the Australian Yacht Club (today's Royal Sydney Yacht Squadron) and Royal Prince Alfred Yacht Club had already been formed, in 1862 and 1867 respectively. As a result, a meeting in Tom Keary's Hotel (today's O'Malley Hotel) culminated in the establishment of the Sydney Amateur Sailing Club. The formation of the Club certainly hastened more sailing as the members grew from 12 to 120 after a year. However, for many years the Club didn't have a permanent home and meetings were held mainly at public hotels, such as the Sydney Exchange Hotel and Oxford Hotel. But as a result of many years of effort to procure a clubhouse, in 1879 a block of land was acquired adjacent to the Sydney Rowing Club's boathouse on Bennelong Point facing Circular Quay. Unfortunately, the land was soon requisitioned by the government, but it is still cool to imagine having a drink after a race facing the Harbour Bridge if the clubhouse were still there. Acknowledging that, it was not until 1962 that the present club house was leased to the SASC. As shown in image 28, the location of the present Club house is visible. Image 73, taken by the famous photographer Max Dupain from a ferry, reveals what the building which later became the present clubhouse was like in the 1940s. The letter and photos from Mary MacPherson reveal more details of the clubhouse in its early years. Today it has become the hub for Club members to socialise after a race.

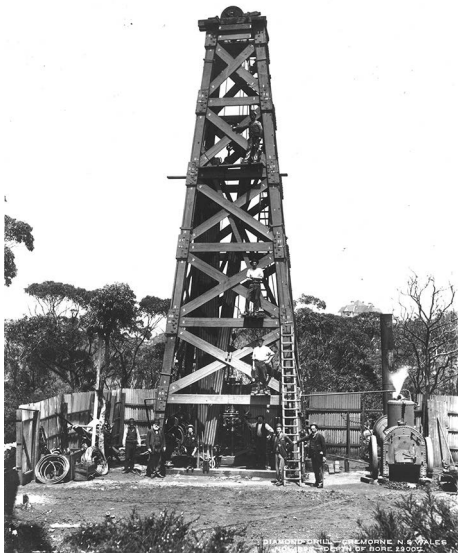


Image 41 — The diamond-drill bore set up on Cremorne Point

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SATURDAY, DECEMBER 2, 1883.

PRICE SIXPENCE

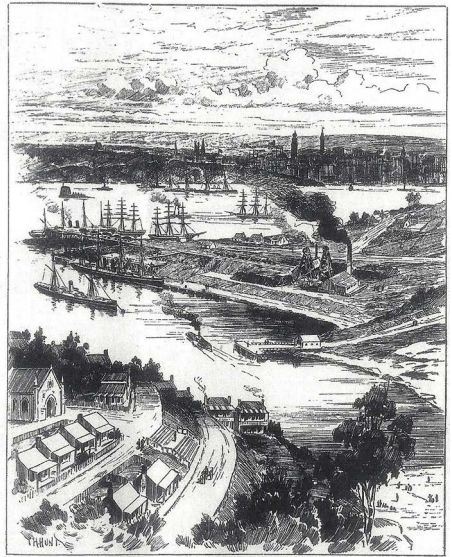


Image 43 — The front page of the *Illustrated Sydney News* of 2 December 1883



Image 28 — The ferry *Wallaby* sailing from Mosman Bay to the city



### Looking Ahead!

The Exhibition is a connection between the past and the future. Not only does it record the Club's past sailing events or boats, but also highlights sailors and seamanship that have become the integral parts of the Club throughout history. Image 78 is a photo by one of the younger generation of club members. In the picture, the SASC clubhouse sits in the centre of the star-trails, presenting a gentle balance between the modern CBD across the harbour and the tranquility of Mosman Bay. It manifested the chronological continuity of the Club's culture as stated on the Club homepage: "we have brought together people with a love of boats and a love of sailing — this is still the core of everything we do today".

Image 73 — Max Dupain's photograph of Mosman Bay in the 1940s



Image 78 — Mosman Bay and the SASC today



Between 27 March and 15 May the Club welcomed 814 visitors to the exhibition.  
There were 98 comments in the visitors book and 32 membership enquiries



# A NEW MAST FOR VANITY

June 2022

by  
*John Crawford*

We hadn't sailed for a while. Covid had disrupted our sailing enjoyment. It didn't make for convivial gatherings after races and many people, myself included, felt disinclined to go to the club that for years has been a place of such pleasure, relaxation and almost selfish secret enjoyment. The crew of *Vanity* needed a sailing fix and Race 3 of the Commodore's Cup on November 13 was to be our antidote.

The forecast was not promising — a gusty nor'west to west wind boxing the compass while it decided which direction it really wanted to punish. Initially it was not that strong, so the crew, Peter McCorquodale, Liam Timms and your scribe, decided that a full main and a Number 3 would be comfortable. In more than 20 years of racing *Vanity* we have only reefed about half a dozen times.

Race Management on *Captain Amora* had decided on Course B, starting at Shark Island heading under the Bridge and up and around Cockatoo Island, then back to a Kurraba Point finish. Going 'up the River' would also provide better protection from the increasingly strong wind, gusting to 25 knots plus.

Our sailing was becoming more about survival as we crossed the line. Boats ahead were forced east toward the moored boats off Point Piper so we decided to tack out toward Bradleys Head. But we didn't get very far because the wind and waves off Bradleys looked unpleasant. Hydrodynamically, Rangers — shaped like a fruit box — don't enjoy waves.

We tacked back heading for the more sheltered lee of Clarke Island. *Vanity* had settled down and was going quite well. Our confidence was short lived. A nasty wayward gust laid her over to port and as she recovered the boat seemed to sigh slightly. The mast above the cross trees decided it had had enough and broke off. With no upper shrouds, the rest of the mast soon followed suit with a resounding crack leaving a two-foot stub above the deck — and that was that!

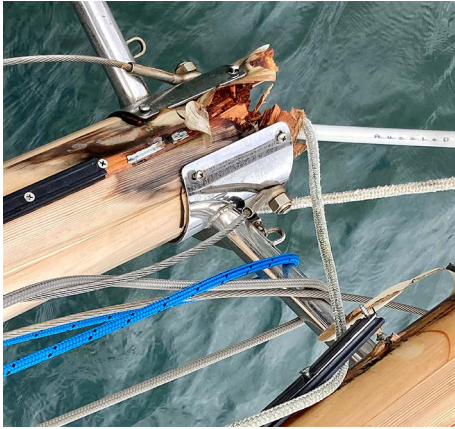
A tragic sight —  
*Vanity* on the way home

No one was hurt, and no damage was done to the hull or the sails and rigging. We had adequate sea room so the broken spars were pulled aboard and tied down. Commodore Sean Kelly, who was manning the Fast Tender, came out to make sure we got back safely. Thank you Sean.

Why had the mast failed? There were a number of factors: age, the gusty conditions, the mainsail hauled on too hard and too much tension in the peak halyard. There were some signs of soft timber at and around



Photo David Salter



Photos David Salter

The broken mast at the spreaders (left) and at the deck (right)

the spreaders, but this was not really apparent from the outside. The failed mast was hollow, built from eight epoxy-laminated Oregon strips with solid timber cylindrical sections glued in place at points of stress such as the spreaders, the halyard winches, gooseneck, jamb cleats, spinnaker rings etc. An internal electrical conduit served the mast top navigation lights and possibly this is where rainwater found its way into the hollow core and settled on the first piece of ‘timber blocking’ at the spreaders, thereby contributing to the decay of the mast from the inside. The lower shrouds terminate just below the spreaders in a sleeved ‘through mast’ bolt, which might also have contributed to rain water finding a way through. Who knows?

Whatever the cause, the next step was working out how to get a new timber mast. I approached my insurance brokers with some trepidation, described the event, provided photos and answered all their questions. After a long delay (and some prompting) we learned that the insurer had decided to appoint a loss adjuster to inspect the mast.

By this time I had decided to get on with it. I explained to my broker that timber masts were bespoke items, not available over the counter at Bunnings, and needed not only the finest timber money can buy, but also a shipwright with the requisite skills. In the mean time I removed the broken spars from *Vanity*, purchased four lengths of fine-grain Douglas Fir (Oregon), secured the services of one of Sydney’s best shipwrights (the appropriately named Rick Wood) and, thanks to the generosity of the Board, arranged to utilise a long narrow space at the rear of the Green Shed to construct a new mast.

Despite my fears, the Loss Adjustor appointed by the insurer was a delight. He understood my concerns about the need for the mast quality to be the equal of the boat. He recommended to the insurer that the claim be approved, enabling the payout and providing relief to me for having gambled on proceeding without approval. The rig was fine but

had to be replaced because it was ten years old and insurers don't like stainless steel rigs which have reached their deemed use-by date.

Rick Wood was ready to start, and four 6 metre lengths of 75 mm × 150 mm fine-grained Oregon (from Anagote Timbers) were delivered to the Green Shed — at nearly \$1000 a length (gulp..!). The four sticks were closely inspected for minor defects and grain direction and dressed prior to scarfing each of the two lengths together. The mast's overall height is 10 metres from step to truck. Each scarf joint was approximately 1000 mm long. All the dimensions of the original mast were transferred to a measuring stick, checked, and re-checked many times during the work. The mast fittings and their location on the mast were recorded and the halyard winches and jamb cleats dismantled, cleaned and reassembled ready to resume life on the new mast.

Rick set up trestles at a working height and used a combination of modern and hand tools. The mast is made in two halves with the centre hollowed initially using a small circular saw blade set for varying depths followed by a hand gouge to create a perfect semi-circle over the length of the hollow sections. Once hollowed, the two halves are joined. As the news spread that a new timber mast was being built at the Green Shed members were invited to watch a skilled shipwright fashion a traditional timber spar — something that doesn't happen every day.

The mast has three solid sections and two hollow sections. From the mast step to the gooseneck is solid, the gooseneck to spreaders length is hollow, (with a solid section at the spreaders,) then hollow again to the mast top which is solid. From the spreaders to the top the mast is tapered from approx. 135 mm diameter to around 90 mm at the masthead fitting. Below deck it also tapers from the deck-head to the mast step.

A conduit is embedded in the centre of the mast to service the Aqua Signal nav lights. Prior to glueing the two halves together the hollow sections of the mast were treated with Everdure. To achieve a perfect glue line 70 clamps were placed opposite each other along the length of the outside edges of the timber. With four people working quickly the epoxy was applied to each half and one side was lifted and flipped onto the other. The clamps were secured with only light pressure — just enough to squeeze glue from the joint line. The glue lines at the junction of the two halves and

Rick Wood at work shaping the new mast



## SASC NEWS

the scarf joints from either side were perfect. Pleased with ourselves, we sat down, opened some beers and watched the glue dry.

Finishing the mast was quite a speedy process. The square section was quickly shaped, (4 sides to 8, 8 to 16, 16 to 32,) beginning with a circular saw, draw knife and various planes. Round sanding started using belt paper with handles at 80 grit and finished with 120 grit. Once sanded all the fittings were dry fitted to the mast and all the fixings, screws, bolts, track and winches installed prior to any varnishing.

Handle with care  
— manoeuvring  
the new mast  
out of the Green  
Shed

Interestingly, all the screws are machine threads, which have superior holding power compared with wood screws. Every screw hole was then cleaned and filled with a thinned varnish after which the mast was given its first full coat followed by seven more. The varnish was allowed to





Loading the new mast for the trip to Berrys Bay

cure after which all the mast hardware was re-installed except for the rigging and running gear which was being replaced by Noakes who would also step the mast and tune the rig.

On the March 28 the mast was loaded onto *Vanity* for the trip to Berrys Bay. A day was spent rigging the new spar and on the 30th it was stepped with a \$1.00 pure Silver Roo coin from the Australian Mint (thanks to Liam Timms) placed under the heel in keeping with the best seafaring traditions. *Vanity* then motored back to the Green Shed to have the sails and boom fitted ready for a test sail on Saturday, just in time for the Ranger Sprint Series on Sunday.

We were careful to ensure that Rick Wood was aboard *Vanity* as part of our ‘mast warranty’ but in sometimes gusty conditions the mast performed perfectly. This was a fitting end to what was quite a long journey. Let’s hope that *Vanity*’s new mast lasts for at least another 20 years.

In all it took 137 days from the time of the old mast failing to the new one sailing. It was an interesting and enjoyable experience. There is a great deal of satisfaction in being part of the creation of what is undoubtedly a work of art and to support craft skills which, thankfully, are still very much alive and well in 2022.

My thanks go to all those who were involved and those who came to spectate. Special thanks to the Flag Officers and Board of the SASC for supporting the project and the use of the Green Shed. Also to Liam Timms for project managing the myriad details which ultimately make everything work. Finally, a big thanks to Rick Wood for demonstrating his forensic attention to detail and woodworking skills *par excellence*.



Photo John Jeremy

*Vanity's* new mast was thoroughly tested on 3 April during the Ranger/Couta Sprints

# RANGER/COUTA AND FOLKBOAT SPRINTS

June 2022



Photos John Jeremy

Six Rangers, one Cousta and five Folkboats made a fine sight during the Sprint Series of three races held on Sunday 3 April



*Eloise*, the sole Cousta boat, won the Ranger/Cousta series



*Ranger and Cherub* finishing in Race 1



The wind varied from light to fresh during the three races. This is *Vivienne Marie* (A34), *Isabella* (A17) and *Beowulf* (1685) at the start of Race 2





*Cherub* dropping her spinnaker after crossing the line in Race 2



*Vanity* actually had plenty of room to pass between *Etrenne* and *Vagrant* at the start of Race 3

by  
Stuart Anderson

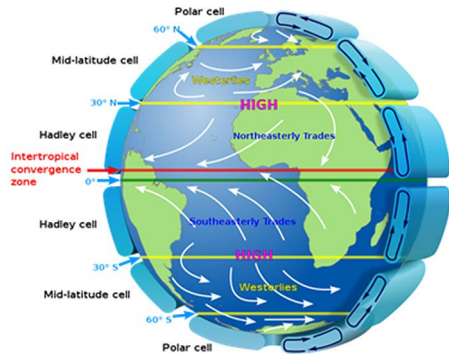
As sailors, we know that the Earth spins on an imaginary line which runs through its centre and its north and south poles and takes 23 hours 56 minutes and 40.91 seconds to complete one rotation. What may be less well known is the huge effect this spinning has on our weather and the oceans.

The origin of the spin goes back to when the Earth was formed by the collapse of dust particles under gravity. Interestingly most of the other planets in our solar system also revolve around the Sun in the same direction and on the same plane. The Sun itself rotates slowly, but only once per month.

Since the circumference of the earth is  $40.1 \times 10^6$  metres and one rotation takes  $86 \times 10^3$  seconds then at the equator the surface moves through space at a speed of 465 metres per second. At Mosman our latitude is  $33.8^\circ$  S and the spin speed is 386 m/s (i.e.  $465 \text{ m/s} \times \text{Cosine}(33.8^\circ)$ ) whilst at the poles the rotational speed is zero. Since we and the air around us are moving at a constant speed we have no sensation of moving. The difference in rotational speed between the equator and the poles has a profound effect on the wind.

The distribution of solar heat over Earth is also uneven. The radiation from the Sun is greatest at the equator and least at the poles. The surface of the Earth at the poles is almost parallel to the rays of the Sun and receives a fraction of the radiation that it does at the equator. The Sun heats the air at the equator until it rises up through the atmosphere to around 15 km and then this air moves towards the poles where it begins to cool. At about latitude  $30^\circ$  it is cool enough for the air to fall through the atmosphere and cause a return flow at the surface back towards the equator. This process is known as a Hadley Cell and is the driving force of atmospheric air circulation. As the Earth rotates air cannot move in a straight line towards the north and the south from the equator. This rotation which effects the movement of wind is called the Coriolis

Atmospheric circulation



Effect. Surface air at latitude  $30^\circ$  is trying to make its way back to the equator in a straight line. However, at latitude  $30^\circ$  the surface spin speed is slower than the surface spin speed at the equator so that the wind appears to be deflected towards the west. This produces the trade winds, rain belts, hurricanes, subtropical deserts and jet streams.

The ocean currents are driven by the movement of wind over the surface of the water for an extended period of time. For example, the South Equatorial Current flow across the South

Pacific is from trade winds blowing from east to west across the Pacific Ocean. This current will cross the Coral Sea and reach the eastern coast of Australia, where it is forced southwards down the coast.

The spinning also causes the diameter of Earth to be 43 km wider at the equator compared to the poles, resulting in what is called the equatorial bulge. This is primarily caused by the rotational centripetal force that also draws the oceans toward the equator so that if the Earth ever stopped spinning the oceans would migrate to the poles and there would be dry land along the entire equator.

As the Earth rotates it causes the flow of liquid iron-rich metal in the outer core which results in the formation of electrical currents. These currents form a magnetic field which extends around the entire planet. Without this protective field our atmosphere would be stripped away by solar winds.

Curiously, the Earth's rotation is reducing. The moon and the oceans tides cause friction on the sea bed which contributes to the Earth slowing down so that a day in 1200 B.C. was 0.047 second shorter than present day, but don't blink or you'll miss it.

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## A NEW DIVISION, PERHAPS?



Photo John Jeremy

Our water world is full of changes, like this wing foil which flew (?) rapidly and silently past *Captain Amora* recently. Perhaps our Classic Division sailors might like to form a division and try something new. Australian Sailing conducts training courses for coaches in this new world of foiling



Photos David Salter

A rare image of "Topside" Trevor tackling a task that doesn't involve heavy machinery



A person purported to be our Immediate Past Commodore acting as burley for the Mosman Bay bull sharks



After a long COVID-19 induced break, a new members night was held at the Club on 4 May. More are planned now that we can gather and enjoy our clubhouse



The recent months of rain have caused many problems — trees down and potholed roads to name a couple. A recent casualty was the retaining wall at the head of the slipway. Fortunately the path to the clubhouse survived. Repairs are now under way — this photo was taken on 25 May



Photos John Jeremy

*Rana* reporting in to *Captain Amora* before the start of the first winter race on 7 May



*Chilly Bin*, *Very Tasty*, *Shambles* and *Clewless?* heading for the first mark during the first race of the winter series



Our Racing Secretary, David Pryke, is sailing *Out of Africa* in the winter series



Photos John Jeremy

Held recently in Sydney, the Indo Pacific 2022 International Maritime Exposition was believed to be the largest of its kind ever held in Australia. There were 736 exhibiting companies from 25 countries, with many conferences including the RAN's flagship Sea Power Conference and the International Maritime Conference IMC2022. More than 40 nations were represented with 39 Chiefs of Navy or their counterparts in attendance from around the world



Exhibitors included the Tasmanian company PFG which produces a wide range of high-speed watercraft built largely of high-density polyethylene. On display was their Sentinel 1100, an impressive 11 m vessel powered by twin Cummins diesels for a speed of over 45 knots — a potential replacement for *Jack Millard* perhaps? Without the gun, of course





Photo John Jeremy

A spectacle rather rare today, the Mexican sail training ship *Cuauhtémoc* about to set sail from Sydney to Hobart on Australia Day 1998 as part of Tall Ships 1998

## CELEBRATE 150 YEARS IN STYLE!

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

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



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

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



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

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

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

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



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

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

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

## NEW MEMBERS

We welcome the following new members:

Mark Dando	Peter Langman
Claire Inchbold	Quentin Reeve

## TENDER HOURS

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

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

## TENDER DRIVERS NEED A BREAK TOO

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

## NEWSLETTER DEADLINE

The next *SASC News* will be the August 2022 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 July 2022. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



*Isabella* sailing on a silver sea  
(Photo John Jeremy)

