



# SASC NEWS

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

---



---

October 2016

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:**

*Supertramp II* and  
*Mister Christian*  
on the way to sea  
after the start of  
the Lion Island  
race in over 30  
knots of wind

(Photo John Jeremy)

**CONTENTS**

Coming Events	3
Signals from the Commodore	4
Lion Island Race 2016	5
The Opening Regatta	10
Slow Boat to Southport	13
Russ Chapman Retires	19
Southerly Reflections	20
Flag Officers' Dinner	21
Jazz at the Amateurs	25
The Best of Brest	26
New Waterways Rule Changes	29
Around the Club	31
Discovery of Wreck of HMS <i>Terror</i> Confirmed	34
Naval Bits	35
Lord Forster and the SASC	36
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

October 2016

## SATURDAY 8 OCTOBER 2016

Point score race for for Super 30s, Classic Divisions, Cruiser Racer Fleet and Cavalier 28 Division, Cruiser Racer Lady Helm Race (handicap start) and Muriel Trophy (Couta Boats)

## SATURDAY 15 OCTOBER 2016

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 16 OCTOBER 2016

Point score race for Sunday Classics and Sunday Non-spinnaker Division. Invitational Race for Platypus Trophy

## SATURDAY 22 OCTOBER 2016

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

## SATURDAY 29 OCTOBER 2016

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 30 OCTOBER 2016

Balmain Regatta

## SATURDAY 5 NOVEMBER 2016

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

## SUNDAY 6 NOVEMBER 2016

Point score race for Sunday Classics (Captain Slocum Trophy Race) and Sunday Non-spinnaker Division

## SATURDAY 12 NOVEMBER 2016

Point score race for Classic Divisions and Mixed Fleet Division

## SATURDAY 19 NOVEMBER 2016

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

## SATURDAY 26 NOVEMBER 2016

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 27 NOVEMBER 2016

Point score race for Sunday Classics and Sunday Non-spinnaker Division

## SATURDAY 3 DECEMBER 2016

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

## **NEED THE TENDER?**

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

Sat: 0900-1800  
Sun: 0900-1700

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



The Amateurs, like so many other sailing clubs across the country, faces significant challenges in the coming years, saddled as it is with an aging (if willing) membership, falling participation rates, higher costs associated with environmental regulations and a younger generation less inclined to participate in organised weekend sport.

A couple of years back the Australian Sports Commission engaged a leading research company to take a detailed look at sailing clubs in Australia. (<http://www.sailing.org.au/participation/discover-sailing/the-gemba-report/>).

The report found that just 2.5% of Australians participated in sailing — ranking us 34 out of 46 sports surveyed. The biggest barriers to people participating, the report identified, were an image of sailing as “exclusive, inaccessible, sailing clubs being ‘not welcoming’ and a notion that it was a sport for ‘older people only’”.

Other barriers cited were cost of boat ownership, time constraints, the financial commitment of a full annual membership, lack of information on sailing and crewing opportunities and interestingly, a desire for more social sailing than just a focus on competition and racing.

On the upside, those people who thought they might like to try sailing see it as “adventurous, exhilarating, social, challenging and fun”. Also, the market segment identified as the most interested in trying sailing was “young mothers”. (Well, there’s a target market which would certainly turn the Amateurs’ demographic on its head.)

Obviously, there are a lot of takeaways for the Amateurs from this report and the Board is already considering a number of initiatives which we hope will broaden the appeal of the club and promote it to a wider potential membership.

In the near future we hope to launch a new website which will provide improved communication with our membership, highlight crewing opportunities and promote activities beyond competition and racing and, yes, even a Facebook page.

More importantly, the Board needs to hear your views and to that end in the coming weeks we plan to distribute a survey seeking your feedback on what you think the Club does well, what we could do better and the sorts of activities or functions we should conduct to make the Amateurs less exclusive, more accessible, more welcoming and appealing to new members.

The Board will also be seeking feedback on whether we should be seeking to help reduce the initial financial commitment and cost of entry to club membership by offering different membership levels, concessional or flexible payment arrangements and/or 12-month trial memberships.

One issue that has been regularly raised is the issue of a Crew Membership at a discounted rate for sailors who crew regularly on member’s boats, but are not boat owners themselves. To be eligible, the crew person would need to be nominated by their respective skipper and membership would be valid only so long as they remained a part of the vessel’s regular crew. Whilst Crew Membership would not include voting rights, it would provide a sense of belonging and a formal association with our club for a whole bunch of regulars.

All sporting clubs, be they bowling, golf, tennis or whatever, are facing similar challenges to ours. The Amateurs is in the fortunate position of being in a solid financial position with healthy reserves and without crushing overheads — thanks to the efforts of our significant volunteer force. However, with the Amateurs’ 150<sup>th</sup> anniversary just a few years away, it is an important reminder that all of us are just custodians of this great little club for a short time and it is important that we ensure now, that there is indeed a new generation of members to hand it over to in the future.

*Bruce Dover*



# LION ISLAND RACE 2016

October 2016



Photos John Jeremy

Twelve yachts started in the Lion Island race on 3 September in a very fresh westerly. *Anitra V* and *Paper Moon* contemplate the possibilities with *Captain Amora* off Watsons Bay



*Tula* and *Anitra V* preparing for a fast reach north. *Anitra V* won Division 2



*Tula and Ariel heading to sea.*  
The wind peaked around 45 knots at 1000, the start time for Division 1



The crews of *Tula* and *Ariel* ready for anything.  
*Tula* won Division 1 with *Ariel* second





*Double Dutch and Morag Bheag approaching the start of Division 2*



*Spray everywhere as Magic and Morag Bheag head to sea*



*Magic off for a magic day of sailing*





*Mister Christian on the blustery fetch to Lion Island.  
L to r, David Salter, Trevor Cosh and Paul Connett*



Photos David Salter

One reef and sheets eased for the fast reach back to North Head in 30 knots



## THE OPENING REGATTA

The Opening Regatta on 10 September was blessed with a sizeable helping of good fortune and an inspiring effort by many club members who volunteered to make it a truly special day.

In particular thanks go to Vic Dibben, Ian Anstee, the Pennefathers, Catherine Baker, Sean Grace (the piper), Ruth Xolalpa, Philip Kinsella, Tony Barry and the starters, Megan and Judy, various club members and the directors. Thank you all for your support and participation, we had a great time!

The weather gods smiled upon us, the new coffee machine vented steam and frothed milk, the shanty music washed over us, the bagpipes droned and skirled, the flags fluttered and the bacon and eggs sizzled. The assembled throng gasped and staggered back as the festive atmosphere was punctuated by a triple charge fired from the Les Ardouin cannon. The formalities concluded, the fleets were sent on their way to do battle with a rare and challenging Westerly wind.

The season began with great style and we look forward to happy days to come.

Prizes awarded from Vic Dibben's donation were:

Best dressed yacht	<i>Anitra V</i>
Best dressed crew	<i>Shambles</i>
Youngest crew	<i>Ranger</i>
Best Start	<i>Vanity</i>
Best Finish	<i>Fagel Grip</i>
Best Handicap result	<i>Vitamin Sea</i>

*Peter Scott*



Photos John Jeremy

Dressed overall for the occasion, *Hoana* and *Mister Christian* at the pontoon on 10 September



The bacon and egg rolls were very popular



Bernadette Kerrigan and Feyona van Stom enjoying the Spring sunshine





Sean Grace providing an unusual musical start for the day



Sheltered from the westerly there was plenty of colour at the Club on Opening Day

# SLOW BOAT TO SOUTHPORT

October 2016

*We hasten to point out that the heading on this race report by David Salter is a reflection on the prevailing conditions, not the performance of the yacht herself.*

Sometimes, serious sacrifices just have to be made. Not once during our 384 n mile trip North from Sydney to the Gold Coast did any of the crew take a hot shower. Nor did we pause to watch the Super Rugby finals on the pop-up TV, or use the Miele dishwasher to clean our dirty crockery, but that's the kind of tough commitment to hardship you'd expect from seasoned offshore racers.

The good ship *Takani* was not designed for speed. She's a very comfortable Hanse 50-foot cruiser with spacious accommodation, a modest sail plan and wide, flat decks that make her look a bit like Australia's third aircraft carrier. However owner Jim Whittle is a keen blue-water sailor who's already skippered the yacht on two Sydney-Hobarts and is determined to keep racing the boat offshore. A measure of his positive approach is that whenever there's a job that needs doing on the foredeck Jim is the first there and the last to scurry back to the cockpit. My kind of owner!

For this year's sortie to Southport he was supported by Martin Ryan, a longstanding friend with limited sailing experience, and Katrina Ratcliff (daughter of the legendary Billy R, who's done 47 Hobarts,



Photo John Jeremy

The busy start of the 2016 Sydney to Gold Coast race





*Takani* in her home berth at the RPAYC, Newport



Photos David Salter

The galley boasts a freezer, two fridges, stove, washing machine, microwave and a pull-out coffee-making machine



usually as navigator). The other watch was myself, Bob Moore and Paul Connett – the Three Amigos from *Mister Christian*. Not surprisingly, we immediately became “The Christians” while the other mob was dubbed “The Heathens”. It was a happy ship’s company with just about the right blend of experience, enthusiasm and physical ability. The mood was relaxed because we were only competing in the PHS division, and with no great expectations of a podium finish.

With good reason the Southport is the favourite race of the year for many East Coast offshore sailors. Essentially a ‘rock hopper’, it is always tactically interesting and presents constant navigational challenges. If there’s a decent Southwester it can be an exhilarating ride: in 2012 the legendary *Wild Oats XI* set the astonishing course record of 22:00:03 — less than a day. The weather usually improves as the fleet heads North and the Southport Yacht Club (despite being in Queensland) is one of the most pleasant and welcoming landfalls in the entire blue-water calendar. I had friends on at least five other yachts in the fleet and struggled to keep an accurate tally of how many jugs of rum I’d wagered against them during a rehydration session after the Thursday night weather briefing at the CYCA.

There was a huge and stable high-pressure system sitting over NSW so the predicted winds for the race were of three basic kinds: light, lighter and non-existent. Not good news for *Takani*, which displaces

The author and Bob Moore coaxing the big Hanse up the NSW north coast



## SASC NEWS

16 tonnes and is very well off in the wetted surface department — but not to worry. The compensations were the extraordinary comfort below, accurate twin-wheel steering (with a big chart plotter in between) and the easy sail-handling arrangements. We all looked forward to a ‘slow but earnest’ trip.

As it happened, the breeze for the Saturday 13:00 start off Nielsen Park was in the anticipated 0-5 knots range and the hot-heads in the fleet were all soon bunched up and banging into each other — and the South Head bombora. Starting at the pin *Takani* managed to avoid this flurry of collisions, groundings, protests and retirements and jogged quietly out to sea in search of clearer air. Our prudence was rewarded as we hooked into a nice channel of WNW before dusk and the big Code Zero soon had us hopping along at 9.5 knots. What’s for dinner guys? That perennial offshore favourite: meatballs.

There were plenty of sail changes (and a reef or two) to keep us interested through the night but with the headies on furlers and the big  $\frac{3}{4}$  ounce asymmetric kite launched as a kind of zipped-up tube, none of those evolutions presented much difficulty. What a contrast to the constant foredeck dramas I remember from racing on *Mark Twain* and *Bright Morning Star*! This was a far more civilized way to compete offshore, and by the time we’d passed Crowdy Head on the second day we were surprised to find ourselves leading the division. The breeze was just holding and, at least so far, there had been no substantial windward work. Hey, we’re not such slowpokes after all!

But pride cometh before the fall. The next two days saw us endure a succession of irritating setbacks, the worst of which were three extended periods of absolutely no wind. Totally becalmed, we wallowed around for hours on end in sight of some of the most beautiful headlands on

Paul Connett  
contemplates  
Smoky Cape — for  
the third time



the NSW north coast. My favourite spot along the race track — Smoky Cape — proved so attractive that we passed it three times: once drifting forward, next drifting backwards in the set, and then finally inching forward again on a faint SW cat's paw. These were patience-testing times, not helped by the appearance of competitors we'd left in our wake now smugly sailing around us and over the horizon. Jim kept up morale by admitting to the frustrations yet, at the same time, encouraging everyone with his irrepressible lead-by-example energy.

Stuff-ups of some kind are always inevitable during any extended ocean passage. (Consider how often we mangle a simple manoeuvre during a two-hour harbor race, then multiply by a probability factor of 40.) In our case that moment-from-hell came during the third night when a snap shackle atop the Code Zero failed on hoist and the halyard recoiled to the masthead while the furled sail crashed to the deck. Someone would have to go up in the chair and retrieve the runaway halyard. "I'll do it," said Kat, "I'm the lightest", and who would ever dare argue with a woman about her weight? On the wheel I managed to keep *Takani* steady-as-she-goes and on a small angle of heel for safety aloft. Kat had soon retrieved the halyard, but unfortunately brought it down with a twist around an upper stay that we didn't notice in the darkness until trying to re-hoist the Code Zero. So up she went again, this time returning clear of all the rigging. But by the time that mess was fully sorted we'd lost at least half an hour.

There was also considerable drama as we approached the Solitary Island group that begins off Coffs Harbour. It was a cold, moonless night and we were making 8 knots in a freshening breeze. This is a notoriously tricky and dangerous section of the race where many yachts elect to

The flight deck of HMAS *Takani*, crossing tacks in the PHS fleet



## SASC NEWS

head seaward and sail around all of these unlit islands (and many smaller reefs) before rejoining the rhumbline further up the coast. Not us. Before we could make a choice whether to go 'in' or 'out', the boat had advanced to a position where tacking East would have put us on a direct path for South Solitary. We were committed. But with one eye constantly on the depth sounder, Kat below navigating from the GPS and charts, and Paul manning the plotter on deck, we managed to thread our way through the many hazards. We could only breathe a little easier as the light at Wooli came abeam and we knew we were clear and safely headed for Yamba.

As so often seems the case in the Southport race the last day was memorably pleasant. After the frustrations of yet another windless dawn the Northerly finally filled and we had a glorious upwind sail along flat, sparkling seas towards the finishing line off Broadbeach. Dolphins to the left of us, whales to the right. For once our tacking angles were spot on and *Takani* laid the line in a long, triumphant last leg. We crossed just before 14:00 on the Wednesday with an elapsed time of 4:52:17. Slow, but not too shabby given the light-to-variable conditions, and we'd placed 7th in a fleet of 14.

All that remained now was to motor to the Southport club marina, tie up and demolish the complementary slab of XXXX laughing syrup that Queenslanders like to call beer. There was much to celebrate. We were the undisputed PHS Division winners of the 2016 Sydney-to-Crowdy Head Yacht Race, and the coffee machine had performed flawlessly throughout the entire trip.

---

## FOR SALE

*Margaritaville* is a Thomas Gillmer Design (origin plans included), built at Peter Bracken's boat shed in the southern suburbs of Sydney and launched in 1992. Sloop rig, oregon planked with spotted gum frames, glassed decks, full teak cabin and a full keel. 28 ft 6 in overall, 6 ft 3 in headroom, large cockpit, 24 HP Yanmar diesel engine overhauled, low hours, excellent set of near new sails including spinnaker, roller furling head-sail, lazy-jacks, boom bag, self-tailing winches, sleeps four, toilet, sink, stove, stainless steel water tank, deck shower, BBQ, Waeco fridge, twin batteries with isolation switch, twin electric bilge pumps, solar panel, Lowrance depth sounder, 27 MHz radio, compass, fan, stereo, brass porthole windows, brass lights and gunnel strip, window blinds, mooring cover, camping covers, boom tent, cockpit cushions, rear pushpit seat, fenders, safety gear and much, much more! New standing rigging in October 2013, full service history available.

***A very special vessel in beautiful condition.***

Regretful sale. \$45,000 ONO

Call Robert on 0422810828 or

Andy on 0438696157

*email: robreznik@gmail.com*





## RUSS CHAPMAN RETIRES

October 2016

At the beginning of this sailing season veteran starter Russ Chapman retired after a 25-years' service. Russ is a life member of our Club having joined in 1972.

by  
Tony Barry

Russ's sailing career began in 1969 when he, with his elder brother Billy and son Peter, competed in club races with a Colleen-class sloop *Spectre*. *Spectre* came with sail number A13 but this was changed to A67 before it was raced with the SASC by Billy. This number has since been retained on all the Chapman family's boats, and is currently held by Peter's Adams 10, also named *Spectre*. The first *Spectre* was sold in 1971 because it had no toilet and Billy's wife Patsy refused to sail on it for that reason. Billy then purchased a Daydream sloop *Aquarius* which was campaigned successfully by Billy, Russ and son Peter, Peter Robinson and W.G. Brown until 1987, winning seven club point-scores on the way. The Daydreams, there were about four at the time, all sailed in the Division 2 fleet, which also included *Salamander* owned and sailed by Past Commodore Vic Dibben who, incidentally, is 101, still going strong and enjoying life although, sadly, he has also given up sailing.

In 1987 *Aquarius* was sold and the family acquired an S80, *Hot Shot*. In the late eighties the S80 fleet was the gun division at the Amateurs, much as the Super 30s are today. Russ won the Kelly Cup in *Hot Shot*

The *Captain Amora* crew in 2005 — Vic Dibben, Jim Jeans, Russ Chapman, Ben Williams and Tony Barry





## SASC NEWS

with Peter and a much-younger and fitter Randal Wilson as crew. Bill Hogan also raced in this fleet at that time with his S80 *Hotspur*. It has been said that “Hogan was not as good as he thinks”.

In the late eighties Russ began to suffer from some arthritis in his hands and so began his long career on *Captain Amora* as a member of Bob Skinner’s Saturday starting team. When I joined *Captain Amora*’s Saturday starting team a mere sixteen years ago Vic Dibben was in charge as starter.

When Vic decided to retire he handed the job to Russ however, after a few years, Vic missed his Saturdays on the *Captain* so much that he returned as crew for a few more years. Russ remained as starter.

Over lunch recently Russ and I shared some pleasant memories of our time together, like the time we were about to set the start many years ago for Course O off the Cremorne Point ferry wharf. Vic reversed *Captain Amora* over the newly-laid inflatable mark for the pin end of the start line and stalled the engine. Ben Williams who was the paid hand at the time, quick as a flash stripped down to his underdaks and, with a knife between his teeth, dived overboard to set us free. We made the start on time. Geraldine, our current paid hand, don’t worry, I don’t believe this is called for in your statement of duties!

The start crew on *Captain Amora* have been known to make the odd mistake which, when confessed to Maggie Stewart, our previous race secretary, with the comment “we are the amateurs you know”, would elicit a ballistic response. However it has always been fun and the Amateurs, and particularly me, will miss Russ’s company and the competitors will miss his gratuitous advice to late starters.

Who else do you know who has retired at 90? A great effort.

## SOUTHERLY REFLECTIONS

The Opening Day Regatta was held on 10 September and I am informed that the ceremonies at the SASC were outstanding.

The Classics course was Shark Island to Cockatoo Island then to the finish SE of Kurraba Point. The wind was from the west reaching 25 knots at times. Most of the elapsed time was spent beating to windward.

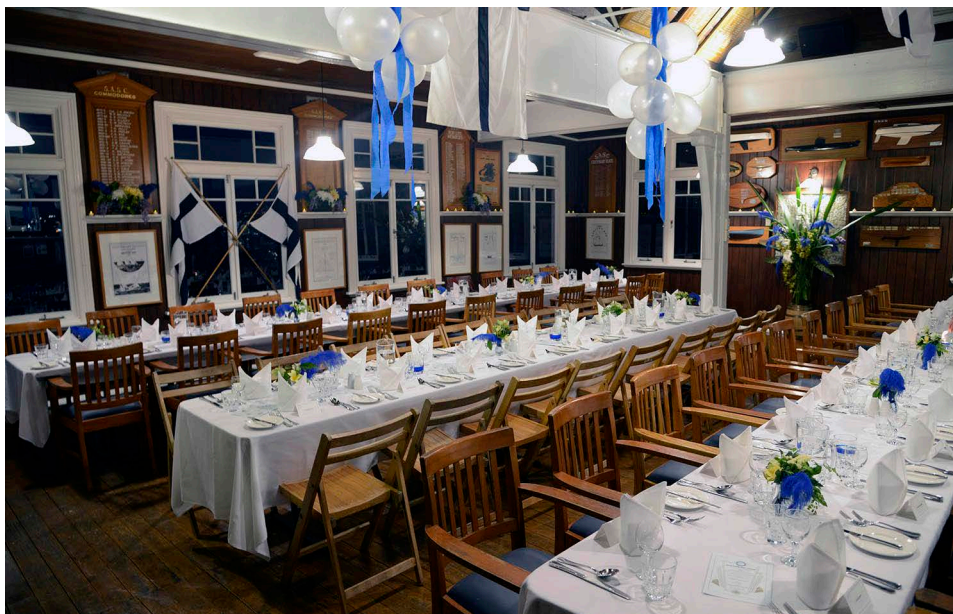
John Crawford being overseas, Peter McCorquodale skippered *Vanity* in Classic Division 2. Rangers are the shortest of the boats in both divisions and their LOA-to-beam ratio is the least favourable. Sean Langman designed and built *Vanity*, a development of Cliff Gale’s *Ranger*, ballast ratio greatly improved, hull and rig simplified with the gaff mainsail retained.

In a previous *SASC News* I doubted if there was another heavy displacement yacht under 30 feet which could equal *Vanity* in a twenty knot wind. *Maluka*, at 28 feet, is an exception. On the day *Vanity* achieved a faster elapsed time than every other yacht in both divisions except for *Fagel Grip*, a 30 square metre. I find it very difficult to believe this result from this heavy tub of a boat but the published results prove it. *Vanity* set very elderly dacron sails on the day.

*Southerly*

# FLAG OFFICERS DINNER

October 2016



Photos John Jeremy

The clubhouse looked magnificent for the annual Flag Officers' Dinner on Friday 23 September.  
A great evening was enjoyed by 62 members and guests



Sarah Scott and Mary Kinsella at the dinner. Mary sparkled in an outfit dating from 1918



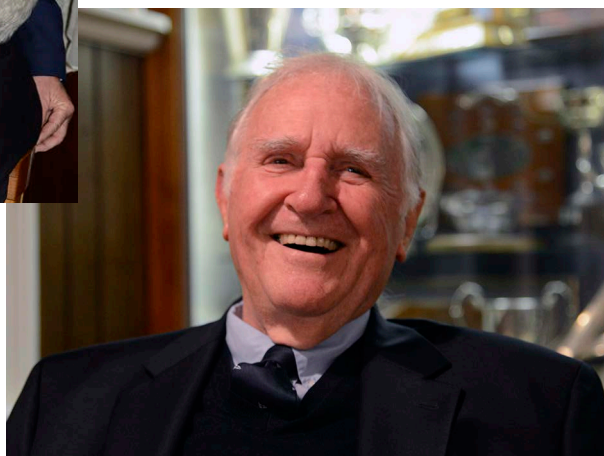
Commodore Bruce Dover  
paying close attention

RSYS Commodore Richard  
Chapman was amongst the  
guests



Bill Gale giving Captain Chris Manion  
some good advice or, perhaps,  
recounting a tale from the legendary  
past

Andre van Stom clearly  
enjoyed the evening







Commodore Bruce Dover addressing the guests



The food at the dinner was excellent, as the empty plates attest



## ROBS MARINE SURVEYING

### MARINE CONSULTANTS & SURVEYORS

Diploma in small craft surveying Lloyds Maritime Academy  
[www.robsmarinesurveying.com.au](http://www.robsmarinesurveying.com.au)

Rob Landis, SASC Member and owner of *Thara*, is a Marine Surveyor specialising in timber yachts for pre-purchase and insurance surveys

*Special rates for SASC Members*

**205 SAILORS BAY ROAD  
NORTHBRIDGE  
NSW 2063**

Telephone: (02) 9967 9484

Mobile: 0414 741 725

Email: [rlandis@bigpond.net.au](mailto:rlandis@bigpond.net.au)

---



**CHAPMAN HIGH PERFORMANCE SAILING**

**Racing Sails  
Cruising Sails  
Alterations, Repairs, Advice**

*Quality \* Service \* Value*

***The Winning Edge***

38 Waltham Street Artarmon  
[Car parking behind in Taylor Lane]

**Call Andrew at 0405 455 074**

Web: [www.chps.com.au](http://www.chps.com.au)

Email: [info@chps.com.au](mailto:info@chps.com.au)



# JAZZ AT THE AMATEURS

October 2016

Skippers and crews returning to the club after the first Sunday racing of the season on 24 September were greeted by the foot-tapping sounds of jazz and the inviting aroma of hot chips wafting towards them across the Bay.

*Jazz at The Amateurs* is part of an initiative intended to broaden the general appeal of the SASC to family members and the local community. The clubhouse was soon packed and extra seating had to be hurriedly brought in.

The guitar/bass duo *Ampersand* had the joint jumping. Children danced on the bandstand while members and friends enjoyed tubs of hot wedges served with a choice of sauces. A great time was had by all and bar sales for the afternoon were double the normal takings for a Sunday.



Photos David Salter

Good food, cold drinks and hot jazz made for a happy atmosphere in the clubhouse



The guitar/bass duo *Ampersand* hard at work

## THE BEST OF BREST

by  
Merrin Maple-  
Brown

Twenty-one guns, 2,000 boats and nautical stripes of all types signalled the start of Brittany's deservedly famous Brest International Maritime Festival which is held every four years on the edge of the Atlantic in Western France.

In July, *Anitra V's* Philip Brown and *Kelpie's* Merrin and Dougal Maple-Brown were there, waving the Amateurs' pennant from the shore and *Serenity's* Ian Smith sailed the gaff-topsail Scillonian Pilot Cutter *Agnes of Scillies* across the other ditch to join the hard race-all-day/party-all-night hectic seven day Brest schedule.

Without a doubt, the best of Brest was the actual sailing. The natural amphitheatre of the huge harbour gave daily world-class panoramas of every design of sailing craft ever to come off a drawing board over the last 500 years — naval, commercial and pleasure — and strut their sailing stuff they did all day with sunlight until 10 pm.

Being France, the food and wine was also a hit. Blue lobsters, hot camemberts and plenty of good local vin extra-ordinaire made daily feasts around the castle ramparts under the bunting. Add the eclectic roving music scene — from intrepid on water one-man-bands to Celtic pipes and drums, Tahitian hula singers and dancers and the Breton sailors' navy band with cute red pom poms bobbing off their berets to the beat — the French version of Hobart had a lot to offer everyone. Yes, security measures — vital but disruptive at times — demanded patience, but I boldly predict that the next Brest Maritime Festival in 2020 will be another hit. Go if you can!

Small boats of  
all sizes in the  
harbour at Brest

All photos courtesy Merrin Maple-Brown





Crowds around the Château de Brest, home of the Musée National de la Marine, with replica vessels alongside including the frigate *Hermione* which ferried General Lafayette to the United States in 1780 for support to the Americans in the American Revolutionary War (second ship from the right)



Working vessels in part of the Brest Port de Commerce





Working craft assembled at Brest with the Château de Brest in the background



Hardly enough wind for sailing, but a spectacle nonetheless



Rule changes have been introduced to NSW waterways from 1 July 2016 by the *Marine Safety Regulation 2016*.

Changes to promote safety and reduce red tape include:

- Reforms to boat driver licensing, including streamlining licence classes and application requirements, simplifying the fee structure and the introduction of a 10-year boat licence
- Vessels no longer need to display a registration label or trade plate
- New lifejacket standards and simplified requirements for wearing lifejackets
- More rigorous safe distance and speed requirements
- Broader restrictions on bow riding
- Changes to some penalty levels and disqualification periods
- Changes to streamline the administration of aquatic licences.

The changes which are likely to be of particular interest to SASC members include the changes to lifejacket requirements and safe distance and speed requirements.

## Life Jackets

It is a legal requirement that most recreational vessels in NSW must carry an appropriate size and type of lifejacket for each person on board. They must be stored or placed to allow quick and easy access. Lifejackets must be either visible to passengers or their location clearly marked by an unobstructed and clearly visible sign saying LIFEJACKETS (red lettering on a white background). Stickers are available free from registries and service centres.

For general boating, a Level 100 lifejacket is the minimum required for open waters and must be worn when crossing coastal bars. Depending on the type of vessel, a Level 50 or 50S lifejacket may meet the requirements.

When must lifejackets be worn? The table on the following page, which is reproduced from the 2016 Roads & Maritime Boating Handbook, provides all the detail. Of particular note for SASC members moored in Mosman Bay is the requirement that lifejackets must be worn by persons boating alone in a boat less than 4.8 m long. That encompasses rowing from the club to your boat in your dinghy. For members using club dinghies, life jackets are provided in the boatshed for this purpose.

## Distance Off and Speed Requirements

When driving any vessel (including when towing a person or people) you must keep the vessel, any towing equipment and anyone being towed, a minimum distance of:

- 60 m from people in the water or, if that is not possible, a safe distance and speed
- 60 m from a dive flag on the surface of the water or if that is not possible, a safe distance and speed.

Exceptions are when you are supporting swimmers or divers in the water; or your vessel is human-powered, e.g. a canoe, kayak, surf ski or rowboat; or it is a sailing vessel under 5.5 m long without an auxiliary engine; or you are launching or removing it from the water taking care to avoid injuring people or when driving a power-driven vessel at a speed of six knots or more (including when towing a person or people) you must keep the vessel, any towing equipment and anyone being towed, a minimum distance of 30 m from any

## SASC NEWS

other vessel, land, structures (including jetties, bridges and navigation markers), moored or anchored vessels, or if that it is not possible, a safe distance and safe speed.

More information is available in the Roads & Maritime Boating Handbook

Boating activity/vessel type	Enclosed waters Lifejacket requirements	Open waters Lifejacket requirements
Children under 12 years of age	Level 50S or greater: <ul style="list-style-type: none"> <li>At all times on a vessel less than 4.8m</li> <li>When in an open area of a vessel less than 8m that is underway.</li> </ul>	Level 100 or greater: <ul style="list-style-type: none"> <li>At all times on a vessel less than 4.8m</li> <li>When in an open area of a vessel less than 8m that is underway.</li> </ul>
On all boats less than 4.8m (unless specified)	Level 50S or greater at all times when: <ul style="list-style-type: none"> <li>Boating between sunset and sunrise</li> <li>Boating on alpine waters</li> <li>Boating alone (without an accompanying person 12 years of age or more).</li> </ul>	Level 100 or greater at all times.
PWC including tow-in surfer	Level 50S or greater at all times.	Level 50S or greater at all times.
Crossing coastal bars	N/A	At all times as per open waters requirement for boating activity/vessel type.
Anyone being towed, eg water-skiing, wakeboarding	Level 50S or greater at all times.	Level 100 or greater at all times.
Canoes and kayaks	Level 50S or greater at all times when: <ul style="list-style-type: none"> <li>Boating between sunset and sunrise</li> <li>Boating on alpine waters</li> <li>Boating alone (without an accompanying person 12 years of age or more).</li> </ul>	Level 50S or greater at all times.
Sailboarding and kiteboarding		
Off the beach sailing vessel		
When directed by the master of the vessel <sup>#</sup>	As per enclosed waters requirement for boating activity/vessel type.	As per open waters requirement for boating activity/vessel type.



Photo Marco Tapia

The final stages of the wharf deck reconstruction



Photo John Jeremy

The completed wharf — a magnificent effort by SASC volunteers





Photos John Jeremy

*Hotspur 2* and *Paper Moon* alongside the pontoon for a safety audit on 27 August



*Idle Hour* on the slipway. Now owned by Michael van der Helder, she was previously owned by past Commodore Tony Furse and lends her name to the Idle Hour Trophy



All was going well as *Tamaris* approached for a safety audit — until a line wrapped around the propeller



Treasurer Greg Sproule pretended that his enforced swim to clear the propeller was actually enjoyable



## DISCOVERY OF WRECK OF HMS TERROR CONFIRMED

Parks Canada's Underwater Archaeology Team has confirmed that the wreck located in Terror Bay on the south-west side of King William Island, Nunavut is that of HMS *Terror* — the second ship of the ill-fated 1845 Franklin Expedition to find the Northwest Passage.

Since 2008, Parks Canada has developed a multi-faceted partnership which includes northern communities, the Kitikmeot Inuit Association, the Government of Nunavut, the Canadian Coast Guard, the Royal Canadian Navy, the Canadian Hydrographic Service, Environment Canada and Climate Change, and many other government, private and non-profit partners, including the Arctic Research Foundation. This partnership was also at the heart of the discovery of HMS *Erebus* in 2014 approximately 100 km south of Terror Bay.

Parks Canada's Underwater Archaeology Team recognises the essential role of Inuit knowledge, specifically members of the community of Gjoa Haven, in the discoveries of both HMS *Erebus* and HMS *Terror*.

On 18 September 2016, the Underwater Archaeology Team confirmed that the wreck discovered recently by the Arctic Research Foundation is HMS *Terror*. The archaeological validation was based on a side-scan sonar survey and three dives on the wreck. A multi-beam echo sounder was used to complete an additional survey of the wreck site. The Underwater Archaeology Team was working from the CCGS *Sir Wilfrid Laurier*, along with a scientific staff member from Environment and Climate Change Canada's Watershed Hydrology and Ecology Division who provided expertise in operating the echo sounder.

The dives took place during difficult weather conditions and through poor visibility. The wreck's upper deck is heavily covered by silt and marine life. Nevertheless, the divers were able to observe a number of features which were typical or unique to 19th century British polar exploration ships and the wreck has a number of design specifications that were common to both HMS *Erebus* and HMS *Terror*, including three masts, iron bow sheathings and a double-wheeled helm. There are no wrecks other than HMS *Erebus* with these features in the region.

Comparing this solid archaeological data to an extensive research archive which includes ship plans of HMS *Erebus* and HMS *Terror*, Parks Canada's Underwater Archaeology Team was able to confirm that the wreck is HMS *Terror*. The scans showed the well preserved wreck has features matching the historic records for HMS *Terror*, including the configuration of the bowsprit, location of the ship's helm, the boarding port and deck scuppers which differ from HMS *Erebus*.

As a next step, the Government of Canada will discuss the protection of the site with the Government of Nunavut and the Designated Inuit Organisations.





Photo Don Brice

The first of Australia's new guided missile destroyers, *Hobart*, completed her builder's sea trials off Adelaide in September. She is expected to be handed over to the RAN in June 2017



RAN photograph

The submarine rescue vessel LR5 is recovered on to the work deck of the submarine support ship *Stoker* from the basin at Fleet Base West after a systems test run during the recent Exercise Black Carillon 2016.

## LORD FORSTER AND THE SASC

by  
Tony Saunders

Vic Dibben recently donated his collection of papers and photographs to the Club for the archives. Amongst the material there is reference to a very distinguished member of the SASC in the early 1920s, Lord Forster, Governor General of Australia from 1920 to 1925. According to a list of members dated October 1924 the Amateurs had a number of notable members at the time including Mark Foy, J. O. Fairfax, Alexis Albert, W. E. Arnott etc. One name which stands out is "Forster, GCMG, Rt. Hon. Lord, Govt. House Sydney (Melbourne)"

So what do we know about him? According to newspaper and other reports, he was a well-known, enthusiastic, highly-competent sportsman involved in sailing, golf (with handicap of two), a "great" first-class A cricketer, follower of horse racing and was also into hunting, being described as a "first-class shot" — how did he ever have time to be Governor General? He owned and raced a yacht at Cowes, an eight metre, which may have been *Norn*. A newspaper report of 5 November 1927 on shipping import movements refers to *Norn* saying that it was Norwegian built "previously owned by Lord Forster, consigned to Mr Alexis Albert".

The 21-footers  
*Gumleaf*, *Boomerang* and *Nettle*  
during a race on a  
gloomy day in the  
early 1920s

Lord Forster was patron of a number of yacht clubs in Australia, and won quite a number of races. We don't know when he joined the SASC, but he would have presumably resigned when he left to go back to England late 1925. The SASC Annual Report of 21 August 1922 mentions our racing programme including "one for a new 21-ft Restricted Class". In that year Lord Forster, in his 21 footer *Corella* came third. The



21 footers are again mentioned in the Annual Report dated 21 August 1923, and Lord Forster in *Corella* is named as the winner of the Kelly Cup by one second. The Annual Report of 20 August 1924 mentions the 21 footers' race as being "an ocean race for the 21-foot restricted class". It also states "The Club Championship was held on 12 January 1924, and together with the Kelly Cup, the Commodore's Trophy was, for the third year in succession, won by a 21-foot restricted class yacht, this year's winner being Mr W. E. Arnott's *Nettle*". Lord Forster gets a mention in this 1924 report as having come third in a race that year so he was still active on the water. He won the Kelly Cup again in 1925, which makes him twice club champion.

Lord Forster also presented the Forster Cup for interstate competition in the 21-foot class and is reported to have won his own cup at one stage. He was a great promoter of this class which was a popular open-deck craft, somewhat similar to the cuta boat. As the Forster Cup was presented to the nation it does not seem to get a mention in any of our annual reports. From what I have been able to find out, interstate 21-foot cup racing was last sailed in 1965. The cup then seems to have disappeared until 5 November 2015 when it was offered up for auction at Mossgreens in Melbourne. Its present location is unknown.

October 2016

This SASC sailing program for the 1921-22 season records several successes for Lord Forster's *Corella*

PROGRAMME OF EVENTS.			
1921—			
(1)	OCT. 22—Royal Sydney Yacht Squadron.	Race open to Club Boats.	No entrance fee.
1st.	Adelphi.	2nd.	Winifred.
(2)	NOV. 5—"A" Class General Handicap.	Course No. 1. Prizes—	The Commodore's Trophy—1st, £3 3s; 2nd, £2 2s; 3rd, Mr. W. L. Dendy's Trophy, £1 1s.
1st.	Wartangi.	2nd.	Mischief.
(3)	NOV. 5—"B" Class General Handicap.	Course No. 2. Prizes—	Mr. A. R. Goldsmith's Trophy—1st, £2 2s; 2nd, £1 1s; 3rd, The Club's Trophy, 10s 6d.
1st.	Gumleaf.	2nd.	Simleaf.
(4)	NOV. 19—Royal Prince Alfred Yacht Club.	Race open to Club Boats.	No entrance fee.
1st.	Gumleaf.	2nd.	Burkeener.
(5)	NOV. 26—"A" Class General Handicap.	Course No. 1. Prizes—	Mr. F. J. Doran's Trophy—1st, £3 3s; 2nd, £2 2s; 3rd, Mr. W. L. Dendy's Trophy, £1 1s.
1st.	Seabird.	2nd.	Wartangi.
(6)	NOV. 26—"B" Class General Handicap.	Course No. 2. Prizes—	Mr. E. M. Moors' Trophy—1st, £2 2s; 2nd, £1 1s; 3rd, 10s 6d.
1st.	Mischief.	2nd.	Seabird.
(7)	DEC 10—"A" Class General Handicap.	Course No. 1. Prizes—	1st. Trophy £3 3s, presented by Capt. F. G. Waley, C.B.E.; Mr. H. Saxton's Trophy—2nd, £2 2s; 3rd, £1 1s.
1st.	Mischief.	2nd.	Seabird.
(8)	DEC 10—"B" Class General Handicap.	Course No. 2. Prizes—	Mr. Paul Ross' Trophy—1st, £2 2s; 2nd, £1 1s; 3rd, The Club's Trophy, 10s 6d.
1st.	Corella.	2nd.	Gumleaf.
DEC 31—Pittwater Regatta. Race open to Club Boats.			
(9)	JAN. 7—Handicap (No extras). Open to "A" Class and 21ft. Restricted Class Boats.	Course No. 4 (Ocean). Prizes—	Mr. J. C. Davis' Trophy—1st, £5 5s; Mr. C. H. G. Bentley's Trophy—2nd, £3 3s; 3rd, £2 2s.
1st.	Corella.	2nd.	Gumleaf.
1922—			
JAN. 26—Anniversary Regatta. Race open to Club Boats.			
(10)	JAN. 28—Championship.	Handicap on sail area and overall measurements.	Course No. 1. Prizes—1st, the Kelly Cup for one year and the Vice-Commodore's Trophy, £2 2s; 2nd, Mr. Jas. George's Trophy, £2 2s; 3rd, Mr. Jas. Alderton's Trophy, £1 1s. Time allowance at finish. Entrance fee, 5s.
1st.	Inez.	2nd.	Simleaf.
(11)	FEB. 4—Royal Sydney Yacht Squadron.	Race open to Club Boats.	No entrance fee.
1st.	Wartangi.	2nd.	Adelphi.
(12)	FEB. 11—Juniors Race. General Handicap.	Boats to be sailed by members under the age of 21 years.	Course No. 3. Prizes (to winning skippers)—Mr. E. J. Bayly Macarthur's Trophy—1st, £3 3s; 2nd, £2 2s; 3rd, Mr. Jas. Alderton's Trophy, £1 1s. No Entrance fee.
1st.	Gumleaf.	2nd.	Corella.
(13)	FEB. 18—"A" Class General Handicap.	Course No. 4 (Ocean). Prizes—	Mr. H. M. Shelley's Trophy—1st, £5 5s; 2nd, £3 3s; 3rd, £2 2s.
1st.	Corella.	2nd.	Gumleaf.
(14)	MAR. 4—"A" Class General Handicap.	Course No. 1. Prizes—	1st, Mr. F. C. Coates' Trophy, £3 3s; 2nd, Mr. A. Hosen's Trophy, £2 2s; 3rd, Mr. R. A. McDonald's Trophy, £1 1s.
1st.	Corella.	2nd.	Gumleaf.
(15)	MAR. 4—"B" Class General Handicap.	Course No. 2. Prizes—	The Club's Trophy—1st, £2 2s; 2nd, £1 1s; 3rd, 10s 6d.
1st.	Corella.	2nd.	Gumleaf.
(16)	MAR. 18—"A" Class General Handicap.	Course No. 1. Prizes—	Mr. S. M. Dempster's Trophy—1st, £3 3s; 2nd, £2 2s; 3rd, Mr. R. A. McDonald's Trophy, £1 1s.
1st.	Corella.	2nd.	Gumleaf.
(17)	MAR. 18—21ft. Restricted Class General Handicap.	Course No. 1. Prizes—	Mr. W. D. M. Taylor's Trophy—1st, £3 3s; 2nd, £2 2s; 3rd, Mr. H. B. Hicent's Trophy, £1 1s.
1st.	Corella.	2nd.	Gumleaf.
(18)	MAR. 25—Closing Day.		



## NEW MEMBERS

We welcome the following new members:

Greg Barrell

Cat Sturrock

## 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 \$80.60 (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 December 2016 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 November 2016. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



The 21-foot class *Boomerang* was sailed with the SASC by Frank Albert and his son Alexis in the early 1920s

**YACHT  
SALES  
AUSTRALIA**

# **Yacht Sales Australia**

## ***Yachts for those in the know!***



**Formosa 51' – \$169,000**



**Swanson 38' – \$89,000**



**Athene 34' – \$22,000**



**Delphia 40' – \$169,000**



**Spencer 32' – \$62,500**



**Huon 33' – \$110,000**

***See our website for full details.***

---

*For a complimentary valuation, insurance or to sell your boat, call us on  
02 9969 2144 or email [sales@yachtsalesaustralia.com](mailto:sales@yachtsalesaustralia.com)  
[www.yachtsalesaustralia.com](http://www.yachtsalesaustralia.com)*