



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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August 2017

# SYDNEY AMATEUR SAILING CLUB

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Racing (Monday & Friday only)	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au
Commodore	Bruce Dover
Vice Commodore	Sean Kelly
Rear Commodore	Peter Scott
Captain	Chris Manion
Honorary Treasurer	Greg Sproule
Honorary Secretary	David Salter
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Alice Murphy

**Cover:**

*Captain Amora*  
on duty on 8 July,  
dwarfed by *Erica*  
and *Great Ex-*  
*pectations* at the  
start of Division 1  
in the Combined  
Clubs Winter  
Series race  
(Photo John Jeremy)

## CONTENTS

Coming Events	3
Signals from the Commodore	4
SASC Prizegiving 2017	5
Winter Racing	11
Vale Russ Chapman	12
Memories of Russ	13
Letter to the Editor	14
Close Quarters Incident with Manly Ferry	16
Annual General Meeting	17
Calm Seas and a Prosperous Voyage	18
Around the Club	22
Easter 1895	24
Admirals Cup Anniversary Regatta	26
Safety Equipment Audits	28
Shell's Gigantic Prelude FLNG	31
USS <i>Constitution</i> Undocked	32
MV Sycamore arrives in Sydney	33
Naval Bits	34
Testing put Subs on Target	37
New Members	38
From the Archives	39

The SASC News is published six times per year.

Editor: John Jeremy

email: news@sasc.com.au

Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

## COMING EVENTS

August 2017

### SATURDAY 19 AUGUST 2017

Safety Audits and fire extinguisher service

### SATURDAY 26 AUGUST 2017

Safety Audits and fire extinguisher service

### TUESDAY 29 AUGUST AND THURSDAY 31 AUGUST

Compulsory Skippers briefing at the Club

### SATURDAY 2 SEPTEMBER 2017

SASC Lion Island Race

### SATURDAY 9 SEPTEMBER 2017

Opening Day Regatta and First Spring Pointscore race for Super 30 Division, Classic Divisions, Cruiser Racer Divisions and Cav 28s

### FRIDAY 15 SEPTEMBER 2017

Flag Officers Dinner

### SATURDAY 16 SEPTEMBER 2017

Pointscore race for Classic Divisions and Mixed Fleet Division

### SATURDAY 23 SEPTEMBER 2017

Point score race for Super 30 Division, Classic Divisions, Cruiser Racer Divisions and Cavalier 28s

### SUNDAY 24 SEPTEMBER 2017

First race for the Sunday Classics and Non-spinnaker division

### SATURDAY 30 SEPTEMBER 2017

Idle Hour Race

### FRIDAY 6 OCTOBER 2017

First Friday Twilight Race

## **NEED THE TENDER?**

**Call Mike,  
Allan, Mitch  
or Will  
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 2017-2018 SEASON**

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

**Saturday 19 August 2017**

**Saturday 26 August 2017**

*Ring the Club for a booking*



By all accounts it was a relatively mild winter season and, even if it resulted in one or two shortened races, one must be particularly pleased that the weather Gods provided four near-perfect consecutive weekends for our working bee teams to complete the much-required repainting, repair and maintenance work to the clubhouse and Green Shed.

Able led by Hershel Smith and Trevor Cosh, the volunteer teams managed to complete a work list that seemed to grow longer every time we touched one end of the club or the other. As boat owners I think we are all aware of the old adage about the “the more you do, the more you find” and that was certainly the case with the clubhouse which required no end of timber repairs and rot eradication — not to mention buckets of “builders bog” and epoxy resin.

As far as painting techniques went, our members talents ranged from those who probably failed finger painting at kindergarten to others, who had they been assigned to the painting of the Sistine Chapel, would still be at it today! Nevertheless, the efforts of all volunteers were truly inspirational and all members owe them a great deal of gratitude. Thanks also to those members who, unable to provide of their labour, dipped into their wallets to make a donation to our building and material costs.

With the Opening Day Regatta set down for Saturday 9 September and Gaffers Day barely a month later on Sunday 8 October we can be justly proud that the clubhouse and surrounds have never looked so good.

These events will be preceded by the official opening of our new foyer area on 27 August — including a new display cabinet generously donated by the ever-effervescent Bill Gale whose father serendipitously donated the funds for the Trophy Cabinet on the other side of the wall.

The cabinet will house a rare copy of the logbook of the famous double-ended ketch *Kathleen Gillett*, documenting her inspiring 1947 circumnavigation by owner and marine artist Jack Earl and a crew of four including Mick Morris whose written accounts were published in *Seacraft* magazine at the time and widely read by an appreciative audience.

Jack illustrated the log of the voyage along the way, sending it home from ports of call to his family. In Sydney, the log became as celebrated as the voyage; friends, family, sailors and colleagues anticipated its arrival and pored over the contents.

The copy of the log has been donated to the Club by long-standing member, John Sheridan, and dedicated to the memory of the Lawler family — Bill, Bob and Jim (Senior) — who, individually and collectively, set the highest standards of seamanship in the their offshore sailing exploits flying the club’s colours whilst providing tremendous service to the Amateurs over a period of nearly five decades.

It seems fitting that, at the end of a four-year period, through the volunteers efforts of club members, we have now renewed, renovated and refurbished virtually all of the Club’s physical infrastructure — the clubhouse and deck, the Green Shed and surrounds, the slipway, cradles and winches and cranes — that we should be honouring the memory of the Lawler family whose seamanship, service and contributions in the name of the Club, embodies “the Corinthian spirit of the Amateurs”.

*Bruce Dover*



Photos John Jeremy

Every prizegiving deserves flags, and the 2017 event had plenty, seen here being hoisted by a well-qualified crew



As usual, the spread of prizes was impressive and ready for the large number of members and friends who gathered at the Club on another perfect winter's day



Honours for the winners (and, it could be said) overexposure for Commodore Dover and Captain Manion





SASC NEWS





...and then there was  
lunch in the sun



The proud crew of Gymea, winner of the Kelly Cup for 2017

# WINTER RACING

August 2017

The Combined Clubs Winter Series conducted by the SASC, RSYS and RANSA with the assistance of volunteers from the RPEYC was a great success with some 80 to 90 boats competing each Saturday providing a Sydney Harbour spectacle. The series enjoyed generally light winds and sunshine — there were no howling westerlies or sheets of pouring rain this year.

The program provided competitors with a choice of three point score series — a six-race SASC series, a 12-race RSYS series or the 15-race RANSA series. The SASC series concluded on Saturday 22 July, a fine, sunny and cool day with a five to ten knot west to south westerly wind. Congratulations to the place getters in the Series:

## CLASSIC DIVISION

First: *Defiance*  
Second: *Mister Christian*  
Third: *Woodwind*

## SUPER 30

First: *Optimum*  
Second: *Reo*  
*Speedwagon*  
Third: *Very Tasty*

## DIVISION 1

First: *Hell Razer*  
Second: *Erica*  
Third: *Game Set*

## DIVISION 2

First: *Moonbeam*  
Second: *Solange*  
Third: *Shambles*

## DIVISION 3

First: *Tingari*  
Second: *Slips*  
Third: *Primary Wave*

## NON SPINNAKER

First: *Fortune of War*  
Second: *Double Dutch*  
Third: *Sahara*

Approaching the start on 8 July



## VALE RUSS CHAPMAN

The Club lost a loyal servant in June with the passing of Russ Chapman, aged 91, who had served on *Captain Amora* right up to April of last year.

Russ joined the Amateurs in 1972, following his brother Bill who joined in 1969, having acquired the 25-foot Colleen-class *Spectre*. Russ and Bill were close brothers who went to war in 1942, Russ with the 101st Heavy Mortar, serving in Rabaul and New Guinea. The two brothers rowed together and were on the Haberfield State Championship Eight in 1948. They joined Pennant Hills Golf Club together in the 50s, and then sailed together with their families from 1966.

Bill acquired the Daydream we knew as *Aquarius* but, in 1974, he moved to Queensland. Russ bought *Aquarius* and continued to race in Division 2 and the new short-series division until 1987. They were great days and notable *Aquarius* crew members included W G (Bill) Brown and Peter (Robbo) Robinson. Division 2 was a terrific division, competitive, family orientated, with regular division Saturday evening barbeques.

In 1987 we acquired an S80, *Hot Shot*. *Hot Shot* won the Kelly Cup in 1993. By the mid-90s Russ was having difficulty with arthritic fingers around the boat and Bob Skinner, an ex-Division 2 skipper, was running *Captain Amora* so he joined the starter's boat crew, thus beginning what was to become long service to the Club including a stint as the Saturday skipper of *Captain Amora* after Vic Dibben relinquished the role.

Russ Chapman



Upon the sickness of his wife Marie, Russ passed the baton to Tony Barry, but continued on as part of Tony's crew right through until after his 90th birthday. He was awarded the Club Man of the Year in 2001.

In recent years Russ enjoyed the camaraderie of the starter's crew and associates at regular morning teas at Middle Head which he looked forward to right to the end. He passed away peacefully at home following a relatively brief period of illness.

His son Peter, sailing the Adams 10 *Spectre*, and his three grandchildren continue the sailing tradition in the family — Andrew, a well-known sailmaker now, is skipper of the Farr 40 *Kirribilli*. Will and Alison are also successful skiff sailors.

*Peter Chapman*

## MEMORIES OF RUSS

August 2017

“Hey, listen Dave...” I can still hear that characteristic, chirpy voice of Russ calling out to me from the ‘Starter’s Corner’ first thing every Saturday morning during the racing season. With hardly time to put down my sailing bag and dig out the muffins, Russ would already be getting stuck into me about something. For reasons known only to himself he seemed to hold me personally responsible for the entire broadcast output of the ABC, the incompetence of our politicians, and the latest failure of the Wallabies. In that order.

It was, of course, all in good fun. Russ had that old Australian habit of chiacking down to a fine art. With a sly grin and twinkle in his eye he could find the weakness in any offhand remark, and delivered his verbal backhanders with the panache of a seasoned comedian. It was a punch-and-run routine. Before you could summon your witty counter-riposte Russ would be off on another tangent, landing his logical jabs and wisecracks like a cocky bantamweight boxer fresh into the second round.

But there was always the genuine affection of mateship behind a spray from Russ. He could be caustic without being malicious, critical but never destructive. When you’d sailed a poor race the previous Saturday he’d let you know (“Hey, listen! What happened to you blokes last week?”), but he was equally quick to offer praise if we’d been lucky enough to get the gun.

In short, Russ Chapman was a genuine nugget in that indefinable mother-lode of what makes The Amateurs such a special club. Open, friendly, frank and generous with his time, effort and advice. An embodiment of the spirit of fair competition and selfless volunteering. For me, there will always be a hole in ‘Starter’s Corner’ that is forever Russ. But thank goodness I’m no longer answerable for the Wallabies every time they get a shellacking from the All Blacks.

*David Salter*

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## FLAG OFFICERS DINNER

**The annual Flag Officers’ Dinner will be held at the Club on Friday 15 September 2017 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 \$75 per head (including GST) and bookings are essential — call Megan or Judy at the Club before Friday 8 September**

## LETTER TO THE EDITOR

Dear Sir,

Having just received the June edition of the *SASC News* and read the article on the Bob Brown Race, I feel compelled to correct an error in that article — for a good reason.

David Salter as always, writes well, but in saying that there was essentially no difference between the performance of the yachts which went offshore as distinct from the one yacht that hugged the coast I think he is perhaps wrong — as the finishing times make clear. There were three 32ft yachts in the event — *Magic*, *Lunacy* and *Paper Moon*. They were the three smallest yachts in the race. Their finishing times are considerably different.

Likewise, *Paper Moon's* finishing time as against various larger yachts which are recorded as being faster in earlier inshore and offshore races is likewise telling — including the winner of the race on handicap, *Anitra V*.

This was all due to one man — Jim Davern who, at over 80 years crewed, and helmed on *Paper Moon* in the race and advised before the race two things:

1. No point in hoisting a kite in the harbour as you will just get clobbered trying to carry it out of the Heads as the wind swings more east just off South Head, and
2. Stay inshore, there is two knots plus of south going “set” (current) offshore.

By following 1 above, *Paper Moon* reached past various larger and faster yachts going sideways whilst trying to carry their flogging kites across the Heads, with Jim yelling encouragement to them across the water to just continue their efforts despite its apparent problems, then, with Jim helming, sailed very square past North Head and towards the tip of Long Reef, and as much inshore as the wind angle would allow.

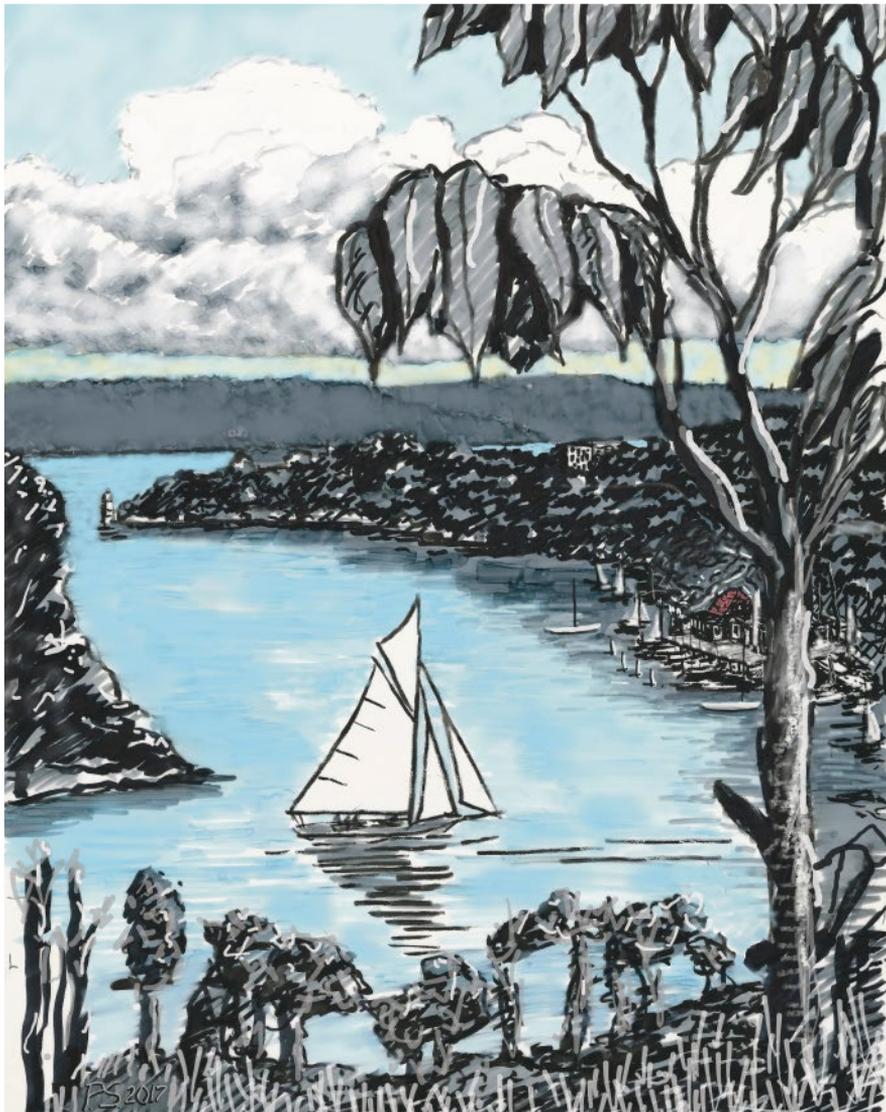
With the result that between Bangally Head and the Joey, *Paper Moon* crossed gybes with *Molly*, *Cloud IX*, *As You Do* and *Shambles* — the four fleet leaders and indisputably much faster yachts — and had it not sat in the hole behind the Joey for as long as it did, allowing some of the faster yachts coming from offshore and behind to shorten the advantage gained, would have finished even further ahead of them. Hence I submit that there was in fact a huge difference between sailing inshore and offshore on that day.

So, to Jim Davern, many thanks from the crew of *Paper Moon*, for not only your great company (and German beers), but also your wise counsel. Lots of fun as always.

*Denis Williams*



# GAFFERS DAY



SYDNEY AMATEUR SAILING CLUB    FOUNDED 1872    [sasc.com.au](http://sasc.com.au)

**Sunday 8 October 2017**

A RALLY FOR CLASSIC YACHTS AND VESSELS THAT HOIST A SPAR

**SYDNEY HARBOUR    AUSTRALIA**

## CLOSE QUARTERS INCIDENT WITH MANLY FERRY

On Saturday 24 June an incident occurred between the Manly ferry *Freshwater* and two yachts competing in a Combined Clubs Winter Series race. The incident occurred to the north of Naval Buoy No. 2 which was a rounding mark of the course set on the day.

Two yachts passed close ahead of the ferry causing *Freshwater* to crash stop when a collision became imminent. There were many other yachts in the area approaching or having passed the rounding mark which would have witnessed the incident. Both yachts breached Section 10 (3) of the *Marine Safety Act 1998*. The obligations of yachts competing in races on Sydney Harbour are clearly set out in the Sailing Instructions, for example on pages 9 and 39 of the SASC Sailing Programme book.

Roads and Maritime Services has advised the clubs which organised the race on 24 June (RSYS, SASC and RANSA) that it is considered that the organising or rostered club was in contravention of its Aquatic Licence which states that ‘the event is not to interfere with or impede the movement of seagoing ships or commercial vessels including ferries.’

After discussion with the three clubs involved in the conduct of the race of 24 June, Roads and Maritime has decided not to take action against the clubs concerned.

It is essential that all yachts competing in sailing events on Sydney Harbour understand their obligations to keep clear of and not to interfere with shipping, including ferries, on Sydney Harbour. Skippers must maintain situational awareness at all times and exercise good seamanship to ensure that our privilege of sailing on Sydney Harbour is not abused. Incidents such as that of 24 June could result in our Aquatic Licence being withdrawn.



Photo John Jeremy

Sighted at the annual prizegiving — Bill Gale with a beard!  
He hopes it will make him more attractive to the ladies



Photo John Jeremy

The Annual General Meeting of the Sydney Amateur Sailing Club was held on Wednesday 2 August. Attended by sixty members, the meeting dealt with the usual business including the approval of the annual accounts.

After welcoming the new members present, the Commodore reported on another successful year for the Club. In particular, he paid tribute to the many volunteers who had worked on the reconstruction of the wharf, work on the slipways and the repainting of the Cremorne clubhouse and the Green Shed at Mosman. Their work saved the Club many thousands of dollars, and without voluntary effort of that nature the Club would not enjoy its present favourable financial position with substantial reserves. Nevertheless, he pointed out, it was important to control expenditure carefully and work to increase the membership to secure the Club's future.

The Vice and Rear Commodores, the Captain and Treasurer also reported to the meeting on their areas of responsibility.

The number of nominations for the Board equalled the number of vacancies and no election was required. The Board remains the same as last year: Commodore Bruce Dover, Vice Commodore Sean Kelly, Rear Commodore Peter Scott, Captain Chris Manion, Hon. Treasurer Greg Sproule, Hon. Secretary David Salter and Immediate Past Commodore Liam Timms. Directors are T. Cosh, J. Crawford, C. Davis, M. Evans, J. Jeremy, M. Raprager, H. Smith and J. Sturrock.

Following the meeting David Salter spoke about the planned Admiral's Cup Anniversary Regatta and showed films of the 1965 and 1967 events.

At the AGM —  
Secretary David Salter, Commodore Bruce Dover, Vice Commodore Sean Kelly and Treasurer Greg Sproule

## CALM SEAS AND A PROSPEROUS VOYAGE\*

*The Amateurs and its friends were well represented in the recent Sydney-Gold Coast Race, as David Salter reports.*

“I say, Jeeves, would you mind drawing my bath and laying out the wet weather apparel? It seems the change of watch is coming on.” Things aren’t quite that luxurious aboard the good ship *Takani*, but it is by far the most comfortable yacht I’ve sailed on in more than 50 years of racing offshore. At 49.5 feet, Jim Whittle’s big Hanse cruiser is only 13 feet longer than *Mister Christian* but has more than three times the hull volume. And two fridges. And a freezer. And a microwave. And a dishwasher. And two proper bathrooms. And a coffee machine. Enough said?

Jim — the world’s most energetic skipper — is almost an honorary SASC member as he often sails with us on *Mr C*. Another of our Saturday crew, Paul Connett, also jumps ship with me to *Takani* for the long ocean races. But the third regular member of “The Christians”, Bob Moore, was in foreign parts. His place on our watch was taken by Steve Prince, another excellent sailor and SASC member (*Sparkle*) who also served as navigator. His mastery of the technology on an array of programs and devices proved invaluable in what quickly became a rather testing tactical race. Jim’s young daughter Taylah took on galley duties and the crew was rounded out by two of his friends, Matt Ryan and Pete Townend.

There were further Amateurs connections in the fleet. *Nautical Circle* competed with us in the PHS Division, *Sticky* raced in IRC, and Jim

Photo David Salter

The broad, clear decks of *Takani* make her easy to sail



Nixon (yet another *Mister Christian* regular) was watch captain on the giant-killing S&S34 *Komatsu Azzurro*. So there was plenty to keep us interested as we checked each other's positions on the AIS during those unavoidable stretches of 'nothing to do' during a 384 nm race.

After the customary light wind start in the Harbour the fleet inched out into the Tasman, searching for a better line as we headed into a soft northerly. Within a few hours we were all confronted by The Big Decision that seems to dominate every Southport race: Do we sail further offshore looking for the more consistent sea breezes, or hug the coast hoping for the wind to swing west as the land mass cools? What are the other blokes doing? Who has better boat speed? Are we pointing higher? Overlaid on this endlessly difficult 'in or out' choice is the issue of current. The sea surface temperature charts now available on the internet give impressive detail, but they can't always predict exactly what's happening as the water flows down the coast.

Debates over these tactics are an essential component of offshore racing, and getting it right a major part of the challenge. Conversation in the cockpit and nav station centred on little else. In the end, tracking diagrams derived by Steve after the race showed us that we had tacked or gybed 46 times between North Head and the finishing line off Broadbeach. After most of those direction changes we'd ended up on the favoured side of the course, but not always. It would have been poor sporting form to sail a perfect race — but that didn't stop us trying.

Unlike the Sydney-to-Hobart, when you can often sail for days without seeing another yacht, Southport usually offers plenty of boat-to-boat competition. That adds an enjoyable extra dimension to the event, even if a few of the encounters can get a little too close for comfort.

Photo David Salter

Unceasing tactical debate between Jim and Steve Prince in the nav station





Photo David Salter

The skipper, Jim Whittle, nurses his yacht past Yamba

We had four port-and-starboard crosses, three of them true tests of nerve and helming skill on a black night as we worked from Nambucca up to Coffs. It's hard enough without stars or moonlight to confirm which tack the other boat is on and its relative speed. Harder still when their nav lights are poorly positioned or have the luminosity of a small bag of glow worms. "*It's ColRegs out here, not the bloody RRS!*" I yelled as we ducked another stern, opting to survive rather than insist on our rights. All part of the fun.

Indeed, our finest sustained passage of racing came during the night. The wind was consistently north but the BoM kept predicting a swing to the west. If it did, then we might be able to change headsails from the jib up to the powerful big Code Zero and skip away from a bunch of our divisional competitors who'd strayed further out to sea. Jim and Steve took a punt on the timing of that change and were

soon rewarded. We had three glorious watches (nine hours) of close reaching as *Takani* thundered through the darkness on port tack. By dawn we had passed five or six yachts. Those are the sustained, inspiring moments that make offshore racing such a unique sport.



Photo Steve Prince

Taylah watches as another whale blows its welcome



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Equally inspiring this year were the whales. Many yachts use the Sydney-Southport as the first leg of their long delivery to the Whitsundays for Hamilton Island Race Week. That track – essentially along the East Australian Current – is also the main migratory path for whales as they journey back and forth between the Antarctic and their warmer breeding grounds. This year we saw scores of healthy humpbacks, including a pair that cruised past at full speed no more than two metres from our bow. Standing at the shrouds I'd braced for impact, only to be transfixed by the uplifting sight of these huge, majestic mammals judging their safe distance with perfect grace. It's likely that the average cetacean steers more accurately than the average offshore helmsman.

So, how did we do in the race? At one stage we were leading on PHS but when the wind finally backed into the true South early on the third morning our lack of a conventional symmetrical spinnaker set-up condemned us to gybing our ass all the way to the finish. As we zig-zagged from Lennox Head to Point Danger the boats behind with poled-out kites could run dead square and snuck past along the shoreline. Our lead on handicap slowly evaporated and we eventually had to settle for second place. Still, not too shabby for a 16-tonne cruising yacht — and I didn't need to put on my wet weather gear once.

\* *Calm Seas and a Prosperous Voyage* is a concert overture by Felix Mendelssohn (Op.27, 1828), inspired by two poems, *Meerstille und glückliche Fahrt*, by Johan Wolfgang von Goethe (1795). Now you know.

# AROUND THE CLUB



Photo John Jeremy

Commodore Bruce Dover advising the enthusiastic team of volunteers who recently repainted the outside of the clubhouse



Photo John Jeremy

Sanding the window frames



Photo Cat Sturrock

The new colour gradually emerging, providing the club with a more modern appearance which blends well with the surroundings



Photo Cat Sturrock

Inevitably, perhaps, some rot was found which required quite extensive repairs

*The Bob Brown Trophy Race to Pittwater at Easter has been a welcome part of the SASC program for many years and the SASC winter series began in July 1985 with a sail to Middle Harbour followed by an overnight raft-up in Sugarloaf Bay. Middle Harbour and Pittwater have been favourite destinations for many generations of Sydney sailors. Don Shearman has shared with us an account of a cruise to Middle Harbour at Easter in 1895 in John Pratt's Fleetwing. John Pratt was Don's great-grandfather and Dockmaster at Cockatoo Island for 27 years until his retirement in October 1918.*

Having been asked by the Captain (J Pratt) of the commodious sailing ship *Fleetwing* to join him and a few friends on a holiday excursion up Middle Harbour during the Easter holidays and to write a few lines about the most important events which happened as a memento of a very pleasant holiday which one cannot always enjoy.

The Company consisted of John Pratt (Captain), Herbert Pratt, Joseph Mehan, Fred King, Phil King, Leslie Seaborn, Frank Hay, Harry Lethbridge, Percy Lethbridge and your humble servant.

#### **Thursday 11th April**

Having made all preparations we set sail at 11.35 pm with a fair wind which carried us as far as Circular Quay when we heard the Post Office clock chime 12 o'clock. As the clock was chiming Hot Cross Buns were ordered all round in remembrance of Good Friday. We made the entrance to Middle Harbour (Middle Head) at 1.15 am. There was a heavy swell which made everyone feel a queer sensation pass through them. As we were entering Middle Harbour a strong southerly sprang up, afterwards rain set in. At 1.40 am all hands (except the Captain and Phil King who were left in charge of the boat) were ordered below so as not to get wet. We arrived at our camping ground at 2.45 am. All hands were called up on deck to erect a tent over our boat. At 3.10 am everything completed we all retired to our bunks and slept soundly until 8.30 am.

#### **Friday 12th April**

Breakfast was partaken of at 9.15 am. The morning's enjoyment consisted mostly of fishing. Some of the Company (viz. Les, Frank and Phil) pulled further up the Harbour to see some of the scenery, as Les and Frank had to take their departure next morning for Sydney. Dinner was served at 2 pm. The rest of the day was put in by reading, fishing and exploring the country round about. Tea was served at 6 pm. As everybody seemed fatigued we turned into bed at 7.30 pm.

On **Saturday morning 13th April** we found the rest had made us all feel in the best of health and good temper. Breakfast was partaken of at 9.15 am. At 10.30 am Les and Frank left the boat to return to Sydney, amid loud cheering. Fishing again was the main enjoyment of the morning. Dinner was served at 2.15 pm. Afterwards our worthy skipper, accompanied by Harry, Percy and his nibs, went on a tour overland admiring the scenery and visiting some of the large caves round about. We returned to the boat at 6 pm and partook of our evening meal. After tea we held a concert on board which proved a great success. Turned into bed at 9 pm and all slept well until the early, or rather late, hours of **Sunday morning the 14<sup>th</sup> of April**.

Breakfast was ready at 9.45 am. After breakfast everybody turned to work, to cook the Easter Sunday Dinner which was composed of meat (roast lamb), vegetables, baked potatoes and rice pudding, rice desert and fruit of all kinds. After dinner the Skipper, accompanied by Harry, Percy and myself, went for a row up Middle Harbour leaving the others fishing and gathering oysters. We returned about 4 pm and had afternoon tea of oysters. Tea was served at 6 pm. We all turned in about 7.30 pm expecting to wake upon the following morning and see a fine day before us but, alas, when we woke at 7.30 am on **Monday the 15th April** it was pouring with rain. Breakfast was served at 8.15 am. Then, at 10.30 am, our sail was hoisted, homeward bound. There was no breeze so the oars had to be kept going. When wearing the Spit we heard a bugle call and to our surprise we saw about 15 natives rush down to the water's edge waving their hands about frantically. They were all dressed in different costumes. For this performance we gave them three hearty cheers which were acknowledged by them giving us the same. Afterwards the bugle call went and they all retired.

After we passed the Spit we got into a heavy swell which made us all wish to be in smooth water again. We got between Middle Head and the Heads about 1.30 pm, a very heavy swell on. Sometimes we lost sight of everything round us, even the large steamers which were either outward or inward bound would go completely out of sight. There was no wind to take us along so we had to get the oars out again. We lay messing about for about 1½ hours then our worthy Skipper got seasick, then his son, then Harry then, last but not least, your humble servant but, thanks to Phil King and Joe Mehan, we were soon into smooth water once more — then we were as right as rain.

We anchored in Athol Bay about 4 pm and had afternoon tea and left for Cockatoo Island about 5 pm. We reached that place about 8 pm after spending one of the most enjoyable holidays on record. Too much praise cannot be given to our worthy Skipper for the able manner in which he treated us all by trying to make everything a success and *succeeded*.

*W Lethbridge*



Photo courtesy Don Shearman

The large gathering at John Pratt's retirement dinner in 1918. They all look rather serious

## ADMIRAL'S CUP ANNIVERSARY REGATTA GATHERS MOMENTUM

“What a great idea!” That was the reaction of Australian Sailing president, Matt Allen, when first told about the planned regatta to celebrate the 50th anniversary of Australia’s first victory in the Admiral’s Cup. That positive response has now been widely echoed by the yachting community both here and overseas.

The CEO of the Royal Ocean Racing Club, Eddie Warden-Owen, has written to the regatta organisers from the UK saying, “What a great idea. It is events like this that remind us how important the Admiral’s Cup is to those who participated. I am sure there will be a lot of interest from outside Australia.”

That prediction looks certain to be fulfilled as three former cup crewmen have confirmed they will be flying back from their international bases to sail in the regatta on Sydney Harbour this December.

The roster of Admiral’s Cup team yachts and trialists that have already expressed their intention to take part is impressive. It is a roll-call of famous Australian offshore competitors, including *Caprice of Huon*, *Camille*, *Mercedes III* and *IV*, *Fare Thee Well*, *Love & War*, *Mister Christian*, *Syonara*, *Too Impetuous*, *Sagacious V*, *Pacha*, *Black Magic*, *Spirit of Koomooloo* (the original *Ragamuffin*), and the first *Wild Oats*.

In addition, *Anitra V* will race representing the legendary Halvorsen double-ender *Freya* from the first Admiral’s Cup team in 1965, and

*Ragamuffin*  
with all guns  
blazing on the  
Solent during the  
Admiral’s Cup



*Lorita Maria* has been invited to sail in recognition of the contribution Norman Rydge has made to Australia's campaigns over the years.

Syd Fischer, who captained the Australian team in the Admiral's Cup six times, is a co-patron of the anniversary regatta with Sir James Hardy and Gordon Ingate. Fischer remembers how the quality of our offshore yachts and sailors shocked the European and American teams. "We'd sailed against each other here to be selected, and that got pretty hot. Over there, they got a bit of a surprise at how good we were – and it came as a bit of a surprise to us, too!"

Chair of the regatta organizing committee, David Champtaloup, says he has been overwhelmed by the support from the Classic Yacht Association, the Australian National Maritime Museum and all the Sydney clubs. "It's very heartening", he said. "The event has clearly struck a chord with the yachting community. The SASC, CYCA, RSYS and RPAYC haven't hesitated to provide their assistance with the staging of the regatta and the on-shore hospitality events. It is going to be a genuine multi-club celebration."

The Admiral's Cup Anniversary Regatta will be held on December 1, 2 and 3. The organisers are keen to hear from any yacht owners and Admiral's Cup crew interested in taking part. They should contact: Peter Shipway at [peter@barlowdistributors.com.au](mailto:peter@barlowdistributors.com.au) or, David Salter at [davidelva@alpha.net.au](mailto:davidelva@alpha.net.au).

*Caprice of Huon*  
sailing on Sydney  
harbour in 2016



# SAFETY EQUIPMENT AUDITS

## *A message from the Club Captain*

As you would be aware it will soon be time for your annual Safety Equipment Audit. An updated Audit is required to enable you to participate in any form of racing at the Amateurs or, for that matter, at any other club in Australia. Copies of the new Special Regulations Audit Forms are available on the web site.

You need to book a time for your audit with the Office for Saturday 19 or 26 August. If you cannot make either of the specified Saturdays, you will need to make your own arrangements with one of the Club's auditors. Remember that they are volunteers and it is at their discretion when and where they will conduct an audit of your vessel.

Fire extinguishers will also be inspected on 19 and 26 August between 8 am and 2 pm. You can leave your extinguishers at the Club from Saturday 12 August clearly marked with your boat name or bring them on the day of your audit.

There are no significant changes to the Safety Equipment Special Regulations for 2017–2020 but there will be a change in the way Auditors across NSW conduct their inspections with an emphasis not just on the safety equipment, but testing whether you know how to use it and that it is, in fact, functional.

For example you might be required to:

1. Demonstrate that your bilge pumps work and that you are capable of locating and clearing the strum boxes.
2. Demonstrate how you will secure your anchor rode to a strong point on the vessel.
3. Demonstrate how you will turn off the fuel shut-off valve.
4. If you intend to compete in the Twilight Races, you must demonstrate that your navigation lights are working.
5. If you carry flares on board, you will be required to demonstrate that you know how to use them — without having to read through the instructions first.
6. You are required to have a copy of the Special Regulations 2017-2020 on board your vessel — either an electronic version or a hard copy (which is available from the SASC Office)

The emphasis this year is not on just having the appropriate safety equipment on board, *but demonstrating that you know how to use it*. If you don't know, the Auditors will likely decline to sign off on your Audit.

### **Presentation of a Boat for Inspection process:**

- Boat owners should obtain an Equipment Compliance form from the Club or download one from the web prior to the inspection.
- The owner or his representative should carry out an initial inspection and tick/sign the appropriate box — making sure to check expiry dates and quality of equipment, as well as identifying the location of equipment that may be asked to be presented during the inspection.
- Boat owners should make a firm appointment for an audit and they should be punctual.
- Necessary equipment should be laid out ready for inspection, including copies of service certificates and any additional safety documentation; i.e. stowage plans, EPIRB registration, Life Raft Service Certificates, PFD Service Certificates. (Cat 1 and 2 inspections — owners

should have a copy of these certificates on hand to submit to the auditor as a part of the inspection paperwork).

August 2017

- The skipper and knowledgeable crew member should be on board during the inspection.
- The owner's Australian Sailing number and vessel registration details shall be made available to the Auditor or the Equipment Compliance form cannot be completed.

### **Equipment Layout for Inspection:**

All items required for safety inspection should be laid out prior to the Auditor coming on board. Prior preparation will significantly reduce the time taken to complete the inspection.

- Storm boards ready to be put in place.
- Sea cocks and plugs exposed, not hidden by equipment.
- Know the water and fuel capacity of your tanks.
- Fire extinguishers taken from brackets so date tags can be sighted.
- First Aid kits open and items with use by dates on the top so that expiry date can be checked.
- Publications and charts on chart table.
- Emergency navigation lights with batteries fitted.
- PFD's, harnesses, tethers and flares laid out.
- Radio installation inspection certificate.
- Life Raft Certificate.
- Jackstays rigged.
- Lifelines tightened.

### **After the Inspection:**

It is the owner's responsibility to ensure that the boat continues to comply in every respect with the category in which the boat is competing. Owners should remain familiar with the Australian Sailing Special Regulations and ensure that all equipment remains on the boat, is kept in good working order and that equipment is replaced or repaired as necessary.

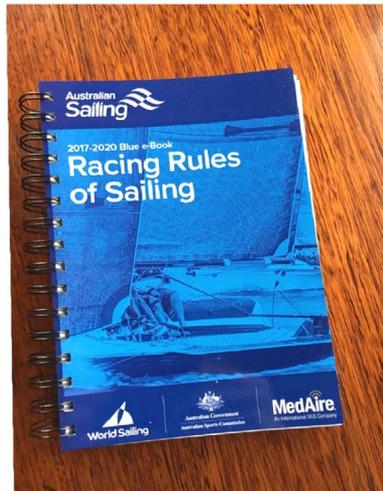
The onus is NOT on the race organisers, the Club or the Equipment Auditors to perform ongoing checks or to confirm compliance. The responsibility remains with the boat owner — the audit only verifies that the equipment is on board at the time of the inspection.

Finally, just because you pass your audit, does not let you off the hook — morally or legally. Clause 1.02.1 of the Special Regulations states:

***The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.***

*Chris Manion*

## Australian Sailing Special Regulations 2017-2020



Limited Copies available

\$36.50

Contact: Judy or Megan 02 9953 1433

[office@sasc.com.au](mailto:office@sasc.com.au)

# SHELL'S GIGANTIC PRELUDE FLNG SETS SAIL FOR AUSTRALIA

August 2017

Royal Dutch Shell's *Prelude* floating liquefied natural gas (FLNG) facility has set sail from the Samsung Heavy Industries shipyard in South Korea on its 3,600 mile journey to its new home offshore north-western Australia.

At 488 m long by 74 m wide, the 600,000 t *Prelude* is the largest offshore structure ever built. To put that in perspective, *Prelude* displaces six times as much water as the world's largest aircraft carrier.

*Prelude* departed Geoje, South Korea, on 27 June under tow by a team of tugs. The giant facility is destined for the Browse Basin off North West Australia, where it will be moored in about 125 miles from land at the Prelude gas field for a period of 20 to 25 years. The facility will be used to chill natural gas produced at the field to  $-162^{\circ}\text{C}$ , shrinking its volume by 600 times so that it can be exported to customers in the form of LNG.

Over the next two decades *Prelude* is expected to produce 3.6 million tonnes of liquefied natural gas per year, as well as liquefied petroleum gas (LPG) and condensate, a light oil.

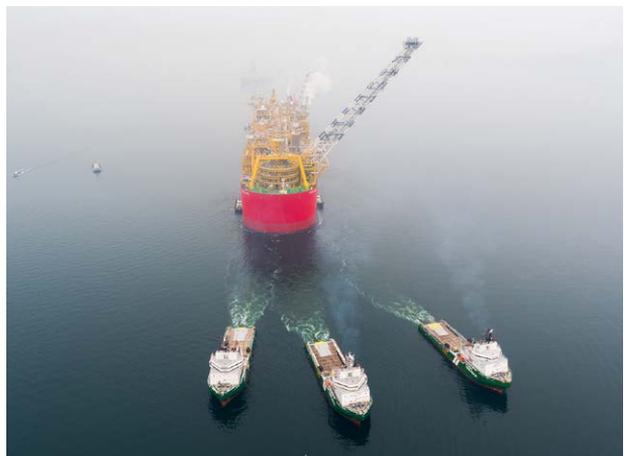
Upon arrival in North West Australia, 16 pre-positioned mooring chains will be connected to *Prelude*'s 93 m high turret, permanently securing the facility to the seabed and allowing it to pivot safely with the prevailing current and wind. This ability weathervane means that *Prelude* can ride out even the strongest cyclones without having to disconnect the pipelines which feed gas into the facility from the Prelude field.

The 3,600 mile tow of *Prelude* involves three tugs, plus one additional escort tug, travelling at a top speed of around five knots. The journey will take the convoy from Geoje Harbour and into the East China Sea, across the Korea Straits. The convoy will then travel across the Philippine Sea, past Indonesia, and across the Timor Sea. While in Indonesia, a fifth vessel will meet the convoy to help refuel, replenish supplies and replace the crew. Approximately 160 people will stay on board *Prelude* during the journey.

Once *Prelude* reaches its final destination, the hook-up and commissioning phase is expected to take between 9–12 months.

*Mike Schuler*

*Prelude* leaving  
Gejoje Harbour  
under tow



## USS CONSTITUTION UNDOCKED

The US Navy's oldest commissioned warship, USS *Constitution*, was refloated at historic Dry Dock 1 at Charlestown Navy Yard, Boston National Historical Park, on 23 July.

Since entering dry dock on 18 May 2015, ship restorers from the Naval History and Heritage Command Detachment Boston, and teams of *Constitution* sailors have worked side-by-side to bring Old Ironsides back to her glory.

The ship is expected to continue post-docking restoration work before re-opening to the public in early September this year.

The restoration saw the replacement of 100 hull planks and the required caulking, the re-building of the ship's cutwater on the bow, and the on-going preservation and repair of the ship's rigging, upper masts and yards.

One of the most highly anticipated tasks was the replacement of *Constitution's* copper sheathing below the waterline. Copper sheathing has covered the lower hull since her launch in 1797.

This was one part of the restoration that saw *Constitution* sailors get hands-on with the preservation work — sailors helped the Naval History and Heritage Command Detachment Boston ship restorers replace 2,200 sheets of copper and the felt which is installed behind it.

US Navy photo

USS *Constitution*  
afloat again



*Constitution* started her service in the US Navy with her launch on 21 August 2017 October 1797. She was one of the six original frigates which began the new United States Navy and construction was authorised by an act of Congress in 1794. She and sister frigates were designed by shipbuilder Joshua Humphreys. As the Navy's capital ships, they were larger and more heavily armed than the frigates which had come before her. Her keel was laid in Edmund Hartt's Shipyard in Boston. She was built from the resilient Southern live oak from Georgia and her three masts were made from the strong white pine of Maine. Humphreys designed her hull at 22 inches thick at the waterline and, to protect the hull, copper sheathing was added.

Her defining and most historic battle was with the British frigate HMS *Guerriere* in August 1812, during which one of *Constitution's* sailors noticed that some of the enemy's cannon shot appeared to fall harmlessly off her hull. "Huzza! Her sides are made of iron!" the sailor purportedly shouted — thus she earned her the nickname Old Ironsides.

## MV SYCAMORE ARRIVES IN SYDNEY

On 26 June 2017 the Damen-built Multi-role Aviation Training Vessel (MATV) MV *Sycamore* arrived in Sydney Harbour at the end of her maiden voyage from her builder's yard in Vietnam. The 94 m long vessel will be deployed in August as a versatile multi-role vessel and helicopter training platform for the Royal Australian Navy.

*Sycamore* is a special-purpose ship which has been designed and constructed to combine both commercial and military characteristics. Although the vessel will be commercially operated, she will integrate numerous strategic features. These include, for example, a helicopter deck with associated training facilities, dedicated aviation operational spaces, multifunctional mission deck and workshops as installed on the latest RAN ships — all meeting current SOLAS Regulations.

Not limited to helicopter-related operations, *Sycamore* will also enable the RAN to carry out navigation and air traffic control training, officer familiarisation, target towing, torpedo and mine recovery operations, and dive and unmanned aerial vehicle support.



RAN photograph

*Sycamore* arriving in Sydney for the first time



RAN photograph

HMAS *Newcastle* demonstrating how FFGs can roll when she relieved HMAS *Arunta* on duties in the Middle East Area of Operations. *Arunta* returned home recently after a nine month deployment



RAN photograph

HMAS *Canberra* at sea off Queensland during the recent exercise Talisman Sabre 2017 which involved thousands of service people from Australia and the United States



Photo John Linton

The largest warship ever built for the Royal Navy, the aircraft carrier HMS *Queen Elizabeth* recently left Rosyth in Scotland for her first period of sea trials. She should be fully operational around 2020. Construction of her sistership, HMS *Prince of Wales*, is well advanced at Rosyth



*Queen Elizabeth* leaving Rosyth Dockyard for sea trials. *Prince of Wales* is under construction in a dock in the background



Photo John Jeremy

The Australian Border Force's Cape-class patrol boat *Cape Nelson* visited Sydney recently during a visit to the east coast, and berthed at the Australian National Maritime Museum. She presented a great contrast to ships of earlier eras, *Vampire*, *Endeavour* and *Ena*



RAN photograph

ADV *Cape Fourcroy* departing HMAS *Coonawarra* in Darwin to conduct continuation training as part of Operation Resolute. *Cape Fourcroy* and *Cape Inscription* have been built for the RAN by Austal in Western Australia to supplement the Navy's Armidale-class patrol boats. They are not commissioned, hence ADV (Australian Defence Vessel). They are sister ships to the Australian Border Force's Cape-class patrol boats

# TESTING PUT SUBS ON TARGET

August 2017

A little-known event which helped turn the tide of the Pacific War was commemorated 75 years on in Albany on 20 June.

National president of the Submarine Association, CDRE Bob Trotter RAN (rtd), recalled that US and Allied submarines withdrew to Fremantle and Albany in March 1942, from where they conducted 170 operations with a profound effect on the outcome of the war.

He said that it wasn't well-known that, from the start of the Pacific War, US submarines had relatively few successes against Japanese shipping, despite aggressive patrolling of enemy invasion and re-supply routes in the Philippines and Dutch East-Indies theatres.

"One reason appeared to be the submarines' main offensive weapon, the Mark 14 torpedo," CDRE Trotter said.

"By May 1942, Commander Submarines South-West Pacific, US Navy CAPT Charles Lockwood, had received report after report of perfectly aimed torpedoes passing harmlessly beneath target ships.

"These complaints barely disturbed the calm of the Bureau of Ordnance, which had countered by asserting they were inventions to disguise the performance shortcomings of submarine skippers."

Not surprisingly, CAPT Lockwood was incensed by this.

"The experienced Lockwood was spurred into action and, like in many wartime cases, the initiative of the men at the front came to the fore by ignoring red tape, rolling up their sleeves and forcing a solution," Trotter said.

"Supervised by CAPT Lockwood's Chief of Staff, CAPT James Fife, on 20 and 21 June, 1942, LCDR James 'Red' Coe in USS *Skipjack* fired three test torpedoes through a fishing net strung across Frenchman's Bay at Albany.

"The tests concluded the torpedoes were running on average 11 feet deeper than set."

Although initially maintaining its scepticism, the US Bureau of Ordnance was finally driven to conducting its own tests on 1 August 1942, which, unsurprisingly to the skippers, concluded the torpedo ran 10 feet deeper than set.

*Dave Morley*



US Navy Submarines in Fremantle during World War II

## NEW MEMBERS

We welcome the following new members:

Robert Allan  
 Antony Henderson  
 Bernard Lankes  
 Anna Nolan

## 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.

## LOCKERS FOR RENT

Some lockers are available to rent in the main boatshed. The cost is \$83.20 (incl. GST) per quarter, paid in advance. One month's notice is required to vacate.

Please contact the office if you are interested.

## SASC SHOP

*(AKA The Office)*

### SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$32.50
Racing 'A' flag	\$18.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Polo Shirt – Navy Short Sleeve S M L XL	\$36.00
Polo Shirt – White Long Sleeve S M L XL	\$40.00
Rugby Top – XXL Only	\$49.00

### Gaffers Day Merchandise

Wide Brimmed Canvas Hats – S M L XL	\$35.00
Ladies' Tees	\$30.00
Posters – Various Years each	\$ 5.00
Posters – Package of 5 various	\$20.00

### Books

The Amateurs — The Second Century Begins	\$40.00
Ranger Sprint Series (very limited stock)	\$65.00
The Australia Day Regatta	\$35.00

## NEWSLETTER DEADLINE

The next *SASC News* will be the October 2017 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 September 2017. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



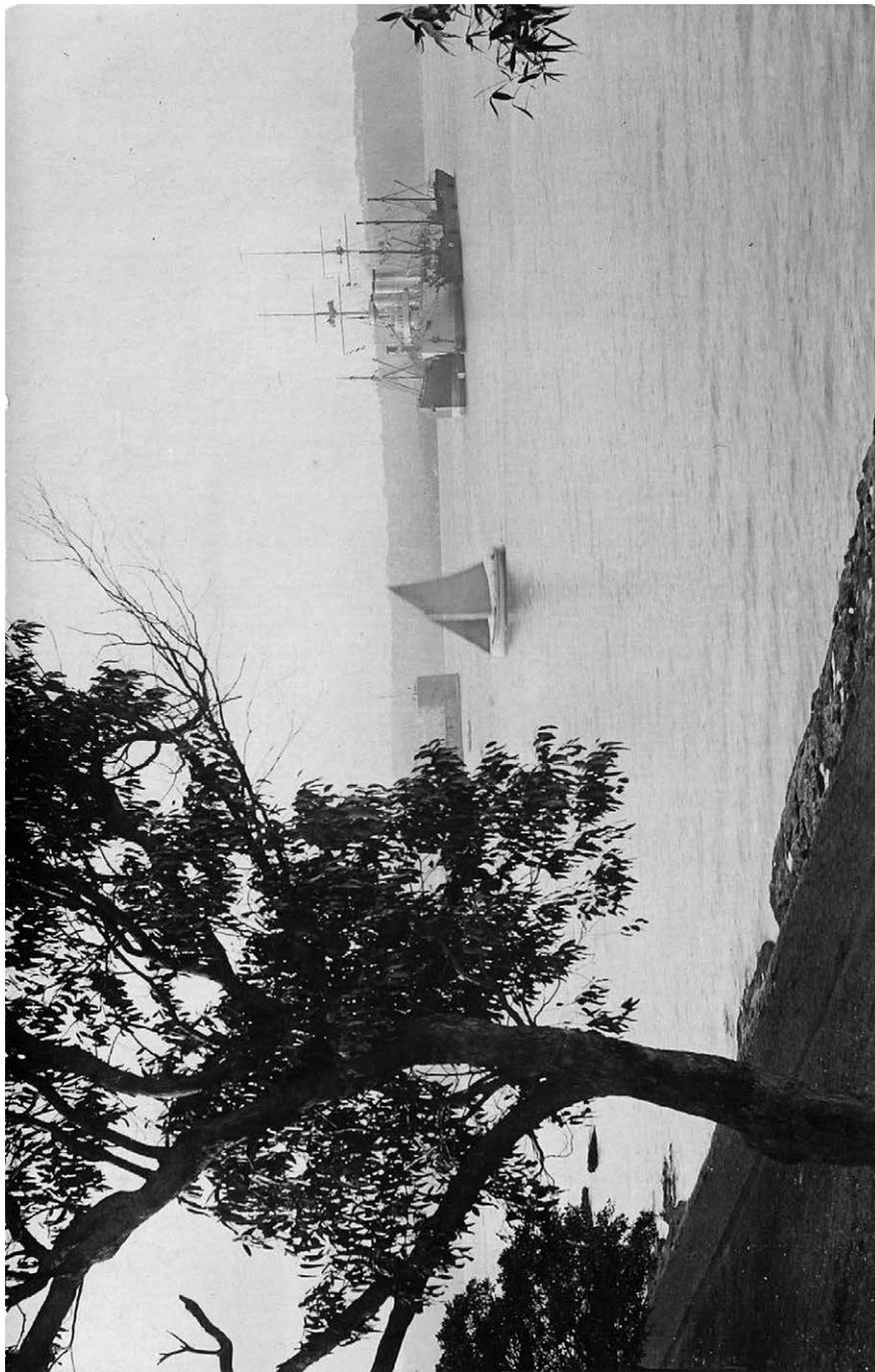


Photo David Critchley collection

A gaffer sailing in light wind past Mrs Macquarie's Chair one day around 1910 as a cruiser, possibly *Encounter*, is coaling at a buoy off Garden Island

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