



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2015

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Cover:

Work underway
on pile replace-
ment at the SASC
wharf

(Photo John Jeremy)

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COMING EVENTS

August 2015

SATURDAY 5 SEPTEMBER 2015

Lion Island Race

SATURDAY 12 SEPTEMBER 2015

Opening Day Regatta and point score race all divisions

SATURDAY 19 SEPTEMBER 2015

Super 30 Sprint Series at MHYC. Point score race for Cruiser Racer Fleet long series and Classic Divisions

SUNDAY 20 SEPTEMBER 2015

Point score race for Sunday Classics and non-spinnaker Divisions

SATURDAY 26 SEPTEMBER 2015

Point score race for Super 30 Cup, Cruiser Racer Fleet long and short series, Classic Divisions and Cavalier 28s

SATURDAY 3 OCTOBER 2015

Idle Hour Race

FRIDAY 9 OCTOBER 2015

First Friday Twilight race

SATURDAY 10 OCTOBER 2015

Point score race all divisions. Cruiser Racer Fleet Lady Helm race.

SUNDAY 11 OCTOBER 2015

Point score race for Sunday Gaffers. Sunday non-spinnaker Invitational Race (MHYC/RSYS/SASC/RANSA) Platypus Trophy

SATURDAY 17 OCTOBER 2015

Point score race for Super 30 Cup, Cruiser Racer Fleet and Classic Divisions

SUNDAY 18 OCTOBER 2015

Gaffers Day

NEED THE TENDER?

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

Sat: 0900-1800
Sun: 0900-1700

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

SAFETY REQUIREMENTS 2015-2016 SEASON

SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 22 August 2015 — Cat 7 and Cat 4

Ring the Club for a booking



Giuseppe Tomasi di Lampedusa said it famously in *The Leopard*, his novel of 19th-century Sicily, “If we want things to stay as they are, things will have to change.” Giuseppe obviously had a future vision of The Amateurs’ continuing pursuit of improving our little piece of paradise just to stay as they are.

The most recent and significant installation has been the new cradle. I never imagined describing a cradle as an object of beauty, it may well be the first piece of ‘active’ public art in Australia!

The installation has replaced the old “big” cradle and now, seeing it in situ, it perhaps should be named the “giant” cradle. This would be fitting as it has been brought together by some ‘giants’ of The Amateurs, namely Trevor Cosh, Ian Macintosh, Bruce Dover, Jim Lawler, David Salter, Sean Kelly, Bill Hogan, Guy Irwin, John Pennefather, John Sheridan, Sean Kelly, Tom Fawcett, Rod Gillespie, Clayton McLellan, Herschel Smith, Mel Godfrey, Rod Phillips, Donald Davis, Roy Johnston and Chris Manion.

The precision procurement delivered an amazing result for the Club. We now have restored and upgraded rails, new winches, environmental treatment system and a new improved cradle which will result in a much safer facility, enhanced workmanship and turnaround time.

Witnessing the installation of the cradle reminded me of our collective pride at The Amateurs and also an opportunity to reflect on why. I believe our proud heritage is founded in the spirit of members who continually strive to improve the club for each other and invest their time and skill in overcoming major obstacles unlike any other. In my travels I have not seen or envisaged another club which could do it like The Amateurs. Personally, it is the most inspiring demonstration of what group success together achieves over an individual.

On 5 August we held the Annual General Meeting which was well attended giving an opportunity for the Flag Officers to update the members on the current and planned activities of the Club. Following the formalities, all in attendance enjoyed an opportunity to share a drink celebrating the good health of The Amateurs. Thank you to the members who attended the evening and especially Megan and Judy who prepared and managed the evening perfectly.

A new season fast approaches and thank you to all who have contributed the myriad of tasks that keep us successful on the water — racing programs, entries, safety, yacht preparation and club vessel preparation. We all look forward to that weekly sail, the secret really being that sailing at The Amateurs delivers a great balance, sometimes fast, sometimes slow, sometimes somewhere in between, but always just right!

Liam Timms



A CLASSIC DAY AT WOOLWICH

August 2015

by
Rob Evans

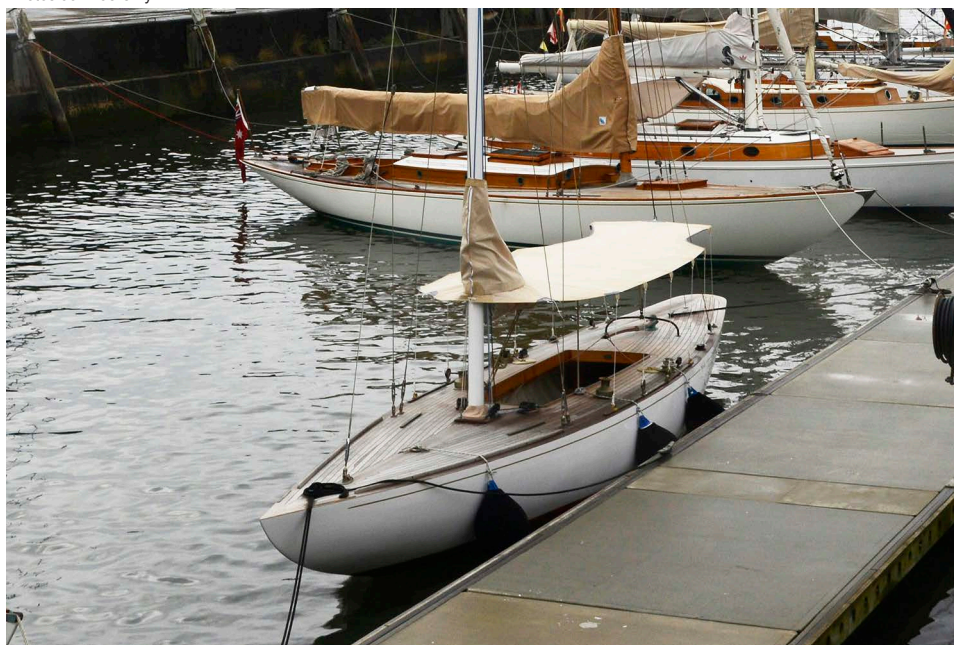
Some say Pebble Beach is the best car Concours d' Elegance in the world, some say it is Amelia Island in Florida with their manicured golf club lawns but for a very brief moment one Sunday in June it might just have been the Sydney Amateur Sailing Club's Car and Yacht Concours d' Elegance inside the magnificent sculptured sandstone walls of Woolwich Dock. Not only did we have some of the best veteran, vintage and classic cars in Sydney we also had an exquisite selection of Sydney's best yachts.

The genesis was, as with most good ideas, a good meal, a bottle of red and good company. In this case it was Sean Langman in his Tassie pub who put the acid on me to do another Concours, but this time at Woolwich Dock. A meeting with David Kellett from Woolwich Dock and Lisa Hobbs from The Deckhouse Restaurant with a quick business plan and I had their support assured and nothing left to do other than get 15 of Sydney's best yachts and 40 of the best cars to turn up on 21 June — and that is exactly what happened with the fabulous effort of Philip Kinsella.

The yachts turned up on the Saturday afternoon, exactly as requested, and were moored, all except *Sjö-Ro*, bow to the pontoon so that their graceful lines could be fully appreciated. The just restored *Sjö-Ro* was moored alongside the pontoon in the middle of the fleet so the wonderful workmanship of the restoration by Simon Sadubin could be admired.

Sjö-Ro was able to display her quality to all despite the rain

Photos John Jeremy





Classic yachts on display in Woolwich Dock

The yachts, all there by invitation as the dock space was limited, represented the best restored yachts in Sydney from the little gaff-rigged Ranger-class *Cherub* through to Michael Maxwell's magnificent *Gretel II*. The judging gave the best yacht trophy to Jeremy Arnott's *Sjö-Ro* although all yachts were very much in contention. A second prize, as it was the bi-centenary of Waterloo, was called "The Near Run Thing Trophy" was given to Brendan Hunt who brought along his just restored *Ventura* with still-wet varnish on the house sides.

August 2015

There is a funny thing about classic yacht owners, they not only take on the stewardship of a timber hole in the water they also have a tendency to acquire the sort of car that will end up evicting the family car from the garage while the restoration of the classic acquisition becomes a full time obsession. The parade of cars that rolled onto the hardstand beside Woolwich Dock should therefore be more than enough to convert the most cynical Datsun-driving sailor into a passionate advocate of the beauty of classic cars.

There were 38 cars from the Vintage Sports Car Club on show including nine MGs, four Jaguars, three Vauxhalls, six Rolls Royce, an absolutely fabulous 1929 Speed Six Bentley and a bevy of other exotica. No one who was there will ever forget the arrival of the Hispano-Suiza-engined Delage with an 18 L aero engine and a roar that would have scared the pants off the Red Baron. Notable for its Brookland's crackle was the 1934 Q Type MG, a supercharged 750cc racing car beautifully restored by John Lackey, in its heyday capable of 116 miles per hour.

The car that stole the show, however, was Barrie Gillings' one-hundred-and-five-year old Silver Ghost, which he demonstrated that he could start merely by moving the distributor advance lever; no need for a starter motor or crank handle, just a little jiggle of the lever. He then proceeded to entertain us with the exhaust-powered calliope. A great time was had by all and the rain did nothing other than make the Duco glisten.



Barrie Gillings' one-hundred-and-five-year old Silver Ghost



The Hispano-Suiza-engined Delage was fitted with an 18 L aero engine



Philip Kinsella with his pride and joy



A dock full of classic yachts



Gretel II and *Fidelis* on display at Woolwich



Photo Liam Timms

The rules night at the Club on 10 June was well attended

FLAG OFFICERS DINNER

**The annual Flag Officers' Dinner will be held at the Club
on**

Friday 18 September 2015 at 1900 for 1930

*This is a special opportunity for us to entertain Flag Officers from
other Sydney clubs in our unique clubhouse on Mosman Bay*

**The cost will be \$70 per head (including GST) and bookings
are essential — call Megan or Judy at the Club before
Wednesday 16 September**



Photos John Jeremy

Rear Commodore Bruce Dover demonstrates destructive techniques during the reconstruction of the main slipway cradle by Trevor Cosh's sterling team of volunteers



Mark Pearce preparing new steelwork for erection on the slipway



Photos John Jeremy

Trevor Cosh and his team at work on the cradle



Precision engineering underway



Photo John Jeremy

More precision engineering



Photo David Salter

Almost complete. The cradle is now in service



Photos John Jeremy

Contractors have been hard at work in recent weeks replacing piles and other timbers at the SASC wharf in time for Gaffers Day



A tangle of timber at the southern end of the wharf

OPENING REGATTA DAY

The 2015–16 season is upon us and we are working to get the jobs done — it goes like this: equipment audits — tick, skipper briefing — tick, winter boat maintenance — tick, rig check — tick, need a sail — tick.

Come down to your club on the Saturday 12 September when the Spring point score commences for Super 30, cruiser racer division and the Classics plus the Opening Regatta Division (Non Spinnaker).

We will fire the cannon around noon to kick off the day and the season.

The race committee has decided to get more of us out on this day — make it a family day with friends like the Friday night twilights — September has the best weather for a sail.

The winner of the Opening Regatta race - NON SPINNAKER division - will be awarded the Cliff Gale Medal.

We have devised a few enjoyable courses for the day and a team has been working with the Rear Commodore on the after-race party — extra prizes, possibly craft beers, come and join the fun.

Raft up back at the club, enjoy the BBQ and catch up with many people you may not have seen over the winter. We plan a memorable day to kick off the season.

See you on the start line or just come down and join in from about 3 pm.

If you have any questions contact Chris Manion 0417 814 603

IMPORTANT NOTICE

2015–2016 SAILING SEASON

As has been the practice for several years, all skippers, or at least one member of their crews, will be required to attend a briefing at the SASC prior to the start of the new season. The briefing will cover the conduct of SASC events, safety issues, Harbour regulations and incident reporting requirements.

Attendance at a briefing will be mandatory. Yachts will not be accepted as entrants in SASC series without evidence that the skipper or at least one of the crew has attended a briefing. Evidence of attendance at a similar pre-season briefing conducted by another Harbour club will, however, be accepted.

There will be two briefing sessions to provide skippers alternative opportunities to attend, on **Tuesday 18 August and Wednesday 19 August 2015**. These dates will also be well advertised at the Club and to as many members as possible by email.



Photos John Jeremy

Waiting for the tender in the winter sunshine after the last race in the winter series



Weene lying peacefully on her mooring in the afternoon light



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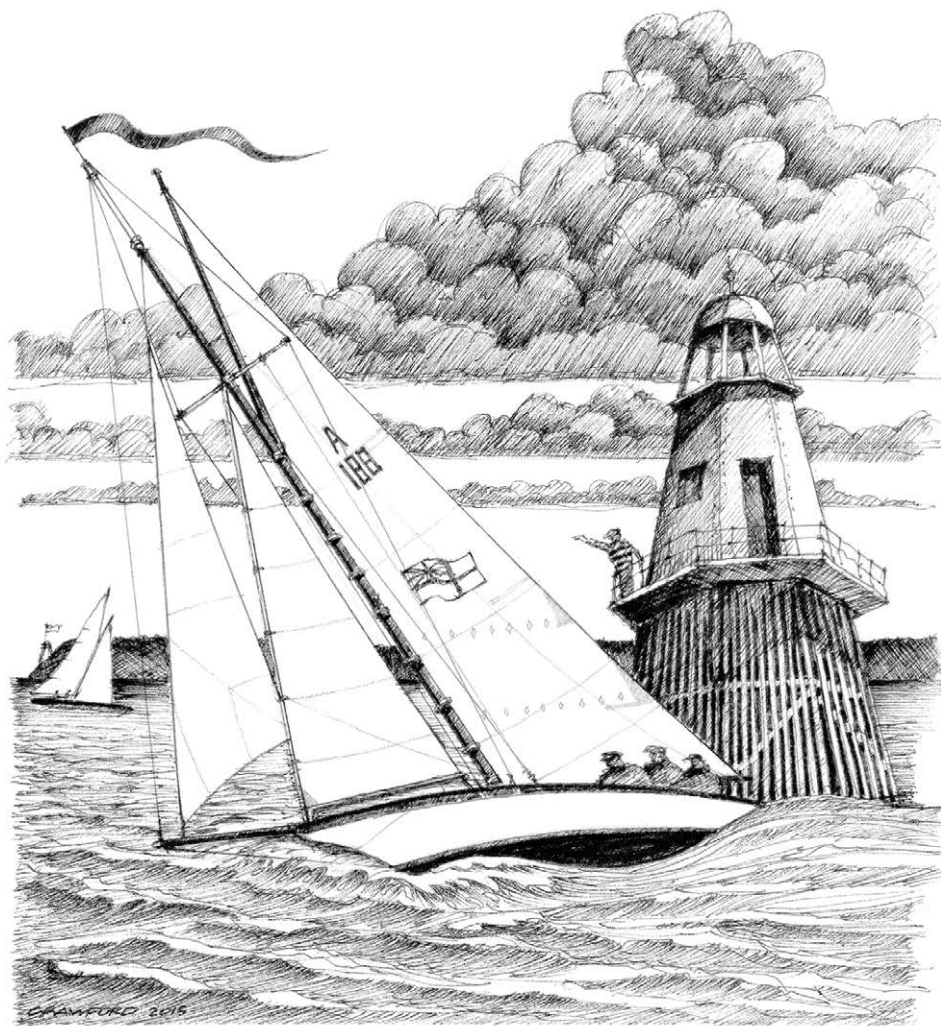
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KELPIE Launched: September 1893 Builder: George Ellis, Drummoyne Designer: Russell Sinclair LOA 30' 0" LOD 21' 0" Beam 6' 4" Draft 6' 6" Custodians: Merrin & Dougal Maple-Brown

GAFFERS DAY 2015

A RALLY for CLASSIC YACHTS
& VESSELS that HOIST A SPAR

Sunday 18 October - Sydney Harbour - Australia

A RETURN TO GAFF RIG

August 2015

Two magnificent yachts, each with an outstanding record in SASC history, are being reconverted to gaff rig at Sean Langman's boatyard at North Sydney. *Rana* was Dick Downs' yacht when he was Commodore from 1914 to 1934. A few years ago Sean restored her from a near wreck into a vessel which will last for generations.

Sean gave her to his son Peter for his 21st birthday. Peter, now a qualified shipwright, is completing her restoration and she will be a gaff-rigged topsail sloop, painted black. She is 35 feet long overall.

Caprice, built in 1900, is a 32 footer sailed with great success by the late Harry Pfeiffer in SASC events many years ago. Harry's son Tony is having her reconverted to a gaff topsail cutter by Sean. Recently I examined her on the hard stand and I was amazed at the immaculate condition of the Huon pine planking.

Every effort is being made to have both yachts ready for Gaffers Day in October — they will be the stars of the show.

Southerly

A NEW CHAPTER FOR RANGER

Cliff Gale was able to visit Billy Fisher's shed at La Perouse to make sure that *Ranger* was built exactly to his design. Billy had no problem with this as they were close friends. In all Cliff owned over twenty boats — she was his last and favourite. When he died he had owned *Ranger* for thirty five years. When he designed her he did not intend to race her, she was rigged for cruising and to be a family boat for Sunday outings and holidays. He told me that if he had had racing in mind she would have had different lines.

From 1968 on I, and sometimes Roger, raced her and I altered the simple cruising rig to a fairly modern gaff rig, probably a sin. A2 and A4 (*Vanity* and *Cherub*) have a modern gaff rig. *Ranger* has now been sold to Shaun McKnight, dockmaster at Noakes Boatyard and Shipyard. Shaun is an accomplished yachtsman and his wife Erin is a world class sailor. They have two children — Cooper (5) and Bronte (3). The McKnights are delighted with *Ranger* and she will be fully reconditioned and the rig modernised over the next two years.

Shaun is joining the SASC, will race *Ranger* keenly and will do a lot of family cruising. It is a great delight to me to see her in very competent ownership and that she is to be used as Cliff intended. During the season I shall watch her through my spotting telescope with great interest — if they make any errors they will hear about it that night!

Southerly



Well known SASC member and past director Garth Lincoln Stewart slipped his moorings on 4 June 2015. Garth was a good friend, sailor and a fine engineer. Born on 7 April 1930 in Townsville in Queensland, he was a state champion in high-school athletics. On leaving school Garth trained as a fitter and turner and became a marine engineer working on Australian coastal ships. He took to the air during the Korean War, flying Sea Furies, before moving to Canada where he was a chief engineer in ships on the Great Lakes. For a time he also flew as a civilian for the US Air Force in the Cold War years. In 1984 he commenced work with Transfield in Sydney where he remained until he retired in 2005.

Garth Stewart's sailing career began in his early years as a bailer boy on skiffs in Brisbane and he was a member of the Royal Queensland Yacht Squadron before moving to Sydney in 1970. The following year he bought the 30 square metre *Teal* from Geoff Lee and joined the RSYS where he raced *Teal* successfully for many years. Garth became ill in 1977 and sold *Teal*, but bought her back in 1979 and continued to sail her until he sold her again in 1991. In the late 1980s Garth competed in the SASC classic division 1. He estimated that he won 200 races in *Teal*.

In 1988 Garth went to Sweden to compete for the Europa Cup in a brand new 30 square metre, coming third in the series. This experience encouraged him to build *Pinchgut* in 1990 which he raced successfully in RSYS and SASC events. Garth sold *Pinchgut* in 2003 to one of his crew who took the boat home to France. *Pinchgut* later won the Europa Cup under the French Flag.

Garth raced in five Europa Cup Regattas achieving second place in one event in a borrowed Swiss boat. He made many good friends amongst the sailing community in Europe and most of them kept in contact for the rest of his life.

Garth joined the SASC in 1995, was the metre division representative for many years and a director from 2006 to 2011.



Garth Stewart

Garth and Maggie Stewart moved to Burradoo in the Southern Highlands several years ago where he happily built a beautiful shed as a workshop and a garage for his prized red E-type Jaguar. He enjoyed regular visits by his SASC friends during his final months.

Garth is survived by Maggie, four children and five grandchildren. His funeral in a very-chilly Bowral on 10 June was very well attended by family, friends and colleagues, including seven SASC Commodores.

John Jeremy

THANK YOU

August 2015

The family and I would like to thank the many members who have been in contact over the past several months during Garth's illness and sad passing.

While Garth was hospitalised mid-February I kept a daily log of phone calls, visitors and emails. The log was started again when he went into hospital in mid-April, when his health was rapidly deteriorating.

Garth's reaction to the dozens of calls was 'I didn't know so many people cared'.

The support and comfort shown by members and friends has been overwhelming. If I miss thanking someone personally — forgive me.

Thank you to all those who attended the funeral.

Maggie Stewart

JOSEPHINE

In the 1920s Mr A C Buckle asked Cliff Gale to examine his yacht *Hoana II* with a view to improving her disappointing performance under sail. By modifying her underwater profile and designing her new set of sails Cliff brought her back from a handicap of 14 minutes to four minutes behind scratch, with himself as helmsman.

Subsequently when Mr Buckle commissioned Charles Hayes to build the cruising 9 metre *Josephine* he asked Cliff to be helmsman and Roger Gale to be forward hand. The yacht was designed by William Fife and named after Lex Buckle's daughter whom Roger subsequently married. The yacht is a magnificent structure of outstanding appearance — Cliff claimed that Fife was incapable of drawing an unfair line.

Cliff was skipper for a few seasons in the early 1930s in the strong and highly-competitive Division 1 at the RSYS and she was never then displaced from her scratch handicap. All skippers at the time were attired in yachting jacket, shirt and tie with cheese-cutter caps. Cliff always said that she was the best boat he ever sailed — Bermudian rig!

It is a great joy to me that she is owned by member Nick Rowe and for the first time ever she is competing with the SASC. I am pleased that she still has the original number 24.

Southerly



A PERIPATETIC GAFFER

by
Malcolm Boyd
and
Peter White

With Gaffers Day 2015 just around the corner, spectators of the SASC's popular event may not be aware that even the smallest gaffers can adventure far from home. This is a story of a group of Mordialloc Sailing Club members who choose to sail around Port Phillip Bay over a period of a week in two gaff-rigged open dinghies. One of those boats was Zena, a heavy-weight sharpie (HWS) which has taken part in Gaffer's Days on and off since the 1980s and has been owned by SASC member Malcolm Boyd since 1988.

The Sail Around The Bay Event (SATBE) was organised by Peter White to replicate a sail around Port Phillip Bay by MSC members Ken Venn and Graeme Moore which took place back on 28 February 1965, in their HWS named *Avalon*. All they took was a few supplies such as a frying pan, billy, stove and eating utensils and a tent to sleep ashore. Little fanfare or fuss was made about their adventure and achievement apart from an article and photo which appeared in the local newspaper. It was a typical low-key event of that time.

The two dinghies completing SATBE in 2015 were *Zena* and a *Mirror, Sapphire*.

Zena has been in Sydney for the past 30 years or so. The HWS was originally designed in Germany and was introduced to Australia in the mid-1930s. They were popular in all states except NSW and many famous Australian sailors had their early successes in the class, including Rolly Tasker, Jim Hardy and John Cuneo. *Zena* was built in Melbourne

Photo John Jeremy

Zena in company
with *Nerida* and
Caprice of Huon
on Gaffers Day
2011



approximately 65 years ago and her name appears in a list of over 70 boats competing in an invitation race associated with the National Championships on Port Phillip Bay in 1951–52 — a testament to the popularity of the class leading up to the Melbourne Olympics where they were the two-man class. History records that Rolly Tasker was beaten on a countback for Gold in 1956 by New Zealander, Peter Mander.

The Mirror, *Sapphire*, is owned by Richard Lozell. The Mirror is a very popular sailing dinghy, with more than 70,000 built. It was named after the Daily Mirror, a UK newspaper with a largely working-class distribution. Designed by Jack Holt and Barry Bucknell in 1962, from the start the Mirror was promoted as an affordable boat, and it has done a great deal to make dinghy sailing accessible to a wide audience.

Both *Zena* and *Sapphire* are gaff rigged in that they hoist a spar, although the Mirror is strictly a gunter rig where the gaff is closely aligned with the mast.

Unfortunately Malcolm was unable to join them but *Zena* was lent to the MSC for the event under the care of Peter White who prepared the boat for the journey including replacing the standing rigging, constructing a splash board on the foredeck (HWS tend to go through waves rather than over them) and providing inflatable buoyancy bags to assist recovery after capsize. Peter, and fellow members Colin White and John Hutton, took the opportunity to get to know *Zena* for a few weeks before the event.

Photo courtesy Peter White

Zena with two other sharpies before the start of the voyage



SASC NEWS

Sapphire was a family Mirror dinghy sailed by Richard Lozell and his son, Conner. Richard was a part of the organising committee and event director for the SATBE and was determined to make the distance by looking at it as a seven-day adventure with his son. In 2017 Richard and Connor are planning do to a 350 mile course in the Florida Everglades Challenge so this was a perfect opportunity to test the combination.

It was exactly 50 years to the day after *Avalon* set off that *Zena* and *Sapphire* prepared to depart from the Mordialloc Sailing Club. For the first day *Zena* and *Sapphire* were accompanied by two other HWS for a rare collection of these wonderful old racing boats.

Sapphire generally set off on each leg at least half an hour before *Zena*. A safety boat was on hand in case of an emergency (which was not required) while a vehicle ashore managed the stopovers along the way. Local sailing clubs were most supportive, providing facilities for accommodation and meals where possible, not to mention the opportunity for reliving each day's adventure.

Despite a 10 knot breeze at the start, most of the first day was light and variable but the fleet managed to make it to Mornington before the wind disappeared, however an overnight storm nearly sank *Zena* at her mooring. A freshening breeze up to 20 knots on the second day saw an exciting morning's sail before a lunch break at Safety Beach Sailing Club where they met Alfred Riley who had sailed against *Zena* back in the 1950s.

After lunch they continued via McCrae Yacht Club into headwinds up to 25 knots before arriving at Sorrento Couta Boat Sailing Club for the evening. It was a good test for both boats before they headed to the other side of the bay.

The third day saw a pleasant reach in 5 to 7 knot winds across the channel to St Leonards where they enjoyed lunch at the sailing club and then on to Portarlington in a dying breeze with only a minor problem with the steel centreboard of *Zena* which became jammed due to some very coarse sand. Some sizeable pieces of timber and brute force managed to solve that problem. Day four was dull and overcast with light and fickle winds. *Zena* tried the short-cut over the shallows with some difficulty and both boats drifted on towards Geelong.

Photo courtesy Alfred Riley

Zena off Sorrento in 1955. Cotton sails and sail markings probably stencilled onto the sail with boot polish



The boats and crew were well taken care of at the Royal Geelong Yacht Club before they set off on the fifth day in a 5 to 10 knot breeze towards the Werribee South Caravan Park where they secured the boats on the beach pending an overnight storm. The following day the wind was pumping in at 30 to 35 knots which forced a delay in departure and ultimately a decision to stay overnight as time was not that critical.

The scene on the morning of day seven was little better, but by mid-afternoon the wind had abated and they set off on a broad reach in 10 knots of wind towards Williamstown. The wind picked up and the next hour and a half proved a real handful in the HWS. Defensive sailing was required in these conditions in order to keep control of the boat and to take the power out of the building waves. Recovery from capsize in those conditions would have been very difficult.

The last day of the adventure started at the Royal Yacht Club of Victoria, with a light NW wind promising a gentle run home — but not before some careful navigation around the commercial shipping in those parts of the bay. With good judgement, the boats arrived at Mordialloc Sailing Club at the same time. *Zena* and *Sapphire* had sailed more than 100 n miles around Port Phillip Bay in eight days. It is believed that *Zena* is only the third HWS to do so and *Sapphire* the first Mirror. The voyage has provided the impetus for Mordialloc Sailing Club to do similar things in future with trips to various parts of Port Phillip Bay. Hopefully it can rekindle that spirit of adventure which seems to be suppressed by the hurly burly of modern life.

Approaching
the finish at
Mordialloc

Photo courtesy Peter White



CHANGES TO MARINE SAFETY REGULATIONS

Transport for NSW is encouraging boaters from across the state to have their say on proposed changes to the regulation of marine safety in NSW.

General Manager Maritime Management Centre, Howard Glenn, said that updating the Marine Safety (General) Regulation 2009 was aimed at promoting safety, reducing red tape and improving administrative efficiency.

“NSW is achieving good results in maritime safety. The challenge is to continue to deliver an appropriate balance of regulation, education and compliance,” Mr Glenn said.

“The long-term boating fatality rate is trending downward and more people are wearing lifejackets than ever before, however there is more we can do to foster a culture of safe, responsible and enjoyable boating.

“In order to make changes that benefit boaters well into the future, I encourage all interested members of the public to have their say. We want to hear from you,” Mr Glenn said.

The most significant changes include:

- Reforms to boat driver licensing, including streamlining licence classes and application requirements, simplifying the fee structure, reducing fees for PWC licences and the introduction of a ten-year boat licence option,
- New lifejacket standards will be adopted and requirements for wearing lifejackets will be simplified,
- Vessels will no longer need to display a registration label or trade plate,
- New requirements to enhance safety including more rigorous safe-distance requirements, restrictions on riding on the bow area of a vessel, speed restrictions when towing a person under 18 years of age, powers to manage the operation of wake boats, requirements for kill-switch lanyards to be worn where fitted on vessels under 4.8 m and new powers to issue directions to commercial vessels to manage waterway safety,
- Changes to streamline the administration of aquatic licences, and
- Changes to some penalty levels and disqualification periods.

SASC members will be interested in the changes to requirements for the wearing of life jackets, particularly in dinghies. The proposed new regulations state:

121 Circumstances in which lifejacket must be worn on board a vessel under 4.8 metres in length

(1) Each person on board a vessel under 4.8 metres in length must wear an appropriate lifejacket:

- (a) when the vessel is being operated between sunset and sunrise, or
- (b) when the vessel is being operated on open waters, or
- (c) when the vessel is being operated in alpine waters, or
- (d) when the person is not accompanied by another person 12 years of age or more.

Maximum penalty: 50 penalty units.

(2) The operator of a vessel must ensure that each person on board the vessel complies with the requirements of this clause.

August 2015

Maximum penalty: 50 penalty units.

Open waters are defined as waters which are not enclosed waters, and **enclosed waters** are navigable waters within the land mass of New South Wales such as inland and coastal rivers, inland and coastal lakes and similar waters, and enclosed coastal bays and harbours and include the waters specified in Schedules 3 and 4.

Schedule 3 defines as Partially Smooth Waters “On Port Jackson west of a line drawn across its entrance to the Tasman Sea from the western extremity of Cannae Point in a southerly direction to the northern extremity of Inner South Head.”

Most relevant for SASC members in their dinghies, however, is Clause 121 (d). If you are unaccompanied by someone over 12 you must wear a lifejacket.

The Maritime Management Centre within Transport for NSW is leading the regulatory review and has consulted widely over the past nine months. This has included a previous round of public submissions and direct consultations with peak recreational boating groups, RMS and NSW Police Marine Area Command.

A copy of the proposed new Marine Safety Regulation 2015 and accompanying Regulatory Impact Statement are available from the Maritime Management Centre website: <http://maritimemanagement.transport.nsw.gov.au/>.

Submissions can be made online to the Maritime Management Centre.

The closing date for submissions is Friday 28 August 2015.

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RAN photograph

NUSHIP *Adelaide*, the RAN's second new LHD, arriving in Sydney on 26 June for docking at Garden Island during her Contractor's Sea Trials



RAN photographs

HMAS *Tobruk*, outbound on 18 June for a last visit to Newcastle before decommissioning on 31 July after 34 year's service, passing HMAS *Canberra*, one of the RAN's newest ships



HMAS *Tobruk* arriving in Sydney for the last time on 28 June. *Tobruk* travelled about 1 million n miles, visiting ports in the Pacific and Indian Oceans, including the United States, with deployments to Somalia, Kuwait, the Sinai, and Gallipoli

A NEW VISIT TO HMAS SYDNEY

A recent expedition to survey the historic World War II shipwrecks has produced a wealth of stunning imagery of HMAS *Sydney* (II) and the German raider HSK *Kormoran* off the coast of Western Australia.

The expedition, a follow-up to the 2008 mission which discovered and photographed the *Sydney* and *Kormoran* wrecks in 2,500 m of water, about 100 n miles west of Shark Bay, was undertaken this time with a more sophisticated spread of equipment to help researchers better understand what happened during the 19 November 1941 battle to cause the rapid destruction of both ships and the complete loss of *Sydney*'s 645 crew.

The recent Western Australian Museum and Curtin University survey, which took place in April 2015, used Kongsberg Maritime's OE14-530 3DHD video camera and six OE14-408E digital stills cameras on two ROVs operated by DOF Subsea to collect quality video and images of the historic wrecks.

As the lead underwater camera partner for this work, Kongsberg Maritime helped collect images and data during the survey that will form the basis of several exhibitions at the Western Australian Museum, which will feature digital 3D reconstructions of the wreckage area which can be toured digitally. The 3D reconstruction will be predominantly created using images from the OE14-408E digital stills cameras, which feature Ethernet operation that allowed immediate transfer of the images to the surface.

"The six Kongsberg OE14-408E cameras fitted to the vehicles were our primary photographic cameras and have captured amazing images of the wrecks and debris fields," said Dr Andrew Woods of Curtin University. "These were used for feature photography and also for the important role of 3D reconstruction processing — to that end we have already generated some very realistic 3D models of items at the wreck site." 3D reconstruction is a recent development which enables highly realistic 3D models of physical objects to be created digitally from an array of 2D photographs.

WA Maritime Museum



One of the new images of HMAS *Sydney*'s B turret

“We appreciated the support of Kongsberg Maritime to help us design and integrate an innovative underwater camera system to meet our exacting requirements,” continued Dr Woods. Multiple Kongsberg OE14-408E cameras were setup as an array, capturing multiple photos from multiple angles, providing RAW image download in real-time at 5 second intervals. “We had limited bottom time and the Kongsberg cameras allowed us to maximize our time on site.”

“The Kongsberg OE14-530 3DHD camera has captured a vast collection of absolutely beautiful footage. The camera performed flawlessly,” added Dr Woods. “We were feeding live 3D-HD footage into our control room during the mission and the ROV team kept popping their heads into our space, jaws agape at how wonderful the 3D-HD footage looked, and openly wishing they could have that capability in their control room.”

In addition to contributing to the museum’s exhibitions and online galleries, the new footage will also be seen in a television documentary by Prospero Productions, a professional documentary company that accompanied the expedition.

“The team has pulled off something fantastic, singular in the history of Australian maritime archaeology,” said Andy Viduka, Assistant Director Maritime Heritage, Department of the Environment, Australian Government.

Eric Haun

[More photos and some stunning video are available at <http://museum.wa.gov.au/explore/sydney/2015-expedition> — Ed.]

WA Maritime Museum



A carley float from HMAS Sydney lying in the wreck’s debris field



Photo David Salter

The Australian National Maritime Museum's *Endeavour* on the transporter ready for re-launching after a docking at Sydney City Marine recently



Photo John Jeremy

Spirit of Tasmania I arriving at Garden Island on 13 July for a docking in the Captain Cook Dock. The ship is undergoing a major refurbishment prior to the coming Spring

JUTLAND REVISITED

August 2015

Scans of ships destroyed in the Battle of Jutland 99 years ago have been made for the first time using 21st Century technology.

The colourful three-dimensional images made by Royal Navy survey ship HMS *Echo* belie the horrors played out off the coast of Denmark one Wednesday afternoon during the First World War.

They show the twisted and battered wreck of HMS *Invincible*, one of 25 warships — 14 of them British — that were blown up on 31 May 1916.

Ahead of the battle's centenary next year the survey ship HMS *Echo* spent a week scouring the floor of the North Sea with her state-of-the-art sonar suite.

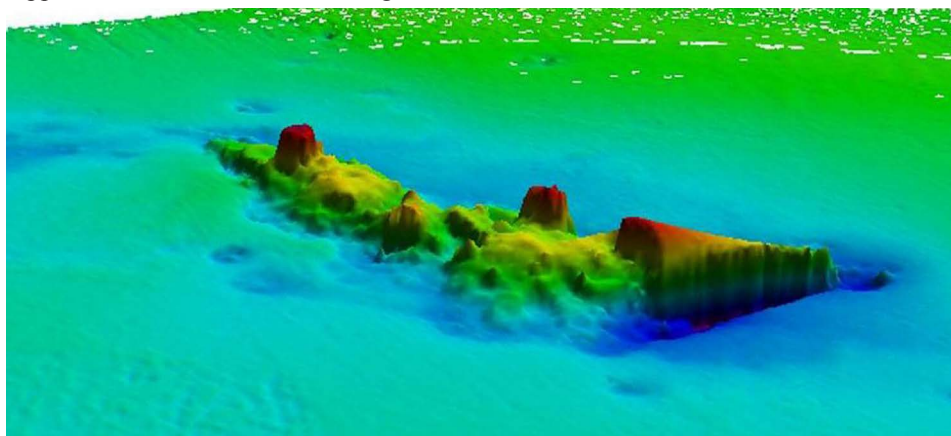
Nick Hewitt, a historian with the National Museum of the Royal Navy who was on board HMS *Echo* for the work at Jutland, said the week surveying the battlefield of 1916 had helped to “build a picture of one of the greatest naval battles in history”.

During the Battle of Jutland 250 warships from the two navies clashed from the afternoon of 31 May 1916 until the small hours of the following morning. When it was over, 25 ships were at the bottom of the North Sea and more than 8,500 men were dead, three quarters of them British.

More than 1,000 of those Royal Navy dead were killed when battle-cruiser *Invincible* was torn apart when a German shell plunged through the roof of Q turret. The resulting fire detonated her magazines.

A dozen miles from the wreck of *Invincible* HMS *Echo* also surveyed the remains of cruiser HMS *Defence* — her bow separate from her hull, and the wreck of HMS *Queen Mary* which suffered the same fate as *Invincible*.

Echo visited the 21 of the 25 sites where Jutland wrecks are believed to be — based on previous expeditions, eyewitness accounts and contemporary charts — and found nine hulls positively identified as vessels lost in the battle. They also located the wreck of an oil-rig support vessel which sank following a fire in the 1980s.



Royal Navy image

The sonar image of the wreck of HMS *Invincible*

NEW MEMBERS

We welcome the following new members:

Matthew Fowler
Lise Mellor

SASC NEWS IN COLOUR

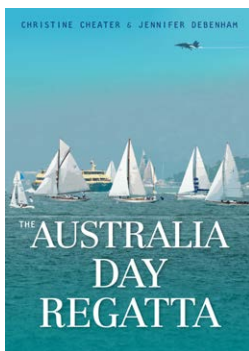
Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

SASC SHOP

(AKA *The Office*)

The following items are available in stock:

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



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



NEWSLETTER DEADLINE

The next *SASC News* will be the October 2015 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 September 2015. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

The SASC wharf on the morning of Gaffers Day 1983. Sadly the white yacht, *Playmate of Maldon*, built in 1896 is no longer with us

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