



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2022

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Boatshed	(02) 9909 2185
Racing	(02) 9953 6597
Email: Office and enquiries	office@sasc.com.au
Racing	racing@sasc.com.au

Commodore	Sean Kelly
Vice Commodore	Peter Scott
Rear Commodore	Chris Manion
Captain	Alice Murphy
Honorary Treasurer	John Brennan
Honorary Secretary	Leone Lorrimer
Executive Secretary	Karen Ewels
Finance Manager	Sophie Tong
Racing Secretary	David Pryke

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Mister Christian
feeling the pressure at the finish during a winter race
(Photo Geraldine Wilkes)

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Editor: John Jeremy

email: news@sasc.com.au

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COMING EVENTS

August 2022

THURSDAY 18 AUGUST 2022

First compulsory skippers briefing (by Zoom)

TUESDAY 23 AUGUST 2022

Second compulsory skippers briefing (at the Club)

SATURDAY 3 SEPTEMBER 2022

Lion Island Race

SATURDAY 10 SEPTEMBER 2022

150th Anniversary Regatta and Open Day

SATURDAY 17 SEPTEMBER 2022

First Spring Pointscore race

SUNDAY 18 SEPTEMBER 2022

First pointscore race for Sunday Non-spinnaker Divisions

SATURDAY 24 SEPTEMBER 2022

Pointscore races for Super 30s, Classic Division and Mixed Fleet Division. Windward/leeward races for Super 30s with MHYC

SUNDAY 25 SEPTEMBER 2022

Ranger/Couta and Folkboat Sprints

SATURDAY 1 OCTOBER 2022

Idle Hour Race

FRIDAY 7 OCTOBER 2022

First Friday Twilight race — early start at 5.30 pm

SATURDAY 8 OCTOBER 2022

Pointscore race for Super 30s, Classic Division, Cruiser/Racer Division and Cavalier 28s. Lady helm race for Cruiser /Racer Division

SUNDAY 9 OCTOBER 2022

Pointscore race for Sunday Non-spinnaker Divisions

SATURDAY 15 OCTOBER 2022

Pointscore race for Classic and Mixed Fleet Divisions. Muriel Trophy race

SUNDAY 16 OCTOBER 2022

Gaffers Day

FRIDAY 21 OCTOBER 2022

Second Friday twilight race — early start at 5.30 pm

NEED THE TENDER?

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



SIGNALS FROM THE COMMODORE

What does an evil Commodore do when news arrives that the head of a major airline has moved in across the bay? Write to another airline to determine what it might be worth to fly a few flags at the SASC during our celebrations. Negotiations are ongoing.

At last, the business end of this anniversary year approaches. As we may have mentioned, we are hosting a dinner at the clubhouse on Friday 9 September and a Fair and Regatta on Saturday 10 September. Initially the Fair and Regatta were planned for February of this year however COVID-19 intervened. We are aware, of course, that the world is not virus free but at this stage most of the contingency issues surround the weather.

“My husband and I have decided that we don’t want to have children, we are telling them tonight”, or so confessed an anonymous mother through an online forum. The Fair and Regatta is envisaged as a day where families and local residents are welcomed at the Club provided that the former touch nothing and the later don’t complain about the parking.

Not long after the Fair and Regatta we will host another Gaffer’s Day, this event is scheduled for Sunday 16 October 2022. As with the September events, much organisation is involved. Gaffers Day attracts vessels and crowds from far and wide; it is a fun day but a lot of work.

Please consider volunteering to assist during the events or with some of the works at the Club planned over the next few weeks. An hour or two of your labour on the event days or during the build-up makes a huge difference.

Congratulations to member Sean Langman and the crew of *Moneyppenny* following their victory on IRC in the recent Sydney to Gold Coast Race and to members Ron Forster and Phil Damp and the crew of *Ariel* who came in fourth on ORCi.

The Club’s racing program for the upcoming season has now been released and the Racing Office looks forward to considering your entry applications. Members are also reminded that we currently have good stock of 150th Anniversary merchandise but it is selling quickly.

Sean Kelly

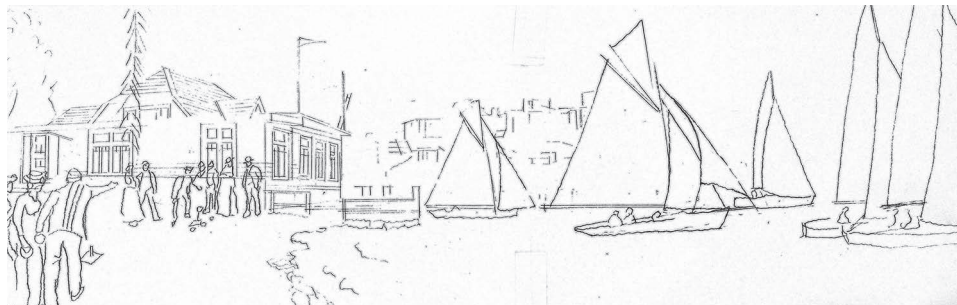




SASC Archives

It's not entirely clear what these two sailors are doing in the rigging as they prepare to set sail from Mosman Bay on Gaffers Day, 22 October 1972

ROLL UP FOR THE ANNIVERSARY FAIR



Roll up, roll up, roll up for the Anniversary Fair!

Experience a once in a lifetime opportunity at the SASC — get in the spirit of 1872 and celebrate 150 years of our Club — the Amateurs.

This is a race like no other. It's not just about speed; it's about decorating your boat and dressing up in costumes to celebrate the era of your boat. Start now. Get down to the garage and pull out the bunting — get it washed and ironed.

Get your boat crew into the spirit and dress up, dress up, dress up. There'll be prizes for the best costume, and the best dressed boat.

It's not just a race about speed, it's about how you look and how you celebrate.

To get into the mood, turn up early at 10 am on Saturday 10 September and strut your stuff around the lawn and the pontoon.

Bring your family and friends. Snag one of our famous egg and bacon rolls.

Race some more boats on land and splat-the-rat. Solve the flag game and learn some new phrases.

Instagram your photograph in a head-in-the-hole board aboard the *Captain Amora* replica.

Don't be shy about the fake beards, moustaches, wigs and hats. Get into the era. The more colourful and more synchronised your crew costumes the better.

And bring your props along. Breeches, waistcoats, long skirts and hats, hats, hats — summer hats, boaters, naval caps — anything's the go.

Get out the old Amateurs books — have a look at the pictures — get inspired and dress up, dress up, dress up.

Roll up, roll up, roll up!



GAFFERS DAY 2022



RANA Launched 1913 Lavender Bay Designer A C Barber Built for Dick Down Timber Kauri
Builder Holmes Lavender Bay Custodian Peter Langman LOD 32' 6" LWL 27' 0" Beam 9' 0" Draft 6' 0"

A RALLY for CLASSIC YACHTS

Sunday 16 October - Sydney Harbour - Australia

SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872 Tel 02 99 53 1433 office@sasc.com.au sasc.com.au



Photos John Jeremy
The laden trophy table for the prizegiving at the Club on Saturday 25 June 2022



Photo Leone Lorrimer
The weather was perfect for the customary firing of the Les Ardouin Trophy to start the proceedings







Congratulations to all the prizewinners!





Lunch on the wharf with, no doubt, many tall stories

THE BERYL DIBBEN TROPHY

The Beryl Dibben Trophy is awarded to the winner of the Cruiser Racer Lady Helm race. The Race could not be held last season due to COVID-19 restrictions.

However, over the Queens Birthday long weekend, the Royal Melbourne Yacht Squadron held the 30th Australian Women's Keelboat Regatta — 24 crews from Victoria, New South Wales, South Australia, Northern Territory, Tasmania and Queensland entered. Many of the boats were provided by owners from Victorian yacht clubs.

The Regatta consists of three days of racing including windward/leeward and passage races. The weather was freezing and the winds were gusting up to 25 knots with choppy conditions on Port Philip Bay

Anyone who travels to Melbourne in winter to compete in a regatta deserves to be recognised — but travelling to Melbourne is not enough to be awarded a trophy at the Amateurs!

Racing on *XTREME*, Tracy Richardson competed in this event for the first time with great success. She skippered a borrowed yacht and won PHS Division 1, ORC Division 1 and was placed second in AMS Division 1!

Tracy is a new member to the Amateurs. She owns *Artemis*, an Adams 10, and races in our twilights during spring and summer. Tracy also races *Artemis* with the MHYC and was successful in the Sydney Harbour Regatta this year, but I believe that the twilight racing is the secret to her success at the AWKR in Melbourne.

Well done Tracy and congratulations!

Alice Murphy

David Salter recently interviewed club legend Trevor Cosh for the 'Reflections' sesquicentenary oral history project. In this extract Trevor remembers the background to his early life at sea.

DS: Trevor, seafaring goes a fair way back in your family. Can you sketch out some of that history for us?

TK: My grandfather owned some of the ketches, or a share of the ketches, in South Australia. I spent a lot of time with him on one in particular, a ketch called the *Wellington*, a little 80-foot thing that used to carry a thousand bags of barley. It was engaged in running across from Adelaide to the ports along the Yorke Peninsula.

I did my first trip away – if you could call it that – on the *Wellington* when I was five years old. My dad had taken the ketch across from Adelaide to Port Vincent with all the Heavyweight Sharpies and 14 footers to an Easter regatta in Port Vincent. I desperately wanted to go but was not allowed to. You can imagine, the Old Man, the last thing he wanted was a five-year-old kid hanging around. But my grandfather took me over in the car on the Sunday so I did the trip back on the ketch.

DS: Describe those boats to me. You just call them a “ketch”. They were really quite special.

TK: The nearest I can tell you is they were something like the *One and All* that they built over there a few years ago. She was about 80 feet long, built in Devonport in Tasmania in 1878. Beautiful lines. Used to sail pretty well although she was pretty stripped down when I remember it. Just had a little deckhouse aft, captain's cabin with a table you could squeeze four people onto. When I was on it she had a wheelhouse built behind the cabin with a bit of shelter for the skipper. But that only came in 1955 or '60 or something.

DS: So you got your first real seafaring experiences on those boats?

TK: I did. I did trips on them right through my schooling time. On

Trevor trimming on *EZ Street* heading North on another offshore adventure



Photo David Salter



Photo State Library of South Australia

The sturdy Adelaide-based trading ketches served the grain farmers of the Yorke Peninsula

school holidays I was always itching to get away. After my grandfather retired he worked as a deckhand. In those days the trucks were just taking over from the ketches. The road had been sealed over to Yorke Peninsula and the ketch trade was dropping off dramatically.

There used to be 150 ketches in Port Adelaide and by the early '60s that was probably down to 30 or something like that. To keep the costs down there was just the skipper and my grandfather. The skipper was 60 years old. He used to carry a thousand bags of barley in a day on his back and stow them in the hold with the last bits on the deck stacked on the hatch-cover, and cover them up with a tarp.

DS: Do you think you got some of your work ethic from that?

TK: Oh yes. There's no question about that. Particularly from my grandfather, who worked hard all his life. He was a marine engineer in his younger days. He did all the maintenance on the boats that they owned or had a majority share in. He did all the engine maintenance and that sort of thing on them. I spent a lot of time with him — watched how he worked and what he did. He never spent a penny if he didn't have to. He scrounged almost everything from all over the place and I, of course, picked that up! [Laughs]

DS: So that was your introduction to being 'on the tools'.

TK: Yes it was, and to sailing I suppose. I loved being on the boats. Once I was old enough I started sailing on the Holdfast Trainers — very

much like a Manly Junior except they didn't have spinnaker. I sailed for a year in a Heron, which was not the most exhilarating sailing. After a year of that I'd had enough. I sailed in the Cadet Dinghies on and off for a little while and then went on, ultimately, to the Flying Dutchman before I went away to sea when I was 21.

DS: Most of your working life has been as a marine engineer. How did you get into that?

TK: It's in the family. My grandfather was a marine engineer. In the First World War he was torpedoed in the North Atlantic. My father was a marine engineer. He went away to sea in 1942 and came ashore in 1952. So it was in the blood, I suppose. The looking after the engines and other bits and pieces on the ketches — it was all part of that engineering background.

I served my apprenticeship as a fitter and turner in a very good workshop in Port Adelaide. It had about 400 people in it and we did a fair bit of marine maintenance so I got a little bit of experience working on big engines and things like that. But I'd wanted to go to sea since, well, since I can remember.

DS: You would have had to leave school to take up the trade.

TK: Yes, I left school at 16.

DS: Didn't enjoy school?

TK: Hated it, and was absolutely terrible at it. My father had scrimped and saved to send me to King's College and it was a complete and utter waste of money. I was out of my depth with kids that had plenty of family money, and we had none. I just couldn't see the point of what I was doing at school. Once I started my apprenticeship and went to trade school much of the stuff we were doing, and the theory side of it, was what I'd been doing at school when I didn't have any idea of what the hell it was about. But at trade school it suddenly all made sense. Totally different kettle of fish.

DS: You committed yourself to going to sea just at the time in most people's lives when they're putting together a family, trying to make a home for themselves. Pretty tough on the rest of the family.

TK: I got very short notice to go to sea. In fact I hadn't quite finished my apprenticeship. I was on holidays — about a month before I came out of my time — but I'd been writing to all the shipping companies, particularly in England. I didn't want to sail on the Australian coast. I wanted to go overseas.

I got a telegram saying 'We want you to join a ship in Port Pirie tomorrow'. Now, I'm a month from the end of my apprenticeship. I can't go until I've got my indentures signed off and all the rest of it. That was the busiest 12 hours I've ever been through in my life.

I was actually in the pub with a whole lot of other mates at lunchtime when my mother rang the hotel and said this telegram had arrived. I went to the boss at work, explained the situation and they looked back and said, 'Oh yes, you've done more than your five years because you've done all these weekends and been away all these other times, all the overtime, more than the five years of your apprenticeship, so we'll sign it off', which they did.

But you then had to have the Apprenticeship Commission sign off on it. This is where my Dad came into it. He was the Chief Inspector for the Department of Labour and Industry at that stage and the Apprenticeship Commission had an office in their building. Somehow or other he managed to get four members of the Commission together — which is what you needed — to sign my indentures off that afternoon.

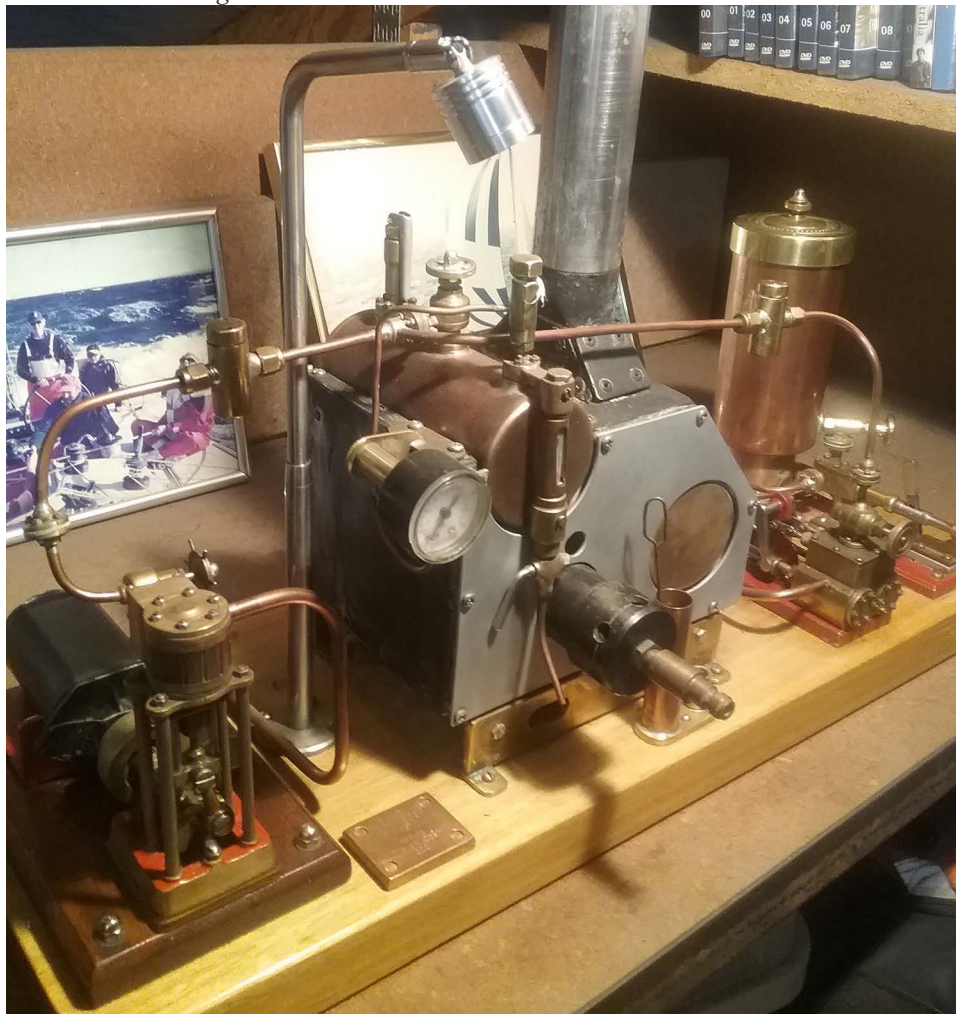
So by 2 o'clock in the afternoon I'm still in town, in my jeans and T-shirt. I then had to get all my injections. Fortunately, the Largs Sailing Club commodore was also the British Merchant Navy doctor so it was arranged that he would give me my whole series of injections in one afternoon, which he did. Smallpox and cholera and yellow fever and everything under the sun — bunged all in one hit. Six o'clock the next morning I was on the train to Port Pirie. I came home three years later. [Laughs]

Trevor in marine engineer mode attending to the *Nancy's* engine

Photos David Salter



We all know of Trevor Cosh's tremendous work on any machinery in need of TLC, but most will not know of his interest in machinery on a model scale. Denis Williams recently visited his home workshop and photographed some of the wonders he found there. Trevor has provided the stories to go with them.



Engine 1 is a single cylinder double-acting vertical steam engine typical of small generator, fan and pump engines on ships and in small workshops driving overhead line shafting for the workshop machinery up until about 1950. This engine drives a 12 volt generator which puts the light on above the engine.

Engine 1

The engine was built from castings and a blue print donated by my son's

metal work teacher. The boiler is a “D” style water-tube boiler fired by an LPG burner running at about 60 psi. The machine on the right is a Worthington boiler feed pump used to pump water into the boiler. All parts were built by Keith Cosh about 1980 but remounted and upgraded by Trevor Cosh in 2020.



Engine 2

Engine 2 is a single cylinder horizontal mill engine typical of the engines driving flour mills, large machine shops and other factories through the late 1800s to 1960s and still working in some developing countries.

The engine is driving a generator salvaged from an old 1920s telephone. The engine was built from stock materials to drawings by O. B. Bolton drawn in 1955.

The boiler is a model of a single furnace marine scotch fire-tube boiler. It is built from 6 inch copper pipe with a 2 inch diameter copper furnace and $\frac{3}{4}$ inch return fire tubes. The combustion chamber is formed from $\frac{3}{16}$ inch copper plate and flat surfaces are supported by $\frac{1}{4}$ inch solid copper stays. The boiler was hydrostatically tested to 160 psi but runs at 80 psi. It is fired by an LPG burner. The boiler feed pump is driven off the engine crankshaft by its own eccentric sheave.

The engine and boiler took about two years, part time, to build — mostly during 2020–22.

The boiler was designed by Keith Cosh to the small copper boiler code. The fittings were designed by Trevor Cosh and all built by Trevor Cosh. The mounting board is hardwood salvaged from the SASC deck

There are more, but we will save those for another time.

BILL GALE SUNDAY LUNCHES LAUNCHED

August 2022



(Photo Philip Bendeich)

SASC Water Women launched the Bill Gale Sunday Lunch in May and there have been three luncheons so far, each one with a completely different cast of guests!

Inspired by Bill Gale's Long Ladies Lunches which he held about once a month, these lunches are smaller gatherings (up to 12 people) where the aim is to encourage a sense of community and make everyone at the Club feel connected and supported. They are also a lot of fun!

We hope that everyone will eventually get an invitation on a round-robin basis. Ideally each lunch will have a mix of both competitive and social sailors, new Club members and older ones, Board members and volunteers. We may also engage in some practical discussions on sailing, boat-fixing, knots, doing up your boat, sailing skills etc.!

Initially (following Bill's lead) there will be more women than blokes because we do want to encourage the SASC women

Each guest will be assigned to bring a designated plate (it won't be complicated) and to help with the setup and packing away.

The first Bill Gale Luncheon, from the front, anti-clockwise: Margaret Flockhart, Tish Van der Walt, Letitia, Ailie McMurdo, Sarah Scott, Kathryn Evans, Sean Kelly, Ines Benavente Molina



Photo by Shue Zhang

The third Bill Gale Luncheon, from the front, anti-clockwise: Fleur Winten, Robyn Reynolds, Louise McCaulley, Peter Scott, Chris Manion, Amanda Tompson, Ines Benavente Molina, Berengere Poncheaux, Sarah Scott.

If you would like to come to one of these lunches please RSVP by email to Sarah Scott at scottssarah65@gmail.com and Ines Benavente Molina at ines.benavente@me.com.



Photo John Jeremy

The view of which we never tire — Mosman Bay on a winter's afternoon

Love them or not a diesel engine in a yacht is often under appreciated. Servicing the engine every 100 hours or each year, whichever comes first, can be a bit tedious even though we certainly need them to get on and off our mooring and also to manoeuvre when the wind is unfavourable.

Does the engine's power actually matter? The primary purpose of an engine is to power the propeller, via a rotating drive shaft, to create a linear thrust force that will push a yacht through the water. The propeller generates this thrust by accelerating a large mass of water from a lower velocity in front of the propeller disc, roughly the speed of the boat, to a higher velocity behind the propeller disc. The water which flows over the propeller blade creates a pressure difference across the blade which in turn creates a lifting or thrust force that propels the yacht.

The propeller blade itself is a sophisticated whirling foil. At a constant propeller rotation and boat speed, the relative velocity of the water varies with the distance along the blade from the propeller's centre of rotation. In an effort to provide an ideal angle of attack for this varying velocity along the entire blade, the blade has a twist in it which varies the pitch angle of the blade. For example a 381 mm diameter propeller at 3600 rpm (the number of full rotations of a propeller in one minute) has a constant angular velocity of 377 radians per second (i.e. $3600 \text{ rpm} / 60 \text{ seconds} \times 2\pi \text{ radians}$) for the entire blade. However, the propeller linear velocity varies along the blade and at say 100 mm from its centre is 38 m/s (i.e. $377 \text{ rad/sec} \times 0.1 \text{ m}$) and at the tip of the propeller the blade velocity is travelling at 72 m/s (i.e. $377 \text{ rad/sec} \times 0.191 \text{ m}$), almost twice as fast.

The propeller diameter is a crucial feature in determining the amount of power that a propeller can deliver and it dictates the amount of thrust force available for propulsion. Many yachts have folding propeller blades to minimise propeller drag under sail. When the engine is turned on and the shaft rotates the propeller and the blades are able to unfold to do their work.

Power itself is defined as work per unit of time, which is $\text{force} \times \text{distance} / \text{time}$. This is the same as $\text{force times velocity}$ and is measured in kilowatts, $\text{kW} = 1000 \text{ Newtons} \times \text{meters/second}$. To use the power provided by the engine to propel the yacht it must be used to rotate the shaft connecting the engine and the propeller. This rotary force necessary to turn the shaft is called torque. $\text{Torque} = \text{Force} \times \text{length} [\text{Nm}]$, $\text{Power} = \text{Force} \times \text{Velocity}$, $\text{Power} = \text{Force} \times \text{length} \times \text{angular velocity}$ so, $\text{Power} = \text{Torque} \times \text{angular velocity} [\text{Nm/s}]$.

by
Stuart Anderson

An example of a yacht's drive shaft, support bracket and a propeller with twisting blades. This propeller will fold shut to reduce drag when under sail.





Section through the propeller blade showing the angle of attack and water flow direction. The ideal angle of attack varies along the length of the blade so that the blade has a twist in it

If we know the torque of an engine then its power can be worked out.

An engine may be described as 15 kW but in the technical specification the manufacturer will also provide a maximum measured torque of say 26.5 Nm at 3600 rpm. The actual engine power is: Power = 26.5 Nm × 3600 rpm / 60 seconds × 2π radians = 10 kW. In this case our nominal 15 kW power engine has a rated engine power output of 10 kW power at 3600 rpm. Interestingly, changing the engine from a calm 1800 rpm to a screaming 3600 rpm can increase fuel consumption from a modest 0.7 litres per hour to a huge 3.6 litres per hour. Once we have the rated engine power output the following equation for static propeller thrust force can be developed from momentum theory:

$$F_{\text{Thrust}} = \eta (2 \rho A P^2)^{1/3}$$

Where, F_{Thrust} = thrust force (Newtons), η = propeller efficiency, say 75%, A = area swept over by the propeller blades, with say a 381 mm diameter it is 0.114 m², ρ = sea water density is 1030 kg/m³, P = power (Watts). Putting these quantities into the equation gives: $F_{\text{Thrust}} = 0.75 \times (2 \times 1030 \text{ kg/m}^3 \times (0.114 \text{ m}^2) \times (10000 \text{ W})^2)^{1/3} = 2148 \text{ Newtons}$. This 15 kW engine can provide 2148 Newtons of thrust force for the yacht.

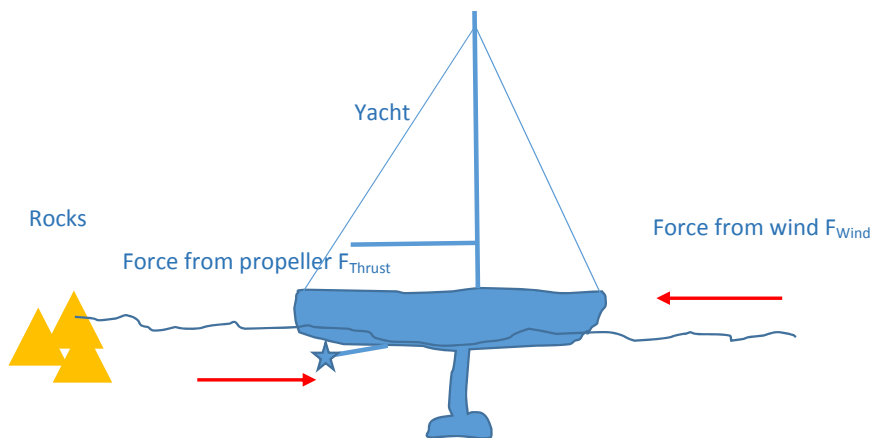
How can this information be turned into something useful? Consider a scenario where a 10 m yacht with this 15 kW engine is slowly being blown toward some rocks. What is the maximum wind speed that the yacht can resist when under engine power? An estimate of the force caused by the wind onto the yacht is given by the equation:

$$F_{\text{Wind}} = C_D A \frac{1}{2} \rho V_{\text{Wind}}^2$$

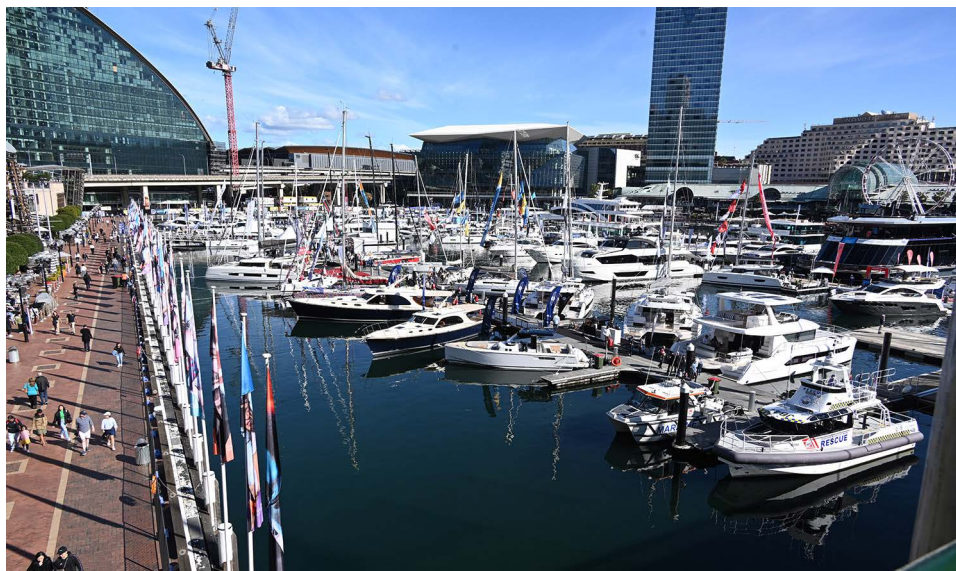
Where, F_{Wind} = total force caused by the wind onto the yacht (Newtons), C_D = coefficient of drag, say 1.3, A = area of the yacht above the waterline facing the wind, including rigging, say 10 m², ρ = air density is 1.21 kg/m³ and V_{Wind} = the unknown wind speed (m/s). So, $F_{\text{Wind}} = 1.3 \times 10 \text{ m}^2 \times \frac{1}{2} \times 1.21 \text{ kg/m}^3 \times (V_{\text{Wind}} \text{ m/s})^2 = 7.87 V_{\text{Wind}}^2 \text{ Newtons}$. So, the total force caused by the wind onto the yacht is $F_{\text{Wind}} = 7.26 V_{\text{Wind}}^2 \text{ Newtons}$. To find this maximum wind speed, V_{Wind} , that the yacht's engine can resist, the force caused by the wind and thrust force provided by the engine has to match i.e. $F_{\text{Wind}} = 7.87 V_{\text{Wind}}^2 = F_{\text{Thrust}} = 2148 \text{ N Newtons}$, solving to give $V_{\text{Wind}} = 16.5 \text{ m/s}$ or 32 knots.

In this illustration the yacht's 15 KW diesel engine is able to resist being blown onto the rocks in a 32 knot wind. From experience this feels about right as an absolute maximum wind limit in which a small yacht engine could cope. Using a yacht's engine power to resist a strong wind may someday help you in a tricky situation. If this ever happens, all that time and effort spent maintaining the engine will suddenly seem well worth it! In this example the thrust force provided by the engine is just keeping the yacht stationary against the wind. This is only a short term solution to escape trouble. No doubt there will be waves and wind gusts that the yacht will also have to fight against and the yacht will have only a finite amount of fuel in the tank.

To be on the safe side it may be best to avoid going anywhere near rocks in a leeward wind greater than 25 knots. Ideally, when near gale force winds strike then all yachts, even those with a well looked after engine, should be moored safely at home!



Schematic of yacht with propeller thrust force matching wind force



Photos John Jeremy

Cockle Bay was full of pleasure craft for the Sydney International Boat Show between 28 July and 1 August. Where do they all go?



There has been talk about the eventual replacement of *Captain Amora*. Either of these two dark-hulled beauties could probably be made to work, if necessary



Described as the Ultimate Sydney Experience, *The Jackson* will start adding to the prolific cruise fleet on Sydney Harbour in the spring. She was built in China at a cost of around \$15 million and will be attended by a luxury 60-person tender, *The Jackson Flyer*.



The range of tinnies and rubber duckyes on display at the Boat Show could only be described as vast. And there were even mermaids for hire!



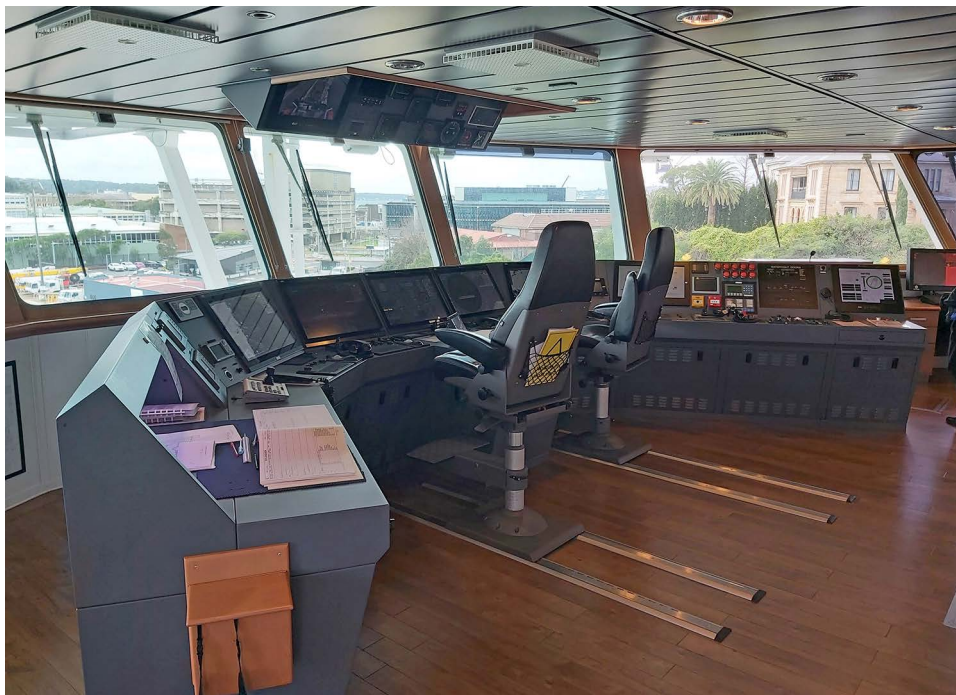
Photos John Jeremy

ADV Reliant berthed at Fleet Base East

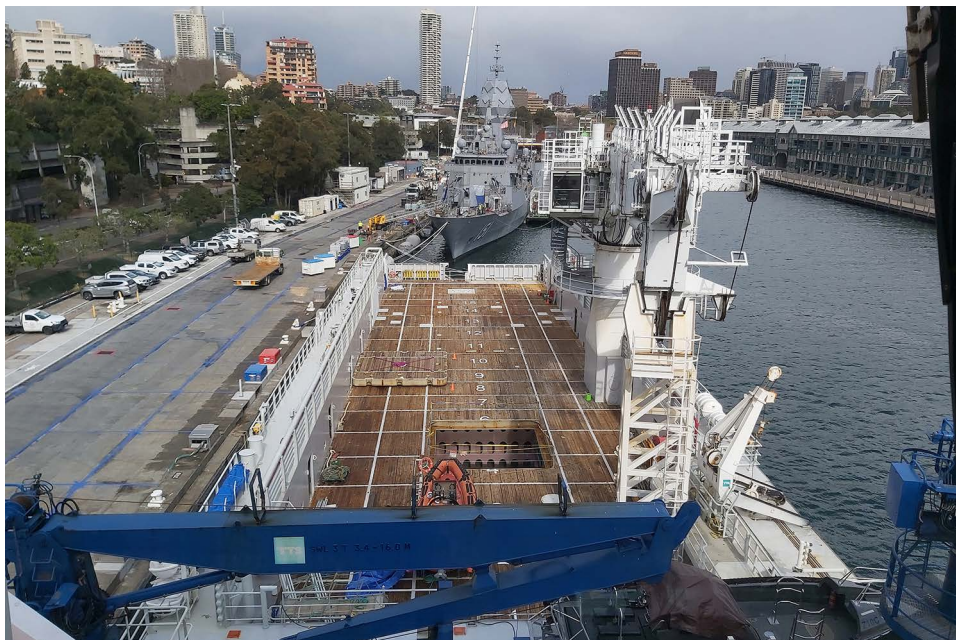
On 6 July a blue-hulled ship with an ungainly helicopter landing platform above her bridge arrived in Sydney Harbour and berthed at Fleet Base East in Woolloomooloo Bay. The ship is our latest acquisition for the Australian Defence Force and will serve as Australia's Pacific Support Vessel to assist South Pacific nations with disaster relief and other assistance as may be required. Australian Defence Vessel (ADV) *Reliant* will be based in Brisbane to be close to her area of responsibility and Australia's stocks of disaster relief materials.

ADV Reliant was designed and built in Norway, entering service in 2017 for the Canadian Company Horizon Maritime as MV *Horizon Star*. It is reported that we bought her for \$US67 million and she was recently delivered from the Canary Islands. *Reliant* is a multi-purpose offshore construction and service vessel. She is 102.8 m long with a displacement of about 5,600 t. Berthing is provided for 60 persons. Her aft deck, as well as featuring 1060 m² of cargo space, has a high-capacity 150-t crane and a moon pool.

ADV Reliant will be managed and operated by Teekay Shipping. Her normal complement will be 20 plus two RAN personnel. Additional personnel can be embarked as required.



The bridge in ADV *Reliant*



Looking aft from the bridge. The opening in the well deck is the moon pool

CRUISING COMMUNITY DO IT IN COMPANY

We are planning a week away cruising in company to Port Stephens for a BBQ, leaving Sydney on Monday 31 October 2022.

Monday Night: Coasters on Pittwater

Tuesday Newcastle: stay at the NCYC

Wednesday: arrive Soldiers Point Marina, Port Stephens

Thursday SPM BBQ drinks from 5 pm on 3 November

We have had a few good weeks away in the past two years and a few of us have come home via Broughton Island — what a great place that is.

A few people have used the SPM BBQ as a kick off for their trips to a LHI cruise.

We have a number of people come to the BBQ who have driven up from Sydney — you are all welcome.

The team at the marina led by Darrell are aware of our intentions and are so welcoming.

Please do your own bookings directly with NCYC and SPM — *Samphire* is going.

Please pass this news on to all who may like a week away in November — contact me if you have any questions.

Chris Manion

Samphire

chrismanion@bigpond.com

0417 814 603

The 2021
gathering at Port
Stephens





Photos John Jeremy

It looks very quiet but Safety Equipment Audits were well underway at the Club on Saturday 6 August



Volunteers at work — Bruce Dover taking Mike Warner to another inspection



Photos John Jeremy

Commodore David Willis, Jenny Willis and their daughter Rebecca dressed for the occasion on Gaffers Day 1985



Commodore David Willis welcoming the large Gaffers Day crowd on the wharf



It was a bit crowded in Mosman Bay when *Solway Lass* arrived



Yachts manoeuvring near the starting line as a press helicopter circles the fleet



Solway Lass added to the spectacle of the day



Sir James Hardy's *Nerida* has been a regular participant on Gaffers Days.
The steam yacht *Lady Hopetoun* was amongst the spectator fleet



The restored 18-footer *Yendys* showed a modern 18 foot skiff how it is done.
Yendys had been restored by Cockatoo Dockyard apprentices who provided the crew for the day.
Yendys is now on display in the Wharf 7 foyer at the Australian National Maritime Museum

CELEBRATE 150 YEARS IN STYLE!

To mark our 150th anniversary, the SASC is offering a range of special edition, high quality, branded merchandise.

LAST CHANCE — STOCK IS LIMITED!

Classic polo: 100% cotton, short-sleeved, in blue or white — available in women's and men's sizes, \$75.



Quick dry sailing shirt: long-sleeved, SPF 50. Unisex sizing — available in blue or white, \$60.

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



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

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

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

August 2022

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



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

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

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

NEW MEMBERS

We welcome the following new members:

Peter Bensley	Ian Campbell
Warwick Ellis	Maximilian Grant
Robert Joyce	Allan Molloy
David Rockliff	Matthew Upton

TENDER HOURS

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

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

TENDER DRIVERS NEED A BREAK TOO

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

NEWSLETTER DEADLINE

The next *SASC News* will be the October 2022 edition. Contributions from members, which are always welcome, should reach the editor by Friday 30 September 2022. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Shambles enjoying a perfect day's sailing
(Photo John Jeremy)

