



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2019

SYDNEY AMATEUR SAILING CLUB

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
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	Charles Davis
Honorary Secretary	David Salter
Executive Secretary	Judy Wogowitsch/Karen Ewels
Racing Secretary	Alice Murphy

Cover:

Sticky and Imalizard at the start of the Lion Island race which was sailed on a harbour course this year

(Photo John Jeremy)

CONTENTS

Coming Events	3
Signals from the Commodore	4
An Evening with Vanessa Dudley	6
Crew Membership Proving Popular	10
A Note to Members	10
Letter to the Editor	11
Sailing in Madagascar	12
Club Clean-up Weekend	14
Lion Island Race 2019	19
Flag Officers Dinner	23
Opening Day 2019	27
Ranger/Folkboat Sprints	29
Bigger and Bigger	32
New Members	34
From the Archives	35

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 Focus Print Group

COMING EVENTS

October 2019

FRIDAY 18 OCTOBER 2019

Second Friday Twilight race — early start

SATURDAY 19 OCTOBER 2019

Point score race for Mixed Fleet and Classic Divisions. Muriel Trophy Race

SUNDAY 20 OCTOBER 2019

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

SATURDAY 26 OCTOBER 2019

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Race Division and Cavalier 28s

SUNDAY 27 OCTOBER 2019

Balmain Regatta

SATURDAY 2 NOVEMBER 2019

Point score race for Mixed Fleet and Classic Divisions

SATURDAY 9 NOVEMBER 2019

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Race Division and Cavalier 28s. Cruiser Racer Division sailing windward/leeward races with MHYC

SUNDAY 10 NOVEMBER 2019

Point score race for Sunday Non-spinnaker Division and Classic Division. Captain Slocum Trophy Day

SATURDAY 16 NOVEMBER 2019

Point score race for Mixed Fleet and Classic Divisions

SATURDAY 23 NOVEMBER 2019

Point score race for Super 30 Gold Cup, Classic Division, Cruiser Race Division and Cavalier 28s

SUNDAY 24 NOVEMBER 2019

Point score race for Sunday Non-spinnaker Division and Classic Division combined with RPEYC Women on Water Regatta

SATURDAY 30 NOVEMBER 2019

Point score race for Mixed Fleet and Classic Divisions

SATURDAY 7 DECEMBER 2019

Point score raceS for Super 30 Gold Cup, Classic Division, Cruiser Race Division and Cavalier 28s. Super 30s sailing windward/leeward races with RSYS

SUNDAY 8 DECEMBER 2019

CYCA Sydney Hobart Veterans Regatta

NEED THE TENDER?

***Call Allan,
Will, Gavan
or Bob
on
0418 678 690***

Sat: 0900-1800
Sun: 0900-1700

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



SIGNALS FROM THE COMMODORE

With the Twilight racing season now upon us and the probability that many skippers will be tempted to take some guests on board as “crew” for a social cruise around the harbour, it is worth taking a moment to think about your responsibilities as Master of the vessel.

Given the rush to get down to the Club after work on Friday, get the boat ready, the drinks stowed, the mooring lines cast off in time to make the start, many of us are perhaps guilty of not demonstrating the appropriate level of duty of care which might otherwise be required.

If a guest were to stumble or be hit by a wayward boom during an accidental gybe and be injured — it’s a sobering experience to ponder what, if anything, could have been done to have prevented the injury and, heaven forbid, whether you as the boat owner might be liable.

As has been discussed at our Skippers Briefings most boat insurance policies cover just the boat and the owner and not the crew. In the event of a serious accident, an injured party seeking some compensation may have no option but sue the owner for negligence or having failed to exercised duty of care.

My legal friends tell me that the question of liability on board even leisure boats is both simple and complex. Admiralty law, like land-based legal concepts, starts with the premise that a property owner owes his invited guest a duty to exercise ordinary or reasonable care for the safety of the guest.

Deciding just what constitutes reasonable care can be especially complicated on a boat, which is bobbing up and down, cluttered with equipment and filled with obstructions. It has a great deal to do with the experience of the boat owner and the boating experience of the passenger and whether the boat owner had, or should have had, knowledge or notice of some dangerous condition. Additionally, it may depend on whether the owner knew, or should have known, that his guest was unaware of, or unfamiliar with, the condition.

The duty to exercise reasonable care is rooted in the duty to provide a reasonably safe boat for the invited guest or less experienced crew. This does not require that the boat be accident proof. Under the law, the applicable standard of care requires the boat owner to provide a boat that is reasonably safe, not one that is absolutely safe.

A guest, like any of your crew, also has some responsibility — a duty to exercise care for his or her own safety. A guest cannot simply wander blindly about the boat oblivious to all the risks — some are clearly obvious. But reasonable care does mean that you may be held accountable if you fail to warn a guest, for example, that the boom can swing across the boat at a dangerously low level and cause serious injury to anyone in its path.



An experienced skipper or crew might well be aware of the risks of an uncontrolled gybe, or putting a hand between a sheet and the winch or letting off a loaded mainsheet, but these situations may be new and hazardous to a guest.

Properly equipping your boat with the appropriate safety gear also contributes to your duty of care. Having been audited for your Cat 7 or Cat 4 Safety means you accept responsibility for ensuring your boat is maintained to that standard throughout the racing season. Not to do so, could put you at serious risk of legal action in the event of serious accident aboard your vessel.

Being the Master of the Vessel, means that YOU are responsible for the safety of yourself, your passengers, your boat and those you may come into contact with. It means that you are responsible for knowing and adhering to the ColRegs and the Racing Rules; you are responsible for operating in a manner that is appropriate for the conditions — so maybe no crash gybes at the top mark in 25 knots of breeze and operating at a safe manner in congested waters or at times of restricted visibility such as at night.

So just a reminder, that as skipper, you have the responsibility to warn an unsuspecting guest or new and inexperienced crew when you are aware of a hazardous situation on your boat. Show them around the boat, show them how to use equipment, where the life jackets are, the location of the first aid kit, the many dangerous hazards aboard the boat and what they can expect when they go out on the water.

Share your knowledge with them — you will help them be safer on the water, and you will help them enjoy the water that much more. And it would be nice to see you all back at the Club in one piece — it's good for business!

Bruce Dover



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

 **International.**

AN EVENING WITH VANESSA DUDLEY

Vanessa Dudley – ‘Duds’ to her friends – has been a familiar, friendly face around the club for many years. Her achievements in just about every form of sailing outstrip anything the rest of us might have managed by a million nautical miles.

Offshore she’s done 23 Sydney-Hobarts, including a 2nd and 3rd place overall. She’s done two Transpacs and a Fastnet race, plus umpteen Southports, Lord Howes and Mooloolabas.

Vanessa’s record as a dinghy sailor is even more impressive, beginning as World Junior Moth Champion in 1975. She then raced in the Flying Dutchmen and 18-footers. In the Lasers she won plenty of Australian women’s titles before graduating to the Grand Masters ranks. Vanessa won the Laser Radial Grand Master world championships in 2013 and 2016, and will attempt to regain that title in the Netherlands this year.

Off the water Vanessa has filled a succession of elite roles in yachting journalism. She’s been editor of Modern Boating, Australian Yachting, Australian Sailing, Trade-A-Boat and the Australian edition of Yachting World.

After the recent AGM Vanessa spoke about her 40 years of sailing achievement.

DAVID SALTER: Let’s deal with the obvious area of interest first: women in offshore racing. You’ve been at the forefront of that struggle for decades. But isn’t the battle over now? Aren’t

Vanessa Dudley
with David Salter

Photos John Jeremy



campaigns like all-woman crews for the Hobart or the Volvo race a bit past their use-by date?

October 2019

VANESSA DUDLEY: Talking to the Volvo Race women, they were very disappointed when they were on the boats because of the rule that made it favourable to have women in the crew. At the end of the race some of the skippers were asked would they have women on their boats if that rule didn't exist, and they said 'no'. The women were really disappointed because they thought they'd pulled their weight equally. When it comes to women in sailing it's hard not to look at things through your own experience. I think I've had so many opportunities given to me, partly because I'm female, but also I've had to fight for everything. But if women can get sponsorship to do all-women crews, well, go for it!

DS: What about the one-design dinghy classes? Why shouldn't men and women now compete against each other, as they've done for yonks in the equestrian events, for example?

VD: We do in the Masters, but not in the World Championships. But they're doing more 'mixed crews' at the Olympics – male and female together. It's a great opportunity for women and I think it's changing the sport. I was looking through some old, old paperwork that I had and back then we were saying we don't think it's a good idea to have women's classes at the Olympics – that women should be able to compete equally. But I've changed my mind. I think it's really been a good thing for sailing to have women's classes. There's a heap more women sailing now and getting really good skills. I like sailing in mixed fleets, but it's bringing more women into the sport.

DS: You were also a very early pioneer in another field dominated by men: yachting journalism. How did you get into that?

VD: I dropped out of law school [*laughter*], and went and knocked on the door of *Modern Boating* and talked my way into a cadetship. It's funny, I've never really thought of myself as a trailblazer at all. I just really like sailing and it's a fun lifestyle job. A few times at *Modern Boating* I used to have to go and test 50-foot flybridge cruisers and they looked a bit askance when you turned up – a female! It was probably a bit of an oddity. It's only really about ten years ago that I realised I probably needed to get a job that paid some money [*laughter*].

Vanessa during her interview with David Salter



DS: Well, you had a long innings in the magazines, then crossed over to the dark side to your current role at NSW Maritime. Can you explain to us what that job entails?

VD: You've just blown my cover! I've been at Roads & Maritime for a while now. I'm manager of the Education Unit. We've got 13 education officers around the state. Good sailing clubs already have a high safety culture, but the little power boats – they don't have a clue. Most of our work is around talking to small boat owners at ramps, and talking to kids at schools about safety equipment and lifejackets. There's been a big push towards getting people to wear inflatable lifejackets but a lot of people don't realise there's quite a high level of maintenance involved. So we've started running self-service clinics around the state where people can bring their lifejacket. There's so much lack of knowledge about them. That's our next big safety campaign.

DS: The sport has undergone huge changes during your career, many of them controversial. The America's Cup has gone so high tech it's become a contest between engineers. Offshore racing is dominated by the stored-power boats. What's your view on those issues?

VD: Sailing on the stored-power canting keel boats – they're amazing machines. So powerful. You'd have to have twice as many people, the grinders and all that, to sail them like that without stored power. Things just keep evolving. It's like my old scow moth. You look at them now with foils – they're like a different species. Yet you look at the Laser – it's 30 years old and it's not a development class. Every time you gybe the mainsheet *still* gets caught on the back no matter how skillful you are. I'm all for development, but I don't know about America's Cup. They might have gone a bit too far with the monohull. It seems like they might have some trouble sailing those boats. It'll be interesting to watch.

DS: We've known each other for many years Duds and I've always

Illustrations added to Vanessa's story



been struck by a remarkable contrast. Personally, you're such a quiet, modest, self-effacing person. Yet out on the water you have to be pretty damn competitive to win so often. How do you account for that?

VD: At the start of every season at my Laser sailing club, going out for the first race, I always say to myself: 'This year you're not going to tell anyone to *get f---d!* [*Laughter*] – that's the one thing that you're not going to do'. But I don't usually get to the end of the season – I don't know what it is. I love the cut and thrust of racing and how great it is to just go out and be fully absorbed in the race and the strategy and the physicality of it. But then you come back in and it's all done. I really love competing, but as I've got older I think more and more about sportsmanship – and how important it is. It's just more important to be a nice person on the course, and not such a bugger!

DS: Duds, in terms of competitiveness, when I see video of those massed starts in the Lasers – 50 boats or more hitting the line together – it amazes me that with perfectly matched one-design boats, it's the best few sailors who usually grind out a lead – including you. How is it done?

VD: Um... it's hard. I think with the Lasers you really need to be able to hold your lane off the start line. You have to master the art of getting your boat going in ten seconds and being able to hang in there. Once you get rolled by someone, that's it – you can't sail your own race. If you're in a clear lane and got your own breeze then you can make your own decisions. Otherwise you're like a shuttlecock. Focus on that. Then, downwind speed is very important in Lasers. They all go crazy catching waves. They also try and grab every single place they can – every single point counts. They never give up.

DS: There can't be many people here who wouldn't like to go faster. You've raced just about every class of boat. Have you got a few tips to help us out? What do you keep uppermost in mind when you're racing?

VD: Not doing things by halves. I've been to psychologists and all that sort of thing over the time. Everyone does things wrong in a race but it's important not to dwell on it – to stay in what you're doing now. Keep focused on what's happening now. It's really easy to get distracted by things that don't actually matter. The main thing's having fun, really. If you have fun sailing, you're a winner. I really hate yelling even though I started as a complete martinet as a kid. Now I don't want to yell. Crew harmony is really important. Keeping your head out of the boat. Having a plan. Thinking about what might happen next. You've just got to accept your role on the boat and do that as best you can, and accept that you're all part of a team.

DS: Vanessa Dudley, thank you very much. It's been a pleasure.



CREW MEMBERSHIP PROVING POPULAR

On 1 June the club introduced the new category of Crew Member. At time of writing the club has welcomed over thirty 'Crew' and applications are still flowing in. The overall reaction has been excellent; non boat-owning crew, many with a long association with the club, have jumped at the chance to become part of the SASC.

These new members are a key part of the club's future. If they become boat-owners they will be obliged to move up to Full Member and after three years as 'Crew' they may choose to move up to 'Full', without paying a joining fee.

The Board agreed to cap total Crew Membership at 20% of total Full Membership initially, which means there are fewer than forty Crew Memberships still available. If you think any of your regular crew would like to join you should tell them not to drag their feet!

Crew Membership has various benefits including membership of Australian Sailing — which in turn offers personal accident cover and compliance with all racing rules and regulations. As you are aware, from this season, and in line with most sailing clubs, all participants in SASC races are required to have an AS number or to hold a valid SailPASS. An SASC SailPASS allows crew to comply with racing rules but has no other benefits. Skippers should inform their crew about this obligation.

Crew membership: *The application form can be found on the SASC website. Price is \$269 a year.*

SailPASS: *Price is \$5 for an individual race or \$95 for a full season (up to 1 June each year). Hit the 'SailPASS' button on sasc.com.au to buy.*

A NOTE TO MEMBERS

Dear fellow members,

Please be aware that in our dinghy shed working area, there are two vices for woodwork only and one for other engineering (dirty, greasy jobs)!

I was recently doing some timber work on the long bench and using that vice and, only too late, found that it had been used to hold a greasy/oily item that left much of that oil on the wood cheeks of that vice which was thus transferred to the bare wood of my job!

Needless to say my job was badly stained and required unnecessary time in an attempt to clean before completing the work

There are no signs on or around these work benches regarding usage of vices, but would members please be considerate when using these facilities.

Your co-operation in this regard would be appreciated by fellow members

Ian Anstee

LETTER TO THE EDITOR

October 2019

Dear Ed.,

Alan and Robyn Norton-Smith have a place in SASC history as the donors of the *Tara Ipo* trophy. Alan (AN-S) also contributed an article on building *Tara Ipo* to the history of the Amateurs 1872–1972. Alan and Robin were also members of the Coastal Cruising Club and, for a short period, AN-S was the editor of their Newsletter. While he was editor, two multipart articles by him were printed. The first purported to be his experiences as a 14-year-old in *Havannah*, a gaff-topsail-rigged copra schooner. He got to make the voyage as his Dad was the captain's boss. AN-S does not give us her dimensions but she regularly carried 360 bags of copra at 12 bags to the ton. The captain was a highly competent seaman, but carried no charts and could not read. The mate was nicknamed 'House', as he was built like one. He used to lift the 200 lb (91 kg) anchor on board with one hand. Among the crew was a native whose father had dined on Long Pig as a youth. During his time on board the ship they experienced a cyclone when the barometer fell below 28.4 inches of mercury (<960 mBar in modern talk). They lost the main mast and hit a reef but the ship survived.

In the second story, AN-S tells of his vanilla smuggling. He says that he had flown Grumman Martlets from HMS *Ark Royal* during World War II (Martlet was the name the RN gave to the Grumman Wildcat). Later, in 1947, he was in Singapore as captain of a freighter when a rich Malayan hired him to make flights to Java at night and land there while vanilla was stowed in the wings where the guns and bullets had been. With the aircraft lightened and fitted with wider tyres, it was planned that landings and take offs in Malaya would be from a beach. On the first trip, he landed at the right spot in Java and about 1.5 tons of vanilla was loaded. On the return flight another fighter, presumably Dutch, tried to force him to land in Batavia. As AN-S did not fancy the hospitality of a Dutch colonial jail, he tried to escape by flying low and fast, which meant he used more petrol than planned. He got away and nearly made it to the beach where he was to land, but he ran out of fuel and the plane finished up in shallow water. The plane owner's people dragged it ashore and recovered the vanilla, which was worth about \$500,000 in Straits currency.

If this story is true, this chap is probably the only SASC member to admit to smuggling vanilla by fighter aircraft. But did he write these stories as fictional stories to intrigue his readers or are they are a factual record? Numerous fiction writers have pretended to be part of the story so they can tell their yarn in the first person. If the stories are inventions, and I suspect they may be, he is a good fiction writer.

In the hope that some member knows more about him, I ask the following questions:

- Is anything known about AN-S that expands on my information?
- If so, are these stories works of fiction?
- What happened to the Norton-Smiths and *Tara Ipo* after they left the SASC?

I would be grateful for any information.

John Pennefather

SAILING IN MADAGASCAR

One does not normally associate sailing with a poor country like Madagascar, but sailing is quite common, especially on the West Coast.

On a recent holiday in that country as part of a small group, my wife and I spent a weekend at Anakao in the SW of the island of Madagascar. There I observed the many *lakanas* or *pirogues* used by local fishermen (and increasingly by tour operators).

Lakanas are outriggers about 8 m long with a single square sail. The main hull is a hollowed out log of a givotia tree. The outrigger is a branch of a species of commifora which is a light buoyant wood, both of which are fairly plentiful in this part of Madagascar.

The tools used by local shipwrights are mainly a (very sharp) tomahawk, supplemented by a cross cut saw and an awl. No power tools here! As you can see in the photo, the topsides are made from hand dressed irregular-shaped planks butt jointed and sealed with pitch. Hand chiseled dowels are used to join the planks. There are no ribs or thwarts (apart from the cross members for the outrigger). Amazingly it all seems to hold together.

The rig is a spritsail made from square sheets of cotton. The throat is fixed to the top of the mast and the peak to the end of a diagonal sprit. The tack may be led to the bow as here or bound around the mast. The clew is loose sheeted. This rig drives the lakana quite nicely, especially off the wind. Finally there is no rudder. Steering gear is a paddle.

A lakana under sail

Dennis Wood

Photos Dennis Wood





A local shipwright shaping a gunwale plank



The fleet returning home on Saturday afternoon

CLUB CLEAN-UP WEEKEND



Photos John Jeremy

On the weekend of 10–11 August up to 40 volunteers gathered for a traditional SASC working bee, cleaning up the clubhouse, boatshed, Green Shed and surrounds ready for the coming season



Frank Walsh and Richard Palfreyman refreshing the deck furniture



Ian Anstee and John Pennefather up to something in the chandlery



The cheerful wharf pile survey team at work



Fendering work underway on a pontoon at the Green Shed



The inside of the Green Shed, neat and tidy and ready for work



If you wondered where your unlabelled kit went it was probably in this skip which was full when it left



Photo courtesy Leone Lorrimer

Leone Lorrimer at work in *Captain Amora*



Photos courtesy Leone Lorrimer

I'll give it a shove — Chris Manion helping to make some room for work on the pontoon's pile guides



Perhaps a pull will work better

LION ISLAND RACE 2019

October 2019



Photos John Jeremy

Captain Amora flying flag Z — owing to an offshore gale warning the Lion Island race was sailed on the inshore course on 7 September



Victoire and *Hell Razer* at the start of the 2019 Lion Island race.
Victoire was the winner in Division 1



Sticky, Solveig II and Imalizard at the start of Division 1



Samphire and Double Dutch after the Division 2 start



Shibumi was the winner of the Division 2 race



Imalizard, *Sticky* and *Hell Razer* on the way to the first mark



EZ Street, under the command of Commodore Bruce Dover,
after the start of the 2019 Lion Island Race

FLAG OFFICERS DINNER

October 2019



As usual, the clubhouse looked magnificent for the annual Flag Officers Dinner on 13 September. The dinner is the Club's opportunity to entertain Flag Officers from Sydney clubs and other VIPs



Photos John Jeremy

One of the floral arrangements prepared by the SASC team of volunteers



Dave and Carmen Giddings represented RANSA at the Flag Officers Dinner



Was it a tall tale? Commodore David Ward from the Royal Sydney Yacht Squadron enjoying conversation with SASC past Commodore Fred Bevis



SASC past Commodore Tony Clarkson with Ian Anstee before the dinner — perhaps discussing *Captain Amora's* recent refit?



Over sixty people attended the dinner, including Janice Morris and Tony Cousins



Rear Commodore Peter Scott with Felicity Wilson MP, Member for North Sydney



Commodore Bruce Dover welcoming the guests



Photos John Jeremy

John Pennefather and Ian Anstee preparing the ever-popular bacon and egg rolls on the wharf on Opening Day, 14 September



The Club was suitably dressed for the occasion on Opening Day



Photo Richard Palfreyman

The Les Arduin Trophy spitting fire to set proceedings off with a bang



Cuttlefish, anchored off the Club, received the award for Best Dressed Yacht

RANGER/FOLKBOAT SPRINTS

October 2019



Light winds were the order of the day for the first of two days of sprint racing this season for Rangers. There were no couta boats entered but Folkboats joined in for the first time



Vagrant, *Ranger* and *Cherub* on the run from Clark Island during the first race which was started after a delay and change of course



Despite the light conditions and only four entries the Folkboat crews had a great day and will return for the next sprint day on 5 April



Six Rangers took part in the event — this is the start of their second race. Bill Gale observed the start closely from Bordeaux at the pin end of the line



The Tomaszewskis in *Indulgence* were among the spectators



Ranger and *Vanity* approaching the finish of the third and last race for which the conditions were perfect

BIGGER AND BIGGER



Photo Heerema Marine Contractors

The new crane vessel *Sleipnir* during LNG bunkering off the coast of Indonesia

Just imagine what Trevor Cosh could do with this piece of kit! The world's largest and strongest floating crane was recently completed in Singapore.

Heerema's newest vessel, *Sleipnir*, is designed to work on large offshore projects such as installing and removing jackets, topsides, deep-water foundations, moorings and other offshore structures, such as windmills.

With two 10,000 t revolving cranes, the vessel can lift loads of up to 20,000 t in tandem. During recent sea trials, *Sleipnir* lifted loads of 11,000 t per crane — 110 % of capacity. *Sleipnir* has a top speed of 12.2 knots and the ship's dynamic positioning system can keep her stationary within a footprint of just 30 by 30 centimeters.

While in Indonesia, the vessel bunkered with 3,000 t of super-chilled LNG fuel for its maiden voyage to Spain, the biggest LNG bunkering operation worldwide to date. The bunkering took place approximately 12 miles from shore.

The trip to Spain was expected to take about about 45 days via South Africa's Cape of Good Hope.



CMA CGM photo

CMA CGM Jacques Saade, the first in a new fleet of nine French-flagged, 23,000-TEU, LNG-powered containerships

The world's first LNG-powered, ultra-large containership was launched on 25 September at the Shanghai Jiangnan-Changxing Shipyard in China.

In 2017, Rodolphe Saadé, Chief Executive Officer of the CMA CGM Group, announced the decision to order a series of nine 23,000-TEU containerships which would be the world's first ever to be powered by liquefied natural gas.

The adoption of LNG as the ships' fuel is expected to reduce:

- emissions of sulphur oxides and fine particles by 99%.
- nitrogen oxides emissions by up to 85%.
- carbon dioxide emissions by around 20%.

The new ships, which are 400 m long and 61 m in beam, will enter service from 2020. In addition to the LNG propulsion, the ships will feature a state-of-the-art bridge design, the world's first to deliver four major innovations to assist the Captain and crew:

- a tactical display offering enhanced map views for more dynamic navigation briefings;
- a path prediction system optimised to display the ship's predicted position in the next three minutes; and
- a smart eye system projecting a bird's-eye view of the ship's surrounding area with augmented reality screens offering the crew precise information on the ship's rate of rotation, distance from the wharf and transverse speeds.

CGM Jacques Saade will also be equipped with a smart system to manage ventilation for the reefer containers carried in the hold.

NEW MEMBERS

We welcome the following new members:

Mark Bransdon
Julie Campbell
Susan Coulson
Andrew Crawford
Chris Donohoe
Malcolm Edwards
Timothy Hall
Ric Lewarne
Ish Rajendram
Jemma Scott
Ben Slee
Paul Smith

TENDER HOURS

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

Saturday (all year) 0900–1800
Friday Twilights 1600–2100 (approx)
Sunday DST 0900–1800
Sunday EST 0900–1700

SASC SHOP

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$20.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Wide Brimmed Canvas Hats	
— small, medium and large	\$30.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$40.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$45.00
Rugby Top – S, M, L, XL and XXL	\$55.00



NEWSLETTER DEADLINE

The next *SASC News* will be the December 2019 edition. Contributions from members, which are always welcome, should reach the editor by Friday 22 November 2019. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

Someone recently asked what the largest gaffer ever to sail in a Sydney Amateur Sailing Club Gaffers Day event was. It would have been Derwent Hunter, seen here on Gaffers Day 1981. This 27.3 m long gaff-rigged topsail schooner was built in 1946 and was the last vessel designed and built by Walter Wilson at his yard in Port Cygnet south of Hobart in Tasmania. For twelve years, from 1950 to 1962, she operated as a research vessel for the CSIRO. Today she is a charter vessel in the Whitsundays

**YACHT
SALES**
AUSTRALIA.com

Yacht Sales Australia

The yacht sales professionals



Cavalier 28 - \$24,500



Dufour 35 - \$84,950



Carmen 31 - \$24,500



Martzcraft 35 - \$69,900



Nantucket 31 - \$34,900



Traditional 30 - \$39,990

See our website for full details.

Call us for a complimentary valuation, insurance or to sell your boat
02 9969 2144 or email sales@yachtsalesaustralia.com
www.yachtsalesaustralia.com