



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2021

SYDNEY AMATEUR SAILING CLUB

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Cover:

Captain Amora, Maris and Skylark waiting peacefully for normality to return

(Photo John Jeremy)

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COMING EVENTS

October 2021

At the time of publication, sailing events were expected to recommence in late October. That may change, of course, and members will be advised of the sailing program directly when the way ahead becomes clear.

FRIDAY 29 OCTOBER 2021

First Friday Twilight Race

SATURDAY 30 OCTOBER 2021

Point score race for Classic Division and Mixed Fleet Division. Race 1 in the Sheep Station Series and the Muriel Trophy Race

SATURDAY 6 NOVEMBER 2021

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

SUNDAY 7 NOVEMBER 2021

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

SATURDAY 13 NOVEMBER 2021

Point score race for Classic Division (Commodore's Cup) and mixed Fleet Division

SUNDAY 14 NOVEMBER 2021

Daydream Shield competition SASC/MHYC

SATURDAY 20 NOVEMBER 2021

Point score races for Super 30 Division (windward/leeward races with the MHYC), Classic Division, Cruiser Racer Division and Cavalier 28 Division

SATURDAY 27 NOVEMBER 2021

Point score race for Classic Division (Commodore's Cup) and Mixed Fleet Division (Sheep Station Series race 2)

NEED THE TENDER?

Call

Nancy K
on

0418 678 690

or

Jack Millard
on

0418 678 819

(race days)

SAFETY REQUIREMENTS

2021-2022 SEASON

EQUIPMENT AUDITS

Due to COVID-19 lockdown restrictions, audits scheduled for August 2021 have been postponed to future dates. Meanwhile, existing audits remain current until December 2021

Further information will be provided directly to members



SIGNALS FROM THE COMMODORE

Almost cut my hair, it happened just the other day.

Fold the sheets and fill the bilge; we may get some racing in by the end of October. However, all participants will need to meet certain grooming standards. We are yet to determine how these standards will be enforced. Skippers may be required to warrant that all crew are neatly attired and freshly washed. Entry to the club could also be dependent on such matters as hair length, skirt height, piercings and trim. Again, the issue will be how we oversee these standards and how we respond to any who may be vociferously opposed to wetting the soap. The pursuit of the hirsute is apparently an issue of concern to the remnants of the flower children now infiltrating cable television and we are cognisant of this.

We are also opening access to the Shed that is Green and to the slipway on weekends. Again, grooming standards and crowd control are areas of concern. Please be of common sense and generous of spirit by observing those guidelines we establish. And, as we emerge from hibernation, members are reminded that wearing apparel below the waist is considered polite and that there is no mute function on the *outernet*. Alice Murphy is the instigator of the electronic newsletters that have been sent to members every few weeks, a typical example of her enthusiasm and I would like to sincerely thank all who have provided online presentations.

Quite a few club events have been postponed or cancelled in the last twelve months and we anticipate that restrictions on congregating may remain for most of this year. We are hopeful that events scheduled for our 150th Anniversary year will coincide with a significant return to a more social existence where “bingeing” again involves alcohol, company and back roads, sorry I meant taxis.

Sean Kelly

Photo John Jeremy

A quiet Saturday afternoon in Mosman Bay during lockdown





Photo John Jeremy

Vice Commodore Peter Scott and Maz Kivi down-sized for a sail on 18 September

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*



THE TALE OF TINGIRA

by
John Jeremy

Last season Chris Kelly, the forward hand of *Lonely*, won the Tingira Trophy. The trophy is described in our Sailing Program Book as “A perpetual trophy presented by Dr C.H. (Tom) Selby in recognition of the part all crews play in the successful racing of performance yachts. It is to be awarded to the nominated forward hand of the winning yacht in the Cruiser Racer Division point score.” The trophy is a reproduction of a sailing ship in heavy weather. The ship is identified on the trophy as *Sobraon*, which became *Tingira*, but how many members know the remarkable story of this ship?

Sobraon was a passenger ship built at Aberdeen in Scotland for Lowther, Maxton & Co by Alexander Hall & Co of Aberdeen. Originally designed as an auxiliary steamer, the steam propulsion was abandoned before she was launched. She was launched on 17 April 1866. Her name commemorated General Gough’s victory at the Battle of Sobraon in the Punjab in 1846. Constructed of Burma teak secured to iron frames and diagonal stiffeners by copper-alloy fasteners she was the largest composite-hull sailing ship ever built. Her overall length was 317 feet (97 m), her overall beam was 40 feet (12 m), depth of hold 27 feet (98.2 m), draught 16 feet (4.9 m) and her gross tonnage was 2,131. Her deadweight carrying capacity was 3,500 tons.

The Tingira
Trophy

Sobraon’s sail area was about 87,000 square feet 7,989 m² and she was

SASC Archives





State Library of South Australia

Sobraon at Gravesend



State Library of Western Australia

Sobraon under full sail



State Library of South Australia

Sobraon alongside in West Circular Quay, Sydney

said to be able to reach 16 knots under full sail. Accommodation was provided for 90 first-class and 40 second-class passengers. She also had space for livestock so that milk and fresh meat was available. Storage of provisions was helped by an ice chamber capable of carrying three tons of ice and she had an early distiller to provide fresh water.

Sobraon sailed for Sydney in 1867 under the command of Captain Kyle. It is recorded that “on her voyage home he developed aberration of mind, causing the ship to be similarly affected in her compass, and instead of sailing up the English Channel the *Sobraon* found herself up the Bristol Channel. This contre-temps caused a change in the command and Mr J. A. Elmslie, the chief officer, was appointed captain.”

Captain James Elmslie was said to have an attractive and genial personality and he remained in command for the remainder of her sea-going service which lasted 25 years, mostly under the ownership of Devitt and Moore who purchased the ship in 1870.

Sobraon arrived in Sydney for the first time on 7 January 1868. Amongst her passengers was Lord Belmore who was sworn in as Governor of New South Wales the following day. She made seven voyages to Sydney before moving her Australian port of arrival to Melbourne. Her fastest recorded passage was London to Cape Otway in 60 days, reaching Sydney 13 days later. She left London on her final voyage on 14 October 1890, arriving at Port Melbourne on 4 January 1891.

Meanwhile, in 1871 Henry Parkes, Minister for Education in New South Wales, had been instrumental in the purchase of the sailing ship *Vernon*

J C Jeremy Collection

The school ship
Vernon at her
moorings off
Cockatoo Island



SASC NEWS

for conversion and use as a training ship for wayward and orphaned teenage boys. *Vernon* was moored to the east of Cockatoo Island and a recreation area and a small farm were set up on the eastern shore of the island. Under the administration of the Department of Education, up to 500 boys were accommodated in *Vernon*.

By 1890 *Vernon* was an old ship and had become unsuitable for her purpose. In January 1891 the NSW Government bought *Sobraon* for £11,706 and on 6 February 1891 she left Melbourne under tow for Sydney where she arrived on 11 February for fitting out to replace *Vernon*. Thereafter known as the Nautical School Ship *Sobraon* and, under the administration of the then NSW State Welfare Department, she trained over 4,000 delinquent boys over the following 20 years.

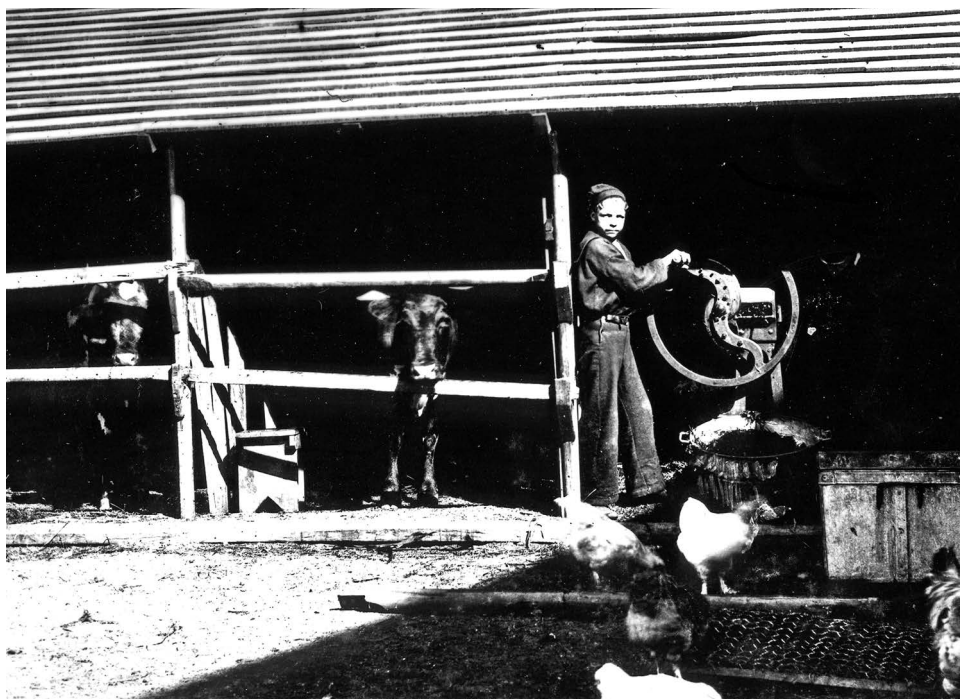
Vernon had ended her career in Berry's Bay where she caught fire on 19 May 1893 and was destroyed. The first officer to command her had been Captain James Main who died onboard on 18 March 1878. He was succeeded by Captain Frederick Neitenstein who remained in command until taking command of *Sobraon*, a position he held until he was appointed Controller-General of Prisons. *Sobraon's* next commander, and her last, was Captain W. H. Mason who had previously been her chief officer.

In 1911, the year the Commonwealth Naval Forces became the Royal Australian Navy, *Sobraon* was purchased by the Commonwealth Government for £15,000 for service as a boy's training ship for the

Band practice on board *Vernon*

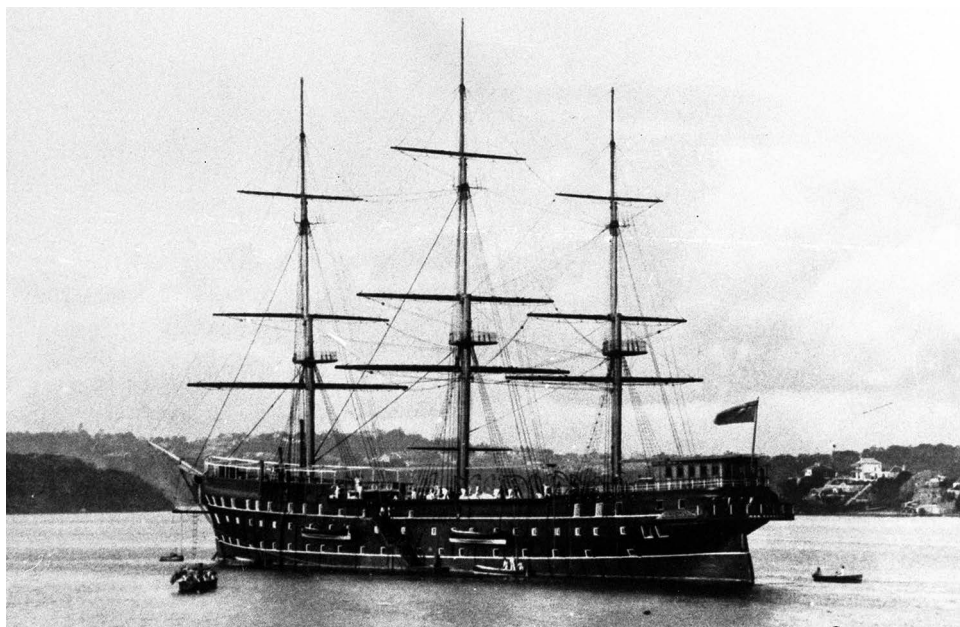
J.C. Jeremy Collection





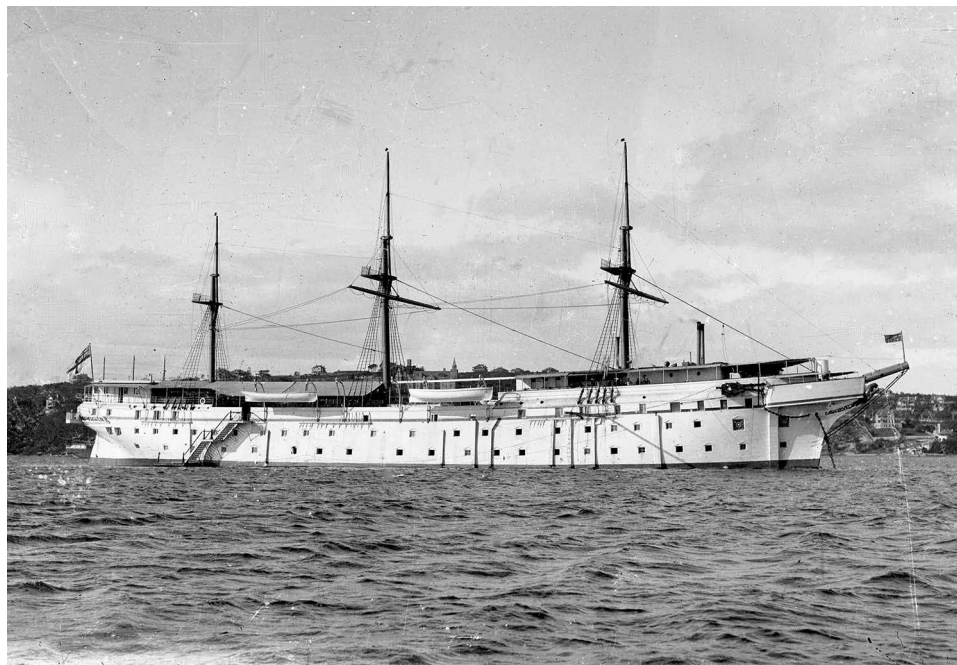
State Library of NSW

At work on the farm on Cockatoo Island



RAN Historical Collection

Sobraon at her mooring off Cockatoo Island



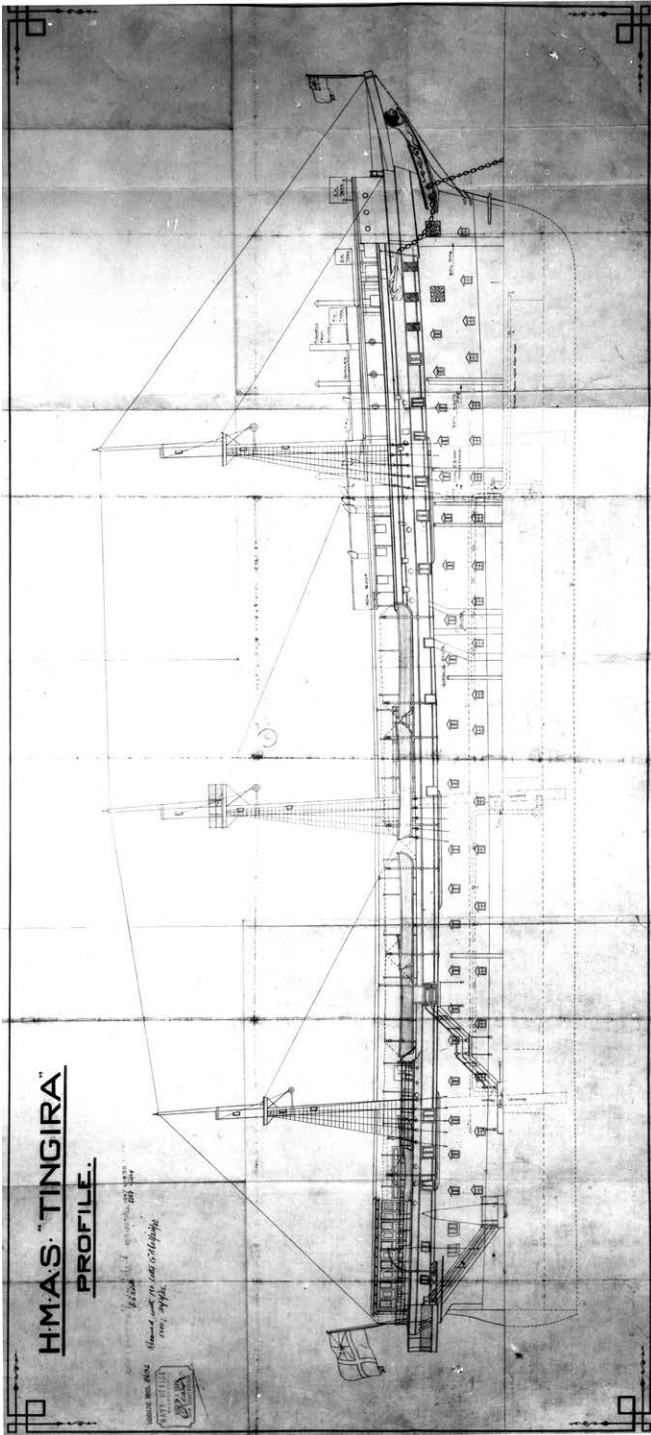
Australian National Maritime Museum

HMAS *Tingira* in
Rose Bay

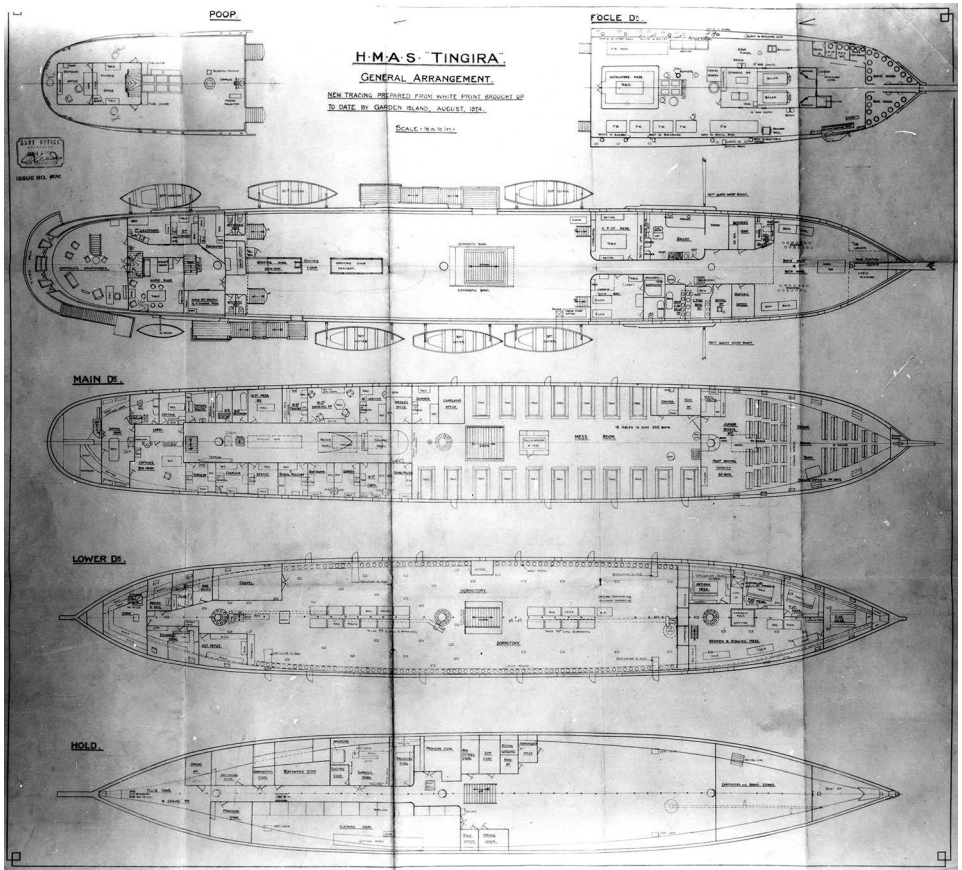
new navy. She was fitted out at Morts Dock, Balmain, at a cost of about £10,000 and renamed *Tingira*, an aboriginal word meaning open sea. Commissioned as HMAS *Tingira* on 25 April 1912 she was moved to permanent moorings in Rose Bay, under the command of Commander Charles la P. Lewin RN. In her new role her full complement of boys in training was about 250 but usually not more than 200 were undergoing training at any one time.

A Sydney paper at the time commented on the manning of the new navy and reported “The mainspring is the man behind the gun and as the gun and the ship become more and more subtle and complex, so must the man become of higher mental calibre and capable of fine accomplishment”. It was to give Australian boys that mental calibre that the old *Sobraon* had been specially fitted out for and the boys “to whom so much attention is devoted are selected as suitable to receive it.”

Towards the end of her service, an article in *The Navy League Journal* reflected on the life of the old ship. “The age of mechanism with its rush and rattle, its selfishness and greed covers the earth with its soulless and fetid breath, and the quiet beauty of the old ship’s life is fast perishing in the furnace of what the world calls progress and profit. We have scrapped the golden mellow of the old order, and accepted the harsh hues of the modern. The *Sobraon* in the old embodying the spirit of freedom drawn from the wide deep sea will perish — but she will never accept the new.”



The outboard profile of HMAS Tingira



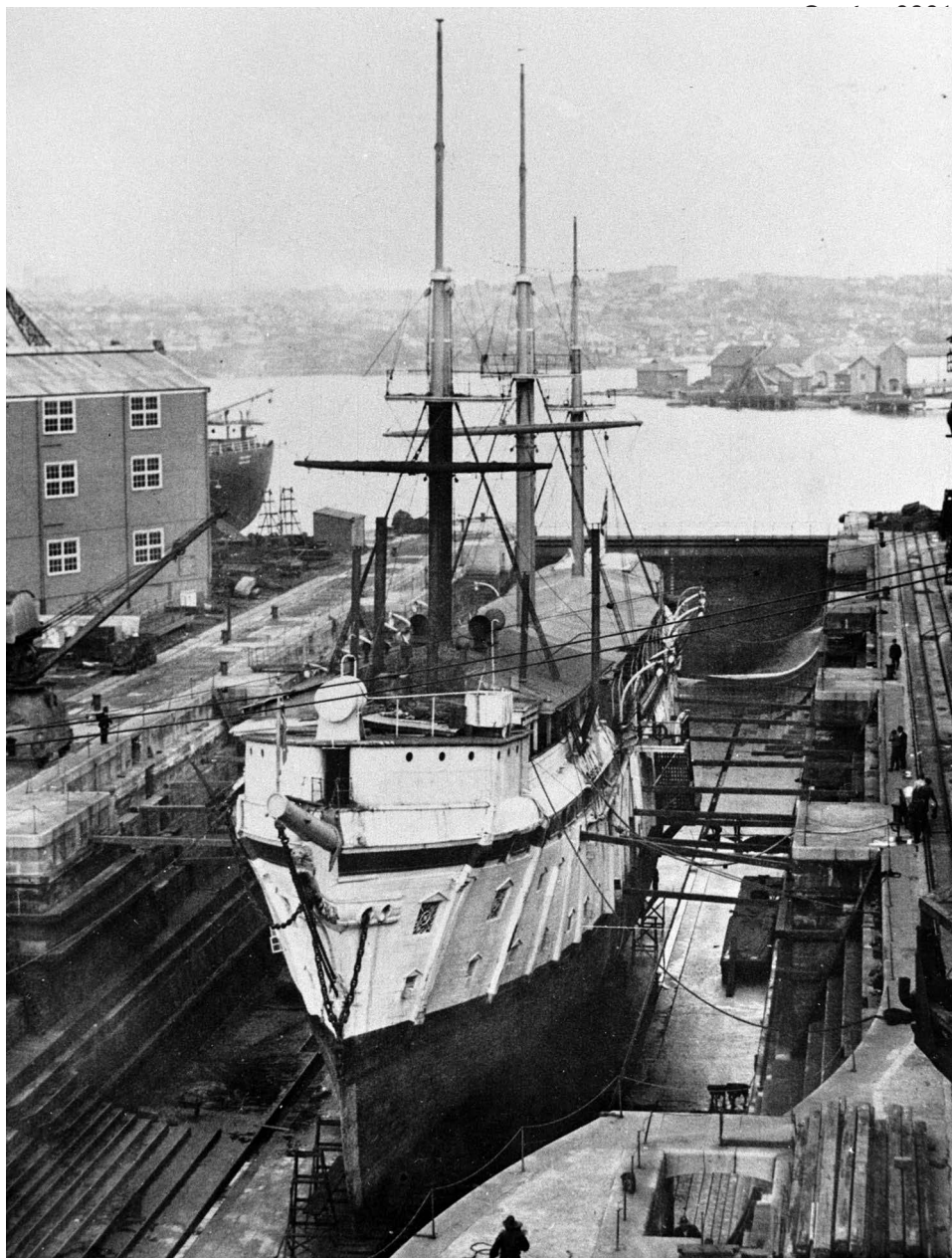
J C Jeremy Collection

The General Arrangement of HMAS Tingira

RAN Historical Collection



Tingira boys came in all sizes



RAN Historical Collection

HMAS *Tingira* in the Sutherland Dock at Cockatoo Island in 1924

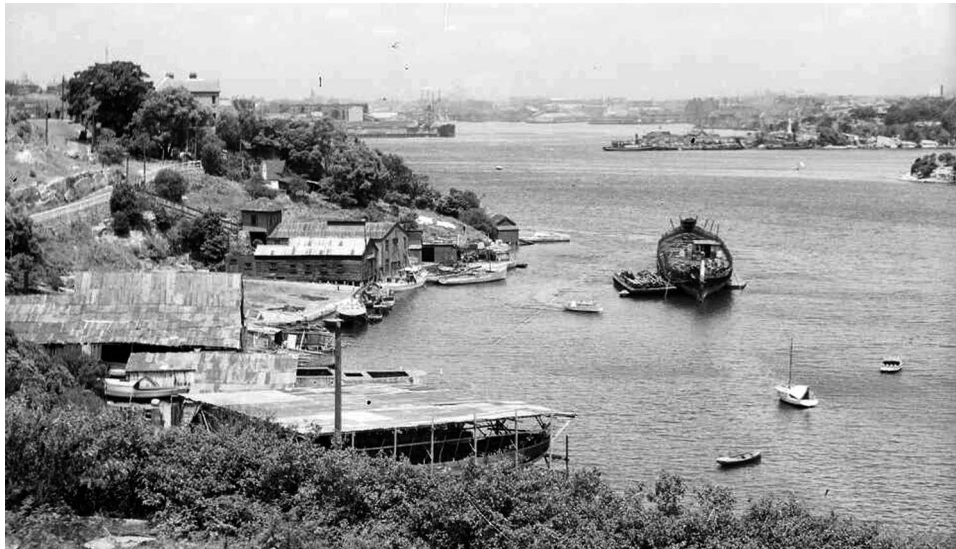


Near the end —
Tingira laid up in
Berrys Bay

Australian National Maritime Museum

In fifteen years of service, 3,158 boys aged between 14½ and 16 years, received their training in *Tingira* before joining the fleet. HMAS *Tingira* was decommissioned on 30 June 1927 and laid up in Berrys Bay. In 1929 she was sold to Mr W. M. Ford for £1,327. Ford made no use of the old ship and he died in 1935. A retired British army officer, Major Friere bought the ship for £2,600 and in 1936 he was joined by Mrs Louisa Ankin — together they hoped to preserve *Tingira* as a national relic.

In 1938, on the mortgagee's order, *Tingira* was sold to a shipbreaker. October 2021 Freire and Ankin reacquired her but to no avail and she passed back to the shipbreaker. Demolition of the old ship began in 1941. Most of her was gone by 1943 when an aerial photograph reveals what appear to be the remains of *Tingira's* hull ashore in the mud at the head of Berry's Bay. Today, the remains of the old ship are believed lie mostly buried under Waverton Park. Some teak from her hull survives today, even in boats on the SASC yacht register.



Demolition of *Tingira* underway, probably in 1942

National Library of Australia



A 1943 photograph showing the remains of *Tingira* ashore on the mud flats of Berrys Bay

NSW Spacial Services

Tingira has a special place in the history of the RAN. She is commemorated by the Tingira Memorial Park at Rose Bay, near the Woollahra Sailing Club. The park was upgraded in 2004 with a permanent memorial incorporating plaques recording the history of ship and her role in training so many sailors of the young Royal Australian Navy.

References

The history of *Tingira* is recorded in many publications. Here are a few for those who want to explore.

Bastock, J. (1975), *Australia's Ships of War*, Angus and Robertson, Sydney.

Hunter, J. (2016), "Finding *Tingira*: The Search for the Royal Australian Navy's First Training Ship", *Signals*, No. 116 Sept-Nov, Australian National Maritime Museum.

Watson, J., (1923), "The Story of the *Sobraon*, now HMA Training Ship *Tingira*", *The Navy League Journal*, Vol. 4 No. 3, July, Navy League of Australia.

"The *Tingira*" (1925), *The Navy League Journal*, Vol. 6 No. 5, September, Navy League of Australia.

<https://www.navy.gov.au/hmas-tingira>



Photo John Jeremy

The HMAS *Tingira* Memorial and Park at Rose Bay

OSCAR MACKAY, CARETAKER SYDNEY SCHOOL OF ARTS

October 2021

The story of Walter Rayment's Snowdrop in the August 2021 edition of the SASC News prompted Bob Chapman to research the story of her first owner, Oscar Mackay.

On Saturday 1 March 1890 a collision occurred on Sydney Harbour between an outgoing ship, the *Adelaide* and an incoming trading schooner, the 78 foot *Colonist*. *Colonist* sank, very quickly. She had six men on board, two scrambled onto *Adelaide*, three ended up in the harbour and one unfortunate man, the mate, was caught in the rigging and went down with the ship — hence there was an inquest into his death.

Oscar Mackay watched as the incident happened (at about 4.00 pm) and immediately took his boat to the scene of the incident, to retrieve the captain and two other crewmen from the water, with one in need of resuscitation. As eye witnesses to the event, Oscar and one of his young crew were summoned to appear before the inquest to give evidence.

The newspaper accounts from the inquest tell that Oscar Mackay was the Caretaker of the School of Arts, Pitt Street, Sydney. He was the owner and skipper of the boat, *Young Oscar*, an 18 foot half-decked sailing boat. He had four youths on board and they had left Woolloomooloo Bay with the intention of following a boat race. Oscar was an experienced seaman — having about 10 year's sea experience and had once held the position of mate on a small coasting vessel for some considerable time.

This is the same Oscar 'McKay' mentioned in the August 2021 *SASC News*, in the caption for the photo of the 20 foot open sailing boat *Snowdrop* in *From the Archives*. Some research on Oscar reveals that the correct spelling of his surname is Mackay — other variations were McKay and M'Kay. Oscar was born in Kalmar, Sweden, of Scottish parents, presumably about 1853. He married Mary Reid in Sydney in 1878, and they had four children: Alfred, Oscar, Hidur and Ida. Mary died in June 1901 aged 42 and Oscar died in June 1922 aged 69.

The reference to the School of Arts is in fact the Sydney Mechanics' School of Arts, the forerunner to the Sydney Technical College. It would seem that Oscar worked there from the late 1870s — he lived on the premises and had previously built other boats on the roof before *Snowdrop*, including:

Young Oscar, 18 ft half-deck, 1890, named after his son Oscar and advertised for sale in November 1891;

Ida May, 21 ft 6 in, raced from early 1899–1900, named after his daughter Ida;

Calmar, 22 ft, a "Rater" design, raced from Dec 1900–1901 and 1901–1902;

Valhalla, 22 ft, a “Rater” similar to *Calmar*, raced from Oct 1903–1904, and

Snowdrop, 20 ft half-decked, October 1908.

Oscar also enjoyed a boat race, with *Ida May*, *Calmar* and *Valhalla* regular competitors in events on Sydney Harbour, mostly with the Sydney Sailing Club and the Sydney Flying Squadron.

The following newspaper report from *The World’s News*, Saturday 26 September 1908 (page 5) describes the back story and imminent “lowering” of *Snowdrop* from the roof of the School of Arts.

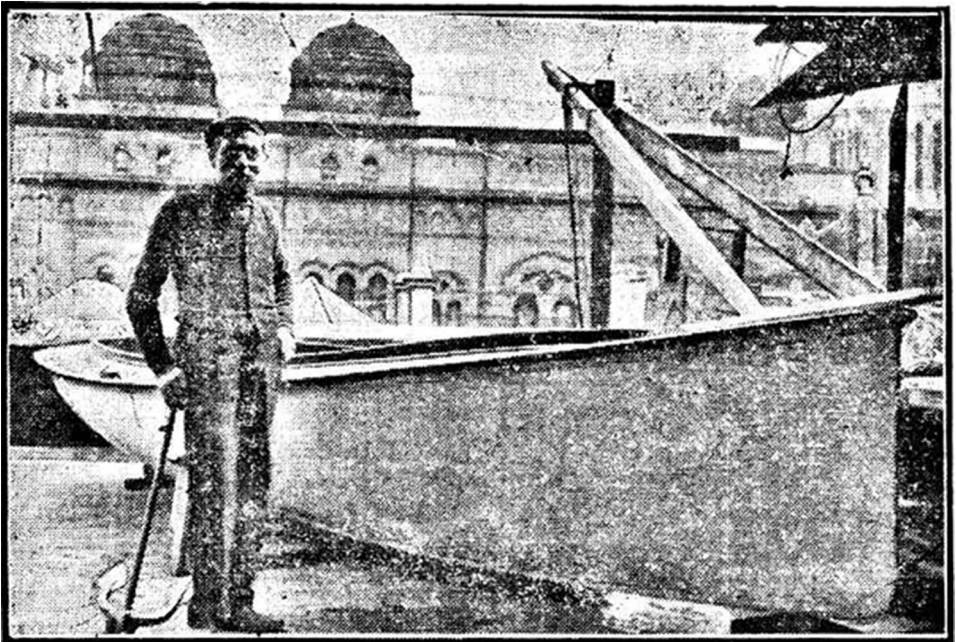
BOAT-BUILDING EXTRAORDINARY

Come and see my new boat, says Mr Oscar Mackay the genial caretaker of the Sydney School of Arts. We follow up four flights of wooden stairs to the top of the building, and there, on the roof, with the tops of buildings just visible below, and the Queen Victoria Markets in the background, stands the subject of the illustration on this page, complete in every detail, as fine an example of the 20ft. half-decked sailing boat as it would be possible to find.

“She has taken me just two years to build, an hour here and an hour there, after my duties for the day are finished.”

The wood used is Huon pine, part of a log specially imported from Tasmania, 50 per cent, of which turned out perfect, the other half being inferior. Every section of the boat from stem to stern, including

Oscar Mackay
and *Snowdrop*



the necessary bending and turning, has been done in Mr Mackay's elevated work shed, and put down to models and drawings on the spot.

The wonderful application and perseverance of Mr Mackay in his hobby, during the 30 years he has held the position of caretaker at the School of Arts, is exemplified when it is stated that this is the sixth boat built under similar conditions.

Sailing men will remember the many good races to the credit of these boats, amongst them the *Valhalla* and *Ida May*, with their builder and owner at the tiller.

“When, on Saturday, I lower the *Snowdrop* over the side of the building, by means of these derricks, it ends my last effort in boat-building, as my duties have become more onerous, and I will not have leisure to follow the sport,” concludes Mr Mackay.

Following Oscar's death in 1922 the *Sydney Evening News* of Monday 5 June 1922 published the following obituary.

SAILING IDENTITY **Oscar Mackay Dead** **BUILDER OF CHAMPIONS**

Mr Oscar Mackay, an old sailing enthusiast, and one of the founders of the Sydney Sailing Club, died on Sunday at Kogarah.

He was born of Scotch [sic] parents at Kalmar, Sweden, 69 years ago. Shortly after coming to Sydney he was appointed caretaker at the School of Arts in Pitt Street, where he served in that capacity for 40 years, under four secretaries in succession — the late Messrs Rogers, Henderson, Podmore, and Fairland.

Mr Mackay and Mr William Notting were the founders of the Sydney Sailing Club. For five years Mr. Mackay was official measurer in handicap sailing races. He built several racing boats which proved a success, including the well-known 20-footer, *Snowdrop*. Her staunch construction on true lines is emphasised by her sales. Her original cost was £46; the next sale was at £65, and two months ago, though 14 years old, she changed hands at £135.

The *Snowdrop* was built on the School of Arts roof.

Great assistance was given by Mr Mackay in the foundation of the Technical School. He excelled as an amateur cabinet maker, and gratuitously imparted instruction to early students. Specimens of his skill were presented to many private homes. He specialised in furniture making from New South Wales cedar, Queensland maple, and Syrian rosewood.

Mr Mackay married Miss Mary Reid, of Douglas Park, Sydney. She died 21 years ago. Three children survive — Mr Alfred Wm. Mackay, of Waitara; Mrs Wm. Alex Thomson, of Lorne Avenue, Kensington; and Mrs Stuart Harren Thomson, of ‘Grimsheer’, English-street, Kogarah.

THE PERFECT TENDER?

by
Michael
Chapman

A regular visitor to our club is an authentic Sorrentine gozzo. She often gains admiring comments as she does her job as tender to *Vivaldi Fore*. The history of this classic boat design is compelling. Gozzo's distinctive feature is the semi circular stern, presumably to assist in fishing from the aft area and pulling in nets.

She was built by Fratelli Aprea (aka the brothers Aprea), the company founded by the family in 1890 who still work to maintain the tradition and quality for which they are known. For the first 50 years or so they were building fishing boats for the locals, powered not by motors but by sail and oars. During World War II, the history of the gozzo boats underwent a profound change. Old jeep engines started to be used on the boats, an initiative seized by Franco Aprea, who contributed to changing the shape of the Gozzo of Sorrento. Today, the Aprea brothers still work according to the family tradition, handed down from their father Franco and their uncles, before that from their grandfather Cataldo and his brothers, before that from their great-grandfather Giovanni and finally, more than a century ago, from their great-great grandfather Cataldo, the family's first master carpenter, the one who set out the guidelines for the creation of a symbol of craftsmanship and charm. For those who have visited Sorrento there is the quaint bay away from the main town, the Grande Marina, which is where, tucked up a lane leading down to the harbour, you find the Fratelli Aprea shipyard. It is a large warehouse usually containing six to ten boats at various stages of construction. With each vessel taking three months to build, it can be seen this is not a mass production — indeed only 20–30 boats are built annually.

Photos Michael Chapman

The perfect
tender



I have sat and watched with admiration the meticulous work of the master carpenters who belong to this family. Just like in 1890 the carpenters build the gozzo boats by following an ancient method. When building a 7 m gozzo, the artisans first draw the “garboard” starting from the mid-ship section, then seven frames toward the bow and seven toward the stern, thus creating the mid-ship section of the boat, or its “skeleton”. From the mid-ship section and continuing toward the bow and toward the stern are curved rulers, which serve to mark the development points of the remaining frames. After arranging the frames, which are secured by the sheer (the last two upper belts of the planking) and by the longitudinal timbers and, after assembling the beams which support the main deck and the self-bailing cockpit, the bulkheads which divide the engine compartment from the fore peak and from the cockpit are assembled. After the first phase, the complete framework of the gozzo is visible, and it is ready to be covered with the planking. Until the 1980s this planking included the hull. However since then a fibreglass mould forms the hull. Internally however, the skeleton is the same as 100 years ago. Iroko solid wood is used for the deck. The timber comes from trees at least 50 years old, and seasoned for about one year, compared to the usual period of 3–4 months. The wood is not treated delicately, but exposed to the elements: washed by the rain and dried by the wind. Longer seasoning times help avoid deformations which may occur with fresh wood, especially with the curved planking.

So, how did I come to fall in love with the boats of Fratelli Aprea?

In the 1980s I visited Naples a number of times where I was helping to establish an IVF clinic. We would stay in the then slightly dilapidated, art deco Hotel Bellvue Syrene on the clifftop overlooking the harbour. I was taken by the colourful and unique lines of the gozzo. I dreamed of bringing one to Sydney since, with its wide decks and cockpit, it is an ideal harbour day boat. So with the assistance of a medical colleague in Sorrento, we negotiated (Italian style!) the purchase and the complexities of transport to Sydney. From the initial deposit to her being craned into Sydney Harbour at Woolwich it took nine months but the long gestation period was well worth it. Ten years later I decided it was time for a new boat, but I could not go past a newer version of the Fratelli Aprea 7.5 Semi-cabin. However, this time, I chose two motors which have given much greater manoeuvrability. For the engineering minded, it has two 135 HP Yanmar diesels which, with a clean hull, will power her to 22 knots.

There is one apology to the club members. Because of the hull design, the wake is not insubstantial at more than 8 knots. I do endeavour to keep below that around our moorings!

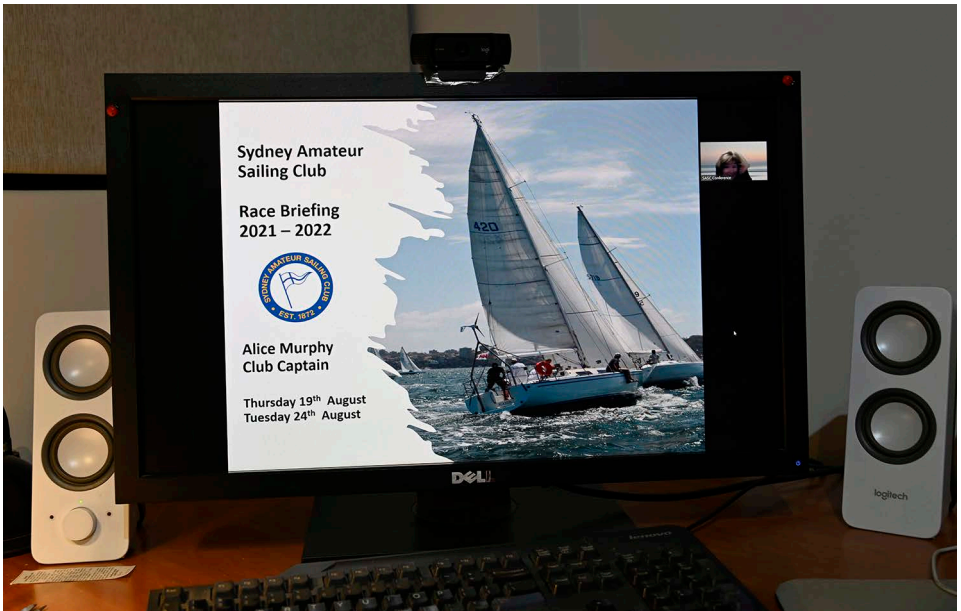


Where I fell in love with the design — Conca del Sogno in a beautiful bay on the Amalfi Coast



Photos John Jeremy

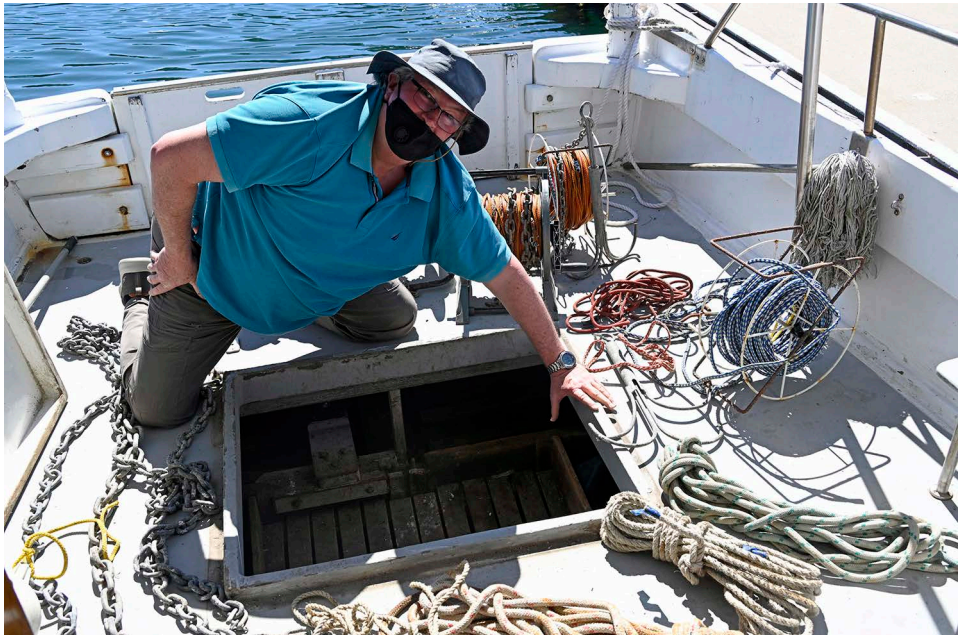
Ordered ranks of fire extinguishers ready for inspection



Pandemic-style annual skippers' briefing — you can spot Captain Alice Murphy in the top right of the screen



Tender driver Hugo Haskard maintaining COVID-safe services in the bay



Rear Commodore Chris Manion checking that all *Captain Amora's* mark tackle is ready for the start of the season (soon, hopefully)



A suitably-protected Jim Paskalis taking a break from *Nancy K* to reflect on the work in *Captain Amora*



Believe it or not, this is the SASC on a perfect spring Saturday morning — and it should have been the Idle Hour Trophy race day!



Photo Andrew Crawford

There has not been much action on the water in recent months. On 11 September *Vanity* ranged alongside *Mister Christian* during a recreational sail



Photo John Jeremy

The light wind was of no concern for *Vanity* on such a beautiful day

A GLANCE ASTERN



Photos John Jeremy

With the sesquicentenary celebrations approaching, we have selected some images from the last 25 years or so to stir some memories. In January 1996 the Club conducted championships for the Triton 24s. Here Ross Munn's *Zouave* is about to round a mark



Amongst the spectators for the Triton 24s was Tony Clarkson's *Mausi*. His guests included Vic Dibben (leaning on the boom)



Competitors in the 1996 Australia Day Regatta enjoyed a spectacular display by the Royal Air Force's Red Arrows aerobatic team



After the last Friday Twilight race in March 1996, Jeanette Percival, long serving and popular keeper of the bar, retired. Here Lindy Danvers presents her with a gargantuan chocolate cake watched by Michal Tomaszewski and Commodore Fred Bevis



Yachts alongside preparing for the 1996 Bob Brown Trophy race to Pittwater. They include *Sunchaser*, *Tactical Response*, *Aroona* and *Rambull* with *Mark Twain* standing off



Eunice May was the largest boat in the fleet for the 1996 race to Coasters Retreat. She seemed to be able to carry a remarkable number of people during Friday twilights



The fleet rafted up at Pittwater after the 1996 Bob Brown Trophy race. Unusually, for Good Friday, it wasn't raining



Tactical Response is moored at the piles as *Eventide* approaches the Club on opening day on 7 September 1996



During lockdown, Sarah and Peter Scott have been conducting happy hours on Fridays by Zoom



A recent gathering was themed on *The Tempest*. Everyone seemed to get into the spirit of the occasion — I wonder what they were drinking?

AROUND THE PORT



Photo John Jeremy

Those who have been able to get out on the harbour will probably have noticed the erection of a crane on the new wharf at Garden Island, here dwarfing HMAS *Hobart*. The crane will have a maximum lift capacity of 100 t at 6.5 m to 17.5 m and 27.5 t at 49.8 m maximum outreach

THE GREAT PACIFIC GARBAGE PATCH

October 2021

The Ocean Cleanup has deployed its first full-scale system designed to clean-up ocean plastics in the Great Pacific Garbage Patch. The system, known as System002 or *Jenny*, left Victoria, British Columbia in July on board a Maersk offshore supply vessel. *Jenny* builds on earlier tests conducted 2018 and 2019 and is the first full-scale system (800 m in length) to be tested. Compared to the earlier systems, *Jenny* is larger and includes new technology such as active propulsion.

Founded in 2013, The Ocean Cleanup's mission is to develop and advance technologies to clean up plastic pollution at sea and also stop the inflow via rivers. Over the last few years, the company has been developing a large-scale system which essentially concentrates floating plastic for removal. The company then uses the plastic to create products which help raise funds for its efforts. The company continues to aim for the removal of 90% of ocean plastic by 2040.

The Ocean Cleanup ultimately aims to deploy dozens of the systems to the Great Pacific Garbage Patch over the coming years. If successful, the fleet could be enough to remove half of the nearly 2 trillion pieces of plastic estimated to be floating on or near the surface of the Pacific Ocean in just five years.

Located between California and Hawaii, the Great Pacific Garbage Patch is the largest concentration of ocean plastic in the world.

Mike Schuler
gCaptain.com

The great ocean clean-up under way – *Jenny* at work





This view of the entrance of Mosman Bay is very familiar to SASC sailors. This photo, with a classic Sydney ferry and bus, is from the Australian National Maritime Museum's Hall collection and is dated about 1925



Photo John Jeremy

In this photo, taken nearly a century later, surprisingly little has changed

NEW MEMBERS

October 2021

We welcome the following new member:

Martin Hickling

TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

TENDER DRIVERS NEED A BREAK TOO

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

SASC SHOP

Subject to availability

SASC Club Merchandise

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

NEWSLETTER DEADLINE

The next *SASC News* will be the December 2021 edition. Contributions from members, which are always welcome, should reach the editor by Friday 3 December 2021. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Josephine all safely shrouded on a
smokey Saturday afternoon awaiting
a return to normal sailing
(Photo John Jeremy)

