



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2021

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Racing Secretary	Catherine Baker

Cover:

Hotspur², Paper Moon and Double Dutch on the way to the first mark during the first, and only, winter race for 2021

(Photo John Jeremy)

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The SASC News is published six times per year.

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COMING EVENTS

August 2021

THURSDAY 19 AUGUST 2021

First compulsory skippers briefing by Zoom

TUESDAY 24 AUGUST 2021

Second compulsory skippers briefing by Zoom

The following dates are subject to the lifting of lockdown restrictions at the end of August. Members will be advised directly by email and on the web site of any changes as the COVID-19 situation becomes clearer.

SATURDAY 4 SEPTEMBER 2021

Lion Island Race

SATURDAY 11 SEPTEMBER 2021

Opening Day Regatta and first point score races for the 2021–22 season

SATURDAY 18 SEPTEMBER 2021

Windward/leeward races with the MHYC for the Super 30 Division, point score race for the Mixed Fleet and first Commodore's Cup race for the Classic Division

SUNDAY 19 SEPTEMBER 2021

Ranger, Couta and Folkboat Sprints

SATURDAY 25 SEPTEMBER 2021

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

NEED THE TENDER?

Call

Nancy K
on

0418 678 690

or

Jack Millard
on

0418 678 819
(race days)

SAFETY REQUIREMENTS 2021–2022 SEASON

EQUIPMENT AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

**Due to COVID-19 lockdown restrictions,
audits scheduled for August 2021 have been
postponed to future dates.**

Further information will be provided directly to members



SIGNALS FROM THE COMMODORE

We remain hostage to the COVID-19 pandemic. The sailing program for the 2021–22 season has been published, with the Lion Island race scheduled for 4 September 2021 and the Spring Point Score commencing the following weekend. Obviously we can only proceed based on updated advice from health authorities. Unfortunately we have already been forced to postpone the 2021 prize giving and the AGM has been delayed. It's a good season for barnacles apparently and I imagine we are all becoming fairly desperate to spend some time with the sails up. The slipway remains in operation so we can at least offer antifouls.

The 150th Anniversary Team has been very active and an update is provided in this issue of the *SASC News*, we can only hope that by next year we will return to some semblance of normality.

The immediate past Commodore and incumbent Club Treasurer, Bruce Dover, has indicated that he would like to retire from the Board in the next few months, Bruce has voiced this desire on other occasions and we have simply ignored him. On this occasion however, it appears we will need to accommodate his wishes. Bruce has a formidable intellect, enormous energy and a great desire to see the Amateurs continue to prosper. He will not be lost to the Club, but after many years of continued service on the Board, it is not unreasonable to at least place him on parole. We have narrowed down our search for a new Treasurer.

The news is that Morton Bay will be a focus for sailors over the coming decade and I understand that a petition is planned to introduce the Ranger's as new Olympic class. Roy Slaven and H. G. Nelson are supportive of the idea. I have some concerns that the games will suffer without the late John Clarke's involvement.

Membership renewal rates have been excellent, thank you all for your forbearance, we are continually monitoring health advice and will keep all abreast of developments.

Sean Kelly





Photo John Jeremy

The selection of Brisbane as the host city for the 2032 Olympic Games brings back fond memories of Sydney in September 2000. Here the Gold, Silver and Bronze medal winners in the 29ers lead the race management team back to the Rushcutters Bay sailing base after another memorable day of Olympic sailing on Sydney Harbour

THANK YOU INTERNATIONAL PAINT



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





Photos John Jeremy

It was a perfect day for the first race in the Winter Series. We weren't to know that strong winds and the pandemic would mean that it was the only one



On board *Sampshire* Alice Murphy was ready to take a photograph of.....



Photo Alice Murphy

....*Tingari*, taking photos of *Samphire*



Approaching the start for Division 1



Hoana enjoying the beautiful winter westerly



Close quarters sailing for *Limelight* and *Mister Christian*



Lolita and Cherub heading for the second mark



Billie Palin provided the entertainment at the Club after the race

150TH ANNIVERSARY PLANNING WELL UNDERWAY FOR 2022

Commodore Sean Kelly reports:

“Est 1872,” — so we announce on much of the Amateur’s literature. Next year it will indeed be 150 years since a band of Sydney sailors came together to form the Sydney Amateur Sailing Club. Somehow the term Amateurs has remained central to our ethos. We sought no patronage from Queen Victoria and looked to compete on the basis of skill rather than purchasing power. Many seasons have passed since 1872 but the one decision that ensured our continuation was taking on the lease for our Clubhouse some fifty odd years ago. Here we are in perhaps the finest harbour for sailing in the world, tucked away in this bay of ideal depth and protected from some of the worst weather quadrants. Between the main clubhouse and the shed at Harnett Park we have acquired and maintained facilities that are ideal for those who regard yacht ownership as a fundamental element of life. Most of us lavish time on our vessels and are just as generous with our devotion to the club, we all seem to realise that ours is a very special environment.

Our 150th anniversary is worthy of some celebration, it is an opportunity to recognise all who came before us. It is also an opportunity to reach out to those who are to come, the future generations of members who will ensure that we can continue to prosper. The celebrations being planned will be in keeping with the Amateurs philosophy of self-reliance and quiet competence. Very good people have been charged with organising the events and constant input from all members has been encouraged. By next year it seems that we will all be in much need of a few reasons to celebrate and I encourage all members to regard the upcoming anniversary year as an opportunity to reflect on the good fortune that has brought us all together and allows us to pursue our devotion to the art of sailing and our infatuation with our sailing craft.

Alice Murphy, Captain. and Leone Lorrimer, Director:

All eyes will be on the Amateurs when we host our 150th Anniversary Regatta Day on Saturday 19 February 2022. Since 1872, The Amateurs has conducted many successful regattas, starting with our first race on Saturday 19 October 1872 when “a small fleet met and held a short race”. These four yachts were *Inca* Captain J. H. Amora Commodore, *Singara*, C. B. Boake, *Firefly*, W. B. Melville and *Cynthia*. F. Bremner.

To celebrate the Club’s long and distinguished sailing history, we are inviting all members to participate in the 150th Anniversary Regatta Day — enter to the race, follow the fleet, join a crew or enjoy the entertainment and festivities at the clubhouse.

We expect the regatta will attract our largest fleet in many years with multiple divisions to suit all. In addition to awarding prizes for all divisional winners, we are organising special prizes for best dressed boat, crew and anything else we can think of.

We encourage all members to be part of the event by dressing your boat and entering the regatta or following the fleet as they compete.

Shore-side, the Regatta day is guaranteed to be a wonderful festival of fun. With live entertainment and an evening party it will be a must-do event to be noted in your racing and social calendar.

David Brown, Director:

The second key event of our 150 year celebration year will be our Gaffers Day. Historically this has been a signature event for our club and has attracted classic timber yachts from all over the country to participate. Our aim next year is to build on our rich history of this event with fun both on and off the water. The main event will be the spectacle of timber classic yachts racing on the harbour followed by sea shanties, stories, food, drinks and fun back at the club house. We will be encouraging people to dress in the appropriate historical attire and prizes will be given for best dressed. A ferry will be available to take spectators onto the harbour to watch the crews put their classics through their paces. It will be an event not to be missed with something for everyone.

Mark Pearse, Anniversary Committee:

A Publications Team has been established and is currently working on three projects.

We will be holding a temporary exhibition of historical images and photographs of Mosman Bay in the clubhouse.

We will be creating an anniversary poster, based on an artwork commissioned by a recognised marine artist and emblematic of the anniversary, this will be used for publicity within the club and also externally — at other sailing clubs, etc.

An Anniversary book will be produced and be for sale, It will feature many fantastic images and stories which celebrate our past and present history.

Ian Macintosh:

In preparation for our sesquicentenary a small band of members will soon begin interviews for an oral history collection to be included on the SASC website as a permanent record for present and future generations.

In coming months they will be approaching their fellow members to share memories of life at the Amateurs and reflect on the Club's storied history.

Past Commodores and directors, club champions, perennial volunteers, notable 'characters' and old salts are among those who'll be approached, with great yarns and tall tales (but true) squarely in the interviewers' sights.

If you also have a good SASC story to tell, or wish to nominate a fellow member who does, please alert us at relections.sasc@gmail.com or phone Ian Macintosh on 0408 820 133.



6 PAC A WINNER

Graham Turner reports on a successful journey north of the border

Representing the SASC, we took our Thompson 8 sports boat, *6 PAC* (A51) to the National Championships on Morton Bay in Queensland and came away with a win.

Onboard *6 PAC* were SASC members Graham Turner (skipper) and Julian Bethwaite (mainsheet and sailing master) along with Jack Gaggin, Angus Roxburgh, his son Ben, Alex Watson and Mat Rogers.

Unfortunately (or fortunately for us!) the regatta was decided over five heats before being called off due to COVID-19. We got a variety of conditions from near drifts to 15 knots so the racing was varied and closely fought. We managed to win by half a point!

The racing was conducted by Darling Point Sailing Squadron who did a fantastic job both on and off the water. It was great to have the local knowledge of Angus, Ben, Alex and Mat and also the skills of Jack who gets the spinnakers up and down without fuss in all weathers. Julian as always provided a steadying influence and his ability to get the best out of a new boat was incredible.

The boat is currently still in Brisbane pending pick up on our way to the Airlie Beach Race and Magnetic Island Race Week later in the year if lock downs permit.



Photo JulesMagic.com

6 PAC in action

NEW CHAIRMAN FOR AUSTRALIA DAY REGATTA

August 2021

Pandemics, world wars and economic recessions come and go but one thing, at least, remains the same. Every year since 1837 a regatta has been sailed on Sydney Harbour to recognise the founding of modern Australia. Various known as the Royal Anniversary Regatta, the Anniversary Regatta or the Australia Day Regatta the event is a regular feature of the Sydney and New South Wales sailing calendar on Australia Day every year.



The Australia Day Regatta is managed by a committee of dedicated sailors representing the principal Sydney clubs which support the Regatta each year and the other clubs throughout NSW which participate in the event that attracts some 600–700 entries a year. For the past six years, the Management Committee has been chaired by RSYS Past Commodore Malcolm Levy OAM who succeeded John Jeremy as Chairman in 2015. Malcolm retired from the position at this year's Annual General Meeting and SASC Past Commodore Bruce Dover was elected as his successor. Long-serving SASC members Andre van Stom and Charles Maclurcan have also retired. Peter Hemery OAM, Secretary of the Regatta Committee, stood aside after 31 years in the position and SASC Vice Commodore Peter Scott has been elected Secretary to succeed him. Long serving Fred Bevis continues as Treasurer and Matt Allen AM continues as President of the Regatta.

Bruce Dover has been elected Chairman of the Australia Day Regatta Management Committee

Another SASC member, Vanessa Dudley, has joined the Management Committee and Robert Dickson has also joined representing the RSYS.

Planning for the 2022 Regatta is in the early stages but another memorable event is expected to be held on 26 January 2022 maintaining the tradition of the longest continuously-conducted Regatta in the world.



Photo John Jeremy



State Library of NSW, Ray Olsen Collection

What more perfect accessory could a member of the SASC have in times of pandemic? This all-encompassing face mask would surely keep just about any bug at bay. Suitably adorned with the Club's logo and one size fits all, this must surely be the ideal early Christmas present from the SASC shop (aka the Office). The double-breasted pin-striped suit is optional.

Before you bombard the office with orders, we have to advise that this fine piece of personal attire actually dates from 1941 when it comprised an item of Fearnought protective equipment for the Royal Australian Navy. Breathing might have been a challenge in some conditions.

Fred Bevis reports on the impressive progress being made on the Club's sesquicentenary archive project.

The initial objective was to create and maintain a formal electronic database of the Club's history accessible on the SASC website, thereby making it available to all members. A project outline was circulated to the Board and some members in January 2021. It was cautiously received because of the perceived size of the project but received Board support.

I was warned by many that this would be a very big task. They were correct. It has taken much more time than I expected to extract the details of members, their boats and other relevant details from the Annual Reports. This data was first compiled in a preliminary Archive File.

Each of the Annual Reports had to be processed twice, starting with 1954, the oldest year for which the Club still has the report on file. The second processing, starting with 2021 backwards, was necessary to check details and establish the length of membership. Each of the 67 years takes about three and a half hours to process. I have spent a minimum of 470 manhours of my life on this task — so far! Fortunately, with the COVID-19 lockdown, this has provided a useful distraction.

For the 81 years from 1872 to 1953 it was possible to find some references to members and their boats in the first SASC book *The Amateurs*. It details all the founding members, the 1922 Jubilee list of members, and the boats on the Yacht Register. It also provides a list of all the Club's Office Holders for each year. Tony Saunders is confident that the State Library of New South Wales might hold some of the missing Annual Reports. This avenue will be pursued when COVID restrictions allow.

The National Library's online archive of Australian newspapers, at trove.nla.gov.au, provides a rich source of additional information about boats, race results and members. Its material reaches back well before the foundation of the SASC. It is a fascinating historical record and I would appreciate assistance from any members willing to research the site and extract relevant articles.

My strategic approach to this mammoth task has been to incrementally create various parts of the overall project and make those available to members progressively on the web. Early versions of the Archive File have been available for a few months. By the time you read this article an updated version should be on file. Also accessible on the website are the two SASC books and the newly created indexes to them. There are instructions via email on how to access these files.



SASC NEWS

Any resource of the kind we are creating relies on the accuracy of the information it contains.

I encourage all members to check their details in the Archive File and advise us of any errors or omissions. I am sure many anomalies exist. To help simplify that task, an email form is now in the Archive section of the website. The Archive File already contains nearly 4,000 records. It has had no external fact checking so will require continuing review and corrections.

Among the primary aspects we are keen for you to record and check are the details of any boats you have owned which are not on the list, their acquisition date, if you changed the boat's name, its past name and sail number. Also please advise us of any Sydney-Hobart, Lord Howe Island or Southport Race adventures — the year, boat name, whether you were skipper or crew.

The next steps to further enhance the Archive File are to provide cross-reference search access to past issues of the *SASC News* that carry articles about members and their boats, to write a specification for a relational database, to ask potential suppliers to quote on meeting that specification and to prepare a proposal for the Board to consider.

Finally, I must record my special thanks to Peter Hamilton who prepared the three indexes, John Jeremy who has worked out a process to fit the books on the web, and to Alice Murphy who managed the website to arrange the files in Archive sections. To all those members who have already provided details and corrections, my heartfelt thanks.

DEPARTMENT OF PUBLIC HEALTH, NEW SOUTH WALES.

Sydney, 17th. March 1903.

NOT TRANSFERABLE:

Permission is hereby given for the yacht named in the

margin to visit the beaches at Quarantine Station,

Yacht North Head, for three months from this date, subject to

"Coryphene" the station being out of quarantine.

This permission is also subject to satisfac-

Owner tory reports being received from the Superintendent of

Quarantine Station as to the behaviour of the crew; it

Mr. L.W. Robinson. may be withdrawn at any time; and it is to be produced

----- on demand.

C. N. King
Secretary.

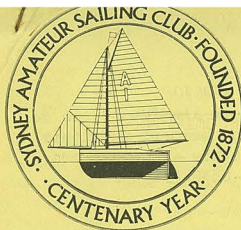
SASC Archives

Today the penguins have priority, but in 118 years ago the operational Quarantine Station meant that permission was needed to visit the beaches at Quarantine, as was granted to *Coryphene* in March 1903



SASC Archives

The four owners of the 24 footer *Coryphene* with guests ready for a day on the harbour in 1903



S.A.S.C.



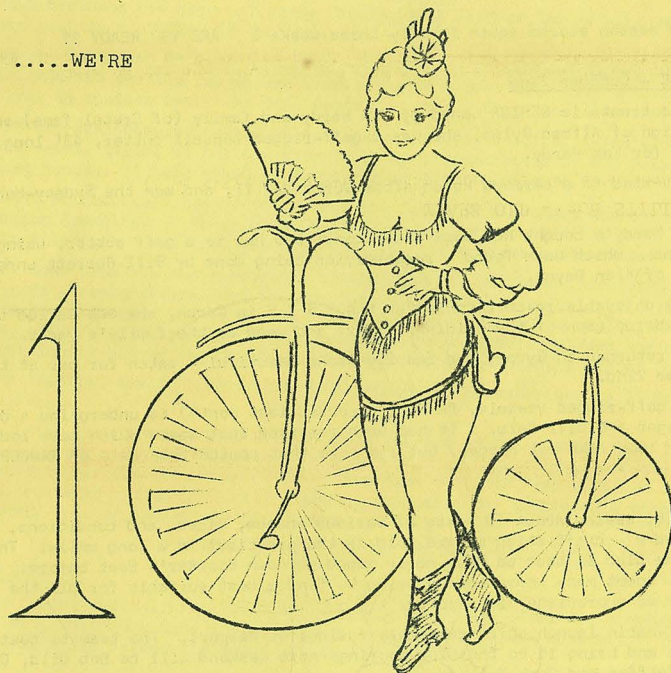
NEWS

SYDNEY AMATEUR SAILING CLUB
CLUBHOUSE AND BOATHED, GREEN STREET, CREMORNE
FOUNDED 1872

NEWSLETTER

5c PER COPY

.....WE'RE



YEARS OLD - and STILL IN VOGUE !

(mini skirts & lace-up boots; where have we seen those before?)

We've seen a century come and go, yet we're still young, progressive and vigorous.

Join us for our new-look Annual Ball - the Centenary Dinner Dance !

Saturday 26th August 1972

Wentworth Hotel

7.30pm for dinner at 8.00pm

Your hard-working Committee wants this to be a success, for YOUR sake - and success is enthusiastic attendance by you, the members...

ONLY TWO WEEKS TO GO

Dress: Black tie.

Ring now for reservations 90-1433

\$12.00 per double.

Your friends are most welcome

It is hoped that this Centenary Year will bring a new slant to the "News", so we hope you'll like the new format. We aim to bring more details of members and their boats, so please don't hold back information. If you have any story - however odd - just drop a line to the Club or ring your friendly Editor on 498-8348 (home).

RACING:

OFFSHORE DIVISION - see enclosed notice***

The season starts again in only three weeks ! ARE YOU READY ??

GAFF RIGGERS RACE - October 22nd

One of the entrants is NERIDA owned by Jim Hardy and family (of Gretel fame) and built to the design of Alfred Mylne, she was a gaff-rigged topsail cutter, 43' long, originally built for Tom Hardy.

She was converted to a bermuda ketch after World War II, and won the Sydney-Hobart race in 1950.

In 1971 the Hardy's bought her back and reconverted her to a gaff cutter, using the original plans - which were found - reconversion being done by Bill Barrett under the watchful eye of Alan Payne.

After a very enjoyable re-christening at the R S Y S in March, she was sailed to Melbourne by Tom Hardy (son of the original owner) and used as the family's yacht.

She has now returned to Sydney and really looks beautiful - watch for her at the Regatta on October 22nd.

Speaking of gaff-rigged vessels, RANGER (reported last month) is undergoing a complete refit by Roger and Bill Gale. It has been reported that boats which have red lead topsides can look like oil barges, but I'm sure that couldn't be said of RANGER!

STARTER'S BOAT:

At last, after seeing about 50 boats of various shapes, sizes and conditions, the Club has purchased a craft which we are told is the prettiest in a long while. This is a first for the Club in that we have never owned our own Starter's Boat before. Stephen Lloyd has spent many hours endeavouring to find a boat suitable for all the Committee, and we do appreciate his efforts.

It is a half-cabin launch which currently resides at Newport. The team to test its seaworthiness and bring it to the Club moorings next weekend will be Bob Wild, Don Skinner, Harry Pfeiffer and Jack Millard. -----

It seems some of the Club members lead a very idyllic life cruising in Northern waters. Ern Merrington in THURLOO, the Maynard family in VIKING and other boats including MONSOON were at the Mooloolaba Yacht Club recently on an enforced stay due to bad weather. Now the boats are on their way home with Ern's wife and family aboard for the return voyage. MONSOON is coming home via Fiji and New Zealand. All the boats are due back in Sydney about the end of August.

We welcome to the Club James Merrington - another third generation of the family to be admitted to the Amateurs, along with David R Merrington, son of Ern.

A M Merrington joined the Club about 1926 and raced WANDERER until World War II, carrying sail No. A38 which is still on EVENTIDE today. He had EVENTIDE built by Jim Perry at The Spit, and Bill took her over in 1958.

Jim is doing 1st year Engineering at Sydney University.

SHONA is back with the Club once again, in recent years having been owned first by Brian Hodge (now overseas), then by Graham Vickery (now overseas) and now by Alan Oxford, a new member brought into the Club by Peter Fletcher.

Publication of a regular Club newsletter began in 1966. Despite the passage of time, many things stay the same — for example: does anyone know where so-and-so's spinnaker pole is?

A SAILING REVIVAL?

by
John Jeremy

Most of the world's cargoes are carried by ship, and many thousands of the over 90,000 commercial ships in service today are at sea at any one time. Most are powered by diesel engines and contribute considerably to the world's greenhouse gas emissions and pollution by exhaust gasses like nitrous oxides. This problem is being tackled in the short term by the phasing out of heavy fuel oils and the installation of exhaust gas scrubbing systems like selective catalytic reduction (owners of modern diesel cars will be familiar with diesel exhaust fluid or AdBlue).

Liquefied Natural gas (LNG) is being used more frequently for powering ships and longer-term solutions include the introduction of new fuels like hydrogen and ammonia. Existing technologies can be adapted to use hydrogen or ammonia and major marine diesel engine manufacturers are working on new engines to use these fuels, either by themselves or in conjunction with LNG.

Hydrogen can be produced using water as a feed stock and renewable energy from solar or wind sources (known as green hydrogen) which can either be shipped or used as a fuel directly or as ammonia.

The introduction of these new fuels presents considerable opportunities for Australia. For example, the Western Green Energy Hub is a mega-scale renewable energy project located in Western Australia covering 15,000 km² across the Goldfields-Esperance region in the state's south-east. Once completed and producing wind and solar power by about 2030, it will be the largest such energy hub in the world and will generate 50 GW of renewable energy to create millions of tonnes of green hydrogen and ammonia for international export.

The MOL concept
of triangular sails
on cranes for wind
assistance

Hydrogen is already being used as a marine fuel by generating electricity using fuel cells. Recently the cruise division of the Switzerland-based



MSC Group, the Italian shipbuilder Fincantieri and the energy company Snam signed a MOU to develop the design of the world's first hydrogen-powered cruise ship.

The International Maritime Organisation (IMO) has set 2050 Greenhouse Gas emission goals which will drive developments rapidly in the coming decade. Meanwhile, some shipping companies are adopting very well-proven technology to make use of a free resource, wind, to help reduce greenhouse gas emissions. Sail power is making a come-back for commercial shipping.

The Japanese shipping group Mitsui O.S.K Lines (MOL) is working with others to develop triangular sails which can be mounted on ship's cargo cranes to give a propulsion boost. MOL sees opportunities for sails to be installed on a wide range of ships like bulk carriers, wood-chip carriers and multi-purpose vessels. They are also working on other projects including telescoping hard sails and wind-propulsion combined with hydrogen power.

The Scandinavian-based shipping company Wallenius Wilhelmsen has plans for a wind-powered pure car and truck carrier for completion as soon as 2025. The 220 m long vessel will have the capacity to carry 7,000 vehicles at speeds of 10–12 knots. Another Scandinavian company, Yara Marine Technologies, has combined with a British company, BAR Technologies, to offer commercial-scale wind-assisted propulsion technology, known as BARTech Wind Wings, which can be installed to reduce fuel consumption and carbon emissions. The first commercial installation has already begun on a ship for delivery in 2022. BAR Technologies is a spin-off from the British America's Cup racing team, BAR, founded by Olympian Ben Ainslie in 2016.

The proposed Wallenius Wilhelmsen car and truck carrier





BARTech Wind Wings

Approved in principle — a wind-assisted container ship. The sails retract for working cargo

Recently the French classification society Bureau Veritas approved in principle the design of a wind-assisted container ship. The design, named *Trade Winds 2500*, is for a LNG-powered ship equipped with six wingsails to achieve a CO₂ emission reductions of as much 35% compared to a conventionally-powered ship based on a typical transatlantic route of 4,000 nautical miles.

With an overall length of 197 m and a breadth of 32 m, the vessel will have a deadweight of 32,500 t and capacity for 2,500 twenty-foot-equivalent containers. Although the size makes the design suitable for short sea shipping operations or feeder services in Europe, Central





Neoline's sail-powered cargo ship

America, Caribbean Islands and China, the ship could also operate also on transatlantic routes. The basic design has hybrid propulsion with the wing sails and LNG-powered 4-stroke generators providing electricity for podded propulsors. The ships will have a conversion upgrade option to use hydrogen or ammonia as a fuel.

Meanwhile, the France-based shipping company Neoline is pressing on with plans for a sail-powered cargo ship. In June the company signed a Letter of Intent for the construction of its first ship with Neopolia Mobility based in Loire, France, following an international tender with about ten competing shipyards.

Neoline has plans for two ships which will operate between St-Nazaire, Halifax, Saint Pierre and Miquelon, and Baltimore on the US east coast. The first vessel, a 136 m ship with capacity for 500 cars and 280 containers is planned for completion in the first half of 2024. With 4,200 m² of sail area and engine assistance, Neoline believes the vessels can achieve a speed of at least 11 knots to keep a biweekly service schedule. The tyre manufacturer Michelin has agreed to ship a portion of its tyres using Neoline's vessels.

Even Flettner rotors are making a comeback. Flettner rotors use a spinning cylinder to convert the force of the wind into thrust to help propel the ship by tapping the forces of the Magnus effect, a commonly observed effect in which a spinning ball, or cylinder in this case, curves away from its principal path. The concept of Flettner sail rotors was first demonstrated on ships in the 1920s. Today one of the most well-known uses of Flettner rotors is on *E-Ship 1*, which has been in service



E-Ship 1

since 2010 for Enercon transporting wind energy converters. Enercon claims that, depending on weather conditions, the rotors have helped the vessel achieve fuel savings of up to 15%.

Of course, sail-powered cruise ships have been around for a while. Sea Cloud cruises has recently taken delivery of their latest ship, *Sea Cloud Spirit*, a 138 metre-long ship which can accommodate up to 136 passengers. She is a three-masted fully-rigged ship with a sail area around 4,100 m² and is also equipped with two diesel-electric drives with a capacity of 1700 kW each.

While sail power might not become dominant again on the world's oceans, it appears likely to play a part. Perhaps someone might decide to carry grain from Australia to Europe in sail-powered bulk carriers. They could even have a race — or has that been thought of before?

Sea Cloud Spirit



WHAT SHIP IS THAT?

August 2021

During lockdown, David Salter has been providing a group of members with a daily nautical challenge — what is this vessel, where is this photo taken? It has been a very welcome part of the lucky members' days. Recently, David circulated a photograph of a sailing ship which was aground on a beach and clearly in a spot of bother.



The location was quickly recognised — Manly Beach, but the ship took a little longer to identify. It was the French barque *Vincennes* and the date was May 1906. The *Daily Telegraph* of Friday 25 May 1906 reported on the ship's 'perilous position' as follows:

What ship is that?

"The quiet little village of Manly was thrown into a state of excitement last night by the news that the French barque *Vincennes* — a vessel of 1740 tons — was ashore on the Ocean Beach. It was blowing a gale from the eastward at the time, and the seas, lashed into a fury by the fierce rain squalls, were breaking with a deafening roar on the cliffs in the vicinity and all along the circle of beach.

"It was shortly after 10 o'clock when the vessel was first sighted. She was then in a bad way, being buffeted about in an alarming manner by the seas.

"A resident of Manly was among the first to sight the vessel, and he immediately telephoned to the police, who in turn sent word to the pilot

steamer at the Heads for the lifeboat. The Manly police were quickly on the scene, and they found the barque badly ashore in the breakers, with three red lights hoisted in her rigging — a signal for immediate assistance.

“The news of the position of the vessel quickly spread, and soon a big crowd had collected on the beach. During a lull in the squalls the vessel could be plainly made out, about 100 yards from the shore. She appeared to be broadside on to the beach, and the heavy seas were breaking over her, the whole length of the hull being one mass of foam.

“Her position appeared extremely critical, and the worst fears were entertained for the crew. For an hour or so after the vessel struck the gale continued with unabated violence, and during the squalls the stranded vessel was completely obscured.

“Suddenly the lights of a steamer, which proved to be the pilot boat *Captain Cook*, appeared on the scene. She had been ordered out with the lifeboat to render assistance, and had a perilous trip round North Head for the beach. Captain Chudleigh, the master of the pilot boat, has a thorough knowledge of the coast line in the vicinity, and he skilfully manoeuvred his little craft close in to render any help.

“Meanwhile, however, the crew of the barque, taking advantage of a brief respite in the storm, had lowered a boat and four men scrambled into the frail craft, and made for the shore. The boat was tossed about like a cork in the breakers, but, fortunately, managed to weather through them, and willing hands rushed out and soon had the men safely on the beach.

Vincennes ashore
on Manly Beach

Photo Australian National Maritime Museum



“The occupants of the boat proved to be four sailors, all Frenchmen. They were in a more or less exhausted condition, but quickly recovered, and told the story of the disaster.

“The *Vincennes*, they stated, had arrived in the vicinity of the Heads in the afternoon. She had come from Yokohama, in ballast, for orders. The captain made signals for a pilot, but owing to the thick weather they were not seen from the lookout station. The weather was very dirty at the time, and all efforts to obtain an offing were unavailing. The barque, being in ballast trim, appeared like a balloon on the water, and she made leeway at an alarming rate. The captain, finding the vessel getting close in, attempted to make the Heads, but she by some means or other missed the entrance, and ran ashore at Manly, where she now lies on a sandy bottom.

The first intimation that the vessel was in distress was sent by Mr. M. G. Rosenthal, of Ocean Beach, Manly, whose house is only about 50 yards south of the point where the barque lies. Mr. Rosenthal had been to a concert, and on returning to his home shortly before 10 o’clock, noticed a strange light remarkably close to the beach, and on investigating made the discovery.

“After seeing these lights, Mr. Rosenthal notices three red lights and a blue ‘flareup’ and then it was that he communicated with the police.

“The three members of the crew who came ashore were Murel, Dinaux and Roguenun.”

Vincennes was refloated in early June 1906.



Photo John Jeremy

Visiting Sydney over the weekend of 2-4 July prior to taking part in the Talisman Sabre exercise with the ADF, the Japan Maritime Self-Defense Force destroyer JS *Makinami*, Republic of Korea Navy destroyer ROKS *Wang Geon* and United States Navy destroyer USS *Rafael Peralta* were the first ships to berth alongside the new wharf at Garden Island

GOOD ADVICE FOR A NEW HAND

This advice was written for a young ship's officer joining a new ship, but it is universal for those who go to sea in ships of all kinds, including our yachts. Make a few changes and the advice could be applicable to your crew or, for that matter, life in general.

- Find a great mentor aboard your ship, and if you can't, find a new ship.
- Your intelligence does not increase when you are promoted.
- Spend more time in the engine room.
- Forget everything you learned on your last ship.
- Remember everything your last ship taught you.
- Never miss a sunrise or sunset.
- Carry a pen, paper, and extra flashlight everywhere.
- If you say you will do something, write it down, and cross it off when finished.
- Report any screw-up but stay silent when you are exceptionally proud of your work.
- Relish the fresh air, fresh breath, and fresh ideas you find at sea.
- Make your own bed every morning
- Only gossip while knitting.
- Make the Chief Mate and First Engineer's job easier.
- Know thy job, thy ship, and thyself.
- The Captain is not your best friend or worst enemy. *Sleep* is!
- Ask more questions.
- Listen harder.
- Always sail toward your waypoint even when you make no way.
- Keep your chronometer wound, your sextant corrected, and the magnetic compass tuned because you *might* never need them.
- Call the Captain more often than necessary because the good ones will appreciate it and the bad ones will be annoyed.
- Curiosity is the cure for boredom.
- The three things most likely to end your career are ignoring the COLREGS, ignoring the Captain's orders, and ignoring the warning signs that you are about to marry the wrong person.
- The last bullet point is in reverse order of importance.
- Before telling a sea-story, ask yourself three questions:
 - Is it a great story?
 - Are you sure?
 - Really??
- Go find better sea stories.

- When underway do not hit anything, anytime, for any reason.
- Ears, Eyes and ECDIS in that order.
- Prudence takes practice.
- Make the coffee twice as strong and twice as often as necessary.
- In heavy traffic, if time slows down you are ahead, if time speeds up, you are falling behind.
- Always smile when the weather is good.
- The VHF is a tool, not a solution.
- Your purpose is no less important when you are sick or tired or just plain bored.
- Your margin of error is always six inches... measured between the ears.
- Watchstanding is simple until you make it complicated.
- Never sit down when your eyelids get heavy.
- “By all available means” includes *all* six of your senses.
- Pay attention to what is most important.
- Never let your draft exceed your depth...even when you are ashore.
- Always be learning.
- When nothing is going right consider going left.
- Learning is defined as increasing your mental capacity to take effective action.
- Judgment is key. Without judgment, data means nothing.
- Yes, sometimes you can smell danger.
- Observe, Orient, Decide, Act — rinse, lather and repeat.
- Don’t forget to admire the scenery.
- Arrive early and request late check out both on watch and at hotels.
- Find time to stand a watch in the engine room.
- Speed and time are relative to the situation but your ability to stay calm and focused is not.
- Never hit a ship, the shore, a shipmate or the bottle — observe brief moments of silence so you may hear what your brain is trying to tell you.
- Spend time playing in heavy traffic on small boats.
- Respect your watchmates’ pet peeves. Especially the stupid ones.
- The COLREGS are your bible. Read a chapter every Sunday and a short passage before your evening prayer.

With thanks to John Konrad
gCaptain.com





Photo Australian National Maritime Museum

Walter Rayment's *Snowdrop* sailing on Sydney Harbour in the 1930s. Walter Joined the SASC in October 1907 and was an active member of the Club until his death in 1959 at the age of 86. Walter was Honorary Treasurer from 1928 to 1953 and was also the Club's starter for three seasons in 1951–52. He had been made an Honorary Life Member in 1937.

Walter Rayment acquired *Snowdrop* in 1921, a 20-foot long open boat which had been built of Huon pine on the roof of the School of Arts in Pitt Street, Sydney, by her first owner, Oscar McKay

NEW MEMBERS

August 2021

We welcome the following new members:

Maria Jose Cabre Caceres
Jordan Carroll
Kerry-Anne James
Dennis O'Donohue
Warren Smith

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.

SASC SHOP

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$41.00
Racing 'A' flag (new stock)	\$27.00
Racing 'A' flag (old stock)	\$20.50
Club Tie	\$25.00
Club Cap	\$20.00
Club Wide Brimmed Hat	\$30.00
Polo Shirt – Short Sleeve	\$40.00
Polo Shirt – Long Sleeve	\$45.00
Rugby Top	\$55.00
SASC Water Bottle	\$15.00

NEWSLETTER DEADLINE

The next *SASC News* will be the October 2021 edition. Contributions from members, which are always welcome, should reach the editor by Friday 1 October 2021. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Conditions were perfect for the first race of the 2021 Winter Series. Unfortunately, it turned out to be the only one
(Photo John Jeremy)

