



# SASC NEWS

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

---

---



---

---

December 2016

# SYDNEY AMATEUR SAILING CLUB

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:**

Close racing  
between *Ca Va*,  
*Gecko* and *Magic*  
during the Twilight  
race on Friday  
25 November  
(Photo John Jeremy)

## CONTENTS

Coming Events	3
Signals from the Commodore	4
Class Warfare and Gender Politics	5
Letters to the Editor	12
New Life for Old Sails	16
Cowes Classic Yacht Week	17
Around the Club	22
<i>Josephine</i>	22
On the Water	23
Bass Strait Battle	28
Skin-inspired Hydrogel to Fight Biofouling	30
Wildcat Revealed from Pacific Depths	32
Around the Port	34
Southerly Musings	35
Dogs at the Club	35
Holidays at the SASC	36
Wharf Rules	37
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

December 2016

## FRIDAY 13 JANUARY 2017

First twilight race for 2017

## SATURDAY 14 JANUARY 2017

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

## SUNDAY 15 JANUARY 2017

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

## SATURDAY 21 JANUARY 2017

Point score race for Classic Divisions and Mixed Fleet Division

## THURSDAY 26 JANUARY 2017

181st Australia Day Regatta

## SATURDAY 28 JANUARY 2017

Point score race for Super 30s, Classic Divisions, Cruiser Racer Fleet and Cavalier 28 Division. Around Island Teapot Trophy race for Super 30s and Codock Trophy race for Cruiser Racer Fleet

## SATURDAY 4 FEBRUARY 2017

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 5 FEBRUARY 2017

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

## SATURDAY 11 FEBRUARY 2017

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

## SATURDAY 18 FEBRUARY 2017

Point score race for Classic Divisions and Mixed Fleet Division

## SUNDAY 19 FEBRUARY 2017

RANSA Regatta

## SATURDAY 25 FEBRUARY 2017

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

## SUNDAY 26 FEBRUARY 2017

Point score race for Classic Divisions and Mixed Fleet 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**



## SIGNALS FROM THE COMMODORE

Starting, flogging, birching, cobbing and firking, keel hauling and hanging were all brutal punishments set out in the *Articles of War* — a purely naval code of discipline issued to the commander of every vessel in England’s Royal Navy. First written in 1661 in the reign of Charles II, the punishments listed might have been harsh, but the principle it seems to me, remains sound: “For the good of all, and to prevent unrest and confusion.”

As such, and given that another year has almost passed at the Amateurs, and with the Christmas–New Year break upon us, I thought I might propose to the Board that we introduce a similar range of punishments for those members guilty of crimes ranging from serious breaches of the club rules, poor etiquette, various misdemeanours and, of course, showing disrespect to the Flag Officers.

To which,

1. All commanders, skippers, and officers, in or belonging to the Amateurs, shall not berth their vessels overnight on the Club pontoon; nor moor alongside it on race days other than for the pick-up or drop off of crew or provisions; nor shall they obstruct the dinghy launching area on the southern side of the pontoon at any time. Offenders shall be “started” with a knotted rope by hand of the Rear Commodore. Repeat offenders shall be “flogged around the racing fleet”.
2. No member of the Amateurs shall leave a club dinghy on a mooring or attached to a vessel for any extended period beyond an hour nor shall they take a dinghy beyond the confines of Mosman Bay. Tender drivers shall be instructed to remove any unattended dinghies attached to a mooring and return them to the shed. Offenders shall be left to swim, unassisted, to the club, their cries for mercy to go unheeded.
3. Each skipper, mariner or crew person alighting from a vessel carrying the detritus of a day on the harbour, shall make every attempt to distribute the load appropriately in the recycling bins marked Glass, Cans, Cardboard and General Rubbish so to unburden the club of the exorbitant cost of the contractor doing it for us. Offenders (and note the CCTV camera now in position) shall be permanently consigned to hard labour as members of Coshy’s working bees.
4. All Flag Officers, officials and persons belonging to the club being guilty of profane oaths, cursings, execrations, drunkenness, uncleanness, or other scandalous actions (e.g. salsa dancing), and corruption of good manners, shall incur such punishment as the Board shall think fit to impose — including flogging, keel hauling and expulsion as the nature and degree of their offence shall deserve.
5. No member, skipper, mariner or other person, shall allow a dog or other animal unfettered or unleashed (we dare not discriminate) onto the club premises, its surrounds, the pontoon or the tender. Such animals shall be totally prohibited from entry to the clubhouse proper. Offenders will be slung in a covered basket hung from the mast crane to be spat upon and admonished by all who pass by.
6. Every member, official, staff or other person shall pay due deference and respect to the Commodore and his Flag Officers — a mere knuckle to the forehead will suffice. Hanging shall be confined to those offenders who dare park in the Commodore’s reserved car space atop of the stairs (should it ever come to pass).

Of course, I could continue, but I hope you get the drift! In the meantime, on behalf of the Board of Directors, I wish you and all your loved ones, a very happy, prosperous and healthy Christmas and New Year. Have a wonderful time over the festive season, fair breezes and good sailing to you all.

If you are down at the Club over the holiday period, remember that our regular staff are on leave, so please ensure you clean and stow anything you use and lock up when you leave as there may not be anyone after you. I look forward to seeing you out on the water in 2017.

*Bruce Dover*

# CLASS WARFARE AND GENDER POLITICS

December 2016

## The SASC 'Cruiser' Class is Born

The mid 19th Century is a world away from our contemporary reality. Electric light had not yet been invented. Sail ruled the oceans. Sydney Harbour had a large and important role as a victualing and trading port and the tyranny of distance was absolute. Our harbour had a remote character all of its own, deeply salty, multicultural, populated by iron men and wooden ships from the four corners of the globe. The Industrial Revolution was gathering pace with a rising middle class and an increasingly militant working class challenging the old class and feudal systems. The novel, *Tom Brown's Schooldays*, swept through the English-speaking world. Here in Australia it was widely read and heavily discussed. It is a story of the underdog that promotes a muscular form of Christianity, giving a clarion call for a 'fair go for all' and a healthy disdain for the class system in general and its bullies in particular. Parts of our general Australian 'character' and specific early Amateurs Corinthian principles can be traced back to this one book's influence. On Sydney Harbour, boat racing was evolving from competition between visiting ships' crews, racing their gigs and longboats for prize money, to the creation of local racing divisions often representing different social elements of the sport. In 1863, a club founded the previous year was given its royal pennant as the Royal Sydney Yacht Squadron and became a fiefdom of privilege on Sydney Harbour.

Photos John Jeremy

by  
*Martin van der  
Wal*

Six 'Cruiser' class yachts gathered at the Club on 18 September to celebrate their history



## SASC NEWS

Before the Squadron there was only a handicap distinction between open and decked boats. The early Squadron however, maintained the standards of the Royal Yacht Squadron in Cowes, excluding all open and centreboard boats from membership or racing. Gentlemen sailed keel yachts of English and Continental design, not Australian. This servile attitude lingers in some dark corners of the Sydney boating scene today. In contrast, New Zealand with its more independent and self-confident grasp of a proud history of ‘Logan’s’ and ‘Baileys’, prize their home-grown classic craft so highly that they have a total export ban on them. Here in Australia with the very localised exception of the Couta boats of Port Phillip Bay our great designers and builders of the wooden boat era are barely known and rarely mentioned. This is a hangover from our ‘cultural cringe’. World-class vessels evolved here in Sydney at the cusp of the modern era. They were distinctly suited to our temperate climate and local needs. The Amateurs were front and centre at their inception.

The Sydney Amateur Sailing Club was formed in 1872 to cater for a group of non-professional sailors who regularly raced their boats home after a day of fishing at the Blackwall near the Spit. Neither they nor their craft conformed to the Squadron’s toffee-nosed decrees and they took a ‘fair go for all’ larrikin pride in that fact. Our Club’s proud tradition of providing an affordable sailing home for all people from all walks of life and its particular history of fostering and preserving our homegrown Sydney Harbour design classics, springs from our founders’ quintessential disdain for forelock tugging of any variety. In

*Waitangi and Maluka*



1872 our Club was the home of the affordable Australian racing boat of the day. It was typically a well-canvassed open boat with a hoisted spar, straight of stem, often centre-boarded, transom-ended, low in freeboard with a generous beam, to be helmed and crewed by amateurs only. Paid hands and professional skippers were the norm at the Squadron. Large sums of money were wagered on races weekly and any advantage keenly sought. Not that the Amateurs were above a punt or a cash prize, just that cheque-book sailing was the antithesis of their Corinthian principles, then, and as it should be at the Amateurs now. December 2016

Gentlemen of the Squadron decried the ‘racing machine’ open boats favoured by clubs like the Amateurs. In a letter published in the 1890s in *Australian Yachtsman and Canoeist*, the writer stated: “Nothing can be more ridiculous to my mind than our open boats here with their enormous sails and unseaworthy qualities, they are always on the brink of capsize and their owners seem to measure their sport to the nearness they can go to the inside of a shark.”

Notwithstanding the very real threat that sharks then posed in a harbour full of offal, (Shark Island has that name for a very good reason), another contemporary observer remarked on the large number of boats, many of them open boats which, during school holiday periods, not only cruised the harbour but cruised the coast up to Pittwater or down to Botany Bay. Jump in the boat with the family and go for a holiday. What could be more practical, adventurous and thoroughly suited to our climate?

Motorcars were unheard of. The few trains provided limited destinations. Women and children thus became, if only during the non-racing holiday periods, accustomed to thinking of the family’s boat in the way we think of family cars today: a means of escape and adventure. Mind you, with a southerly change whistling overhead, a family under the boom tent of an open boat may well envy those below the decks of a more substantial vessel as they rocked together in a holiday anchorage. This type of envy will, we all know, lead to aspiration. Aspiration often leads to a little gender friction, as wives and mothers rarely miss a chance at reminding their lumpen men folk of what a lovely time they had enjoyed, out of the rain, below decks on the neighbour’s boat.

Much of what I have told in this story I owe to the late Roger Gale, Cliff’s son, who at the 1987 Gaffers Day buttonholed me on the pontoon and after making sure I knew she had a circumnavigation of the world under her belt, gave me the proper class name of the nondescript yacht I had bought a year before. “Sydney Harbour Coachhouse 30 Cruiser Class” he said. Then he went on to tell me; “It was all down to the women”. They would not put up with being sailing ‘widows’ anymore and open boats were too dangerous for the kids, and they were worried sick every time they went out. Other people had proper cabin-topped boats with a galley and a head; why couldn’t they? It had caused a hell of a ruckus at the Club, the hardcore ‘racing machine’ open-boat sailors had revolted at the introduction of these “freak” vessels and in 1889 split away and formed their own club, ‘The Neutral Bay Amateur Sailing Club’. It took three years before they quietly came back to the fold. By then, locally designed, cabin-topped boats with proper interior accommodation had become a distinct class, the Cruiser Class, and fully included in the Amateurs’ racing schedule.

Through an as yet unnamed but common enough piece of feminine alchemy, the whole idea then became rebadged as a masculine initiative. Cruisers became a fast developing and common sight on Sydney Harbour. Notable enough for photographs of new additions

## SASC NEWS

to the fleet to be published in the major newspapers of the day. Many were developed by and for sailors who were active or past skiffies. They had cut their teeth on the fast and furious racing provided by quintessential Sydney Harbour racing machines so when it came to ordering a Cruiser they were supremely confident in the design talents and craftsmanship of local builders, who after-all, pitted their skills against each other every weekend on a fiercely-contested, high-stakes skiff battle on Sydney Harbour.

Sydney's best designers, builders and racing helmsmen (often the same person) tweaked the lines from the quickest of the open boats and skiffs, putting a lid on top and the necessary creature comforts below. They built them light using the finest local timbers, then they put a lot of canvas on them with overhanging booms and long bowsprits. This was before spinnakers, so a man was content to carry a bit too much rag uphill because it would be needed on the way down. The Amateurs' tradition of powerful boats that were a 'handful' on the racetrack lived on and even some of the open-boat racers eventually succumbed to their charms. However these Jekyll and Hyde boats became immediately docile with a reef in the main when the family was on board. Generous internal volumes and plenty of deck space came with the beamy designs, giving the ordinary working family the ability to enjoy a summer holiday away at the Basin with a berth for everyone. Large cockpits to lounge in and dine al-fresco were a feature. A reliable engine to get the kids back to school on time at the bitter end topped off the package. The Cruiser class was the boat to own for many Sydneysiders. Safe offshore,

*Monsoon,  
Idle Hour and  
Warana*





ideally suited to our climate, proudly rooted in Sydney's finest sailing heritage and there never was an ugly one built. December 2016

The racing was very competitive with cash prizes up for grabs. Yes! Even at the Amateurs large cash prizes were fought for. Cruisers which gathered at the Club recently demonstrated their racing pedigrees clearly. Both *Warana* and her sistership *Monsoon* are Hayes built, Charlie Peel designed boats which owe a lot to the most famous Australian racing class of the first half of the 20th Century, the 21-foot Restricted Class. *Hoana* is an earlier 1925 Hayes boat with Charlie Peel working as foreman on her construction. Her elongated and refined Couta-boat lines probably owe a lot to Charlie's many years of designing and building Couta boats at his yard in Portsea. Balmain's Wee Georgie Robinson designed and built the ballsy 30 footer, *Waitangi*, she is a classic eighteen-foot skiff on mega-steroids. Sean Langman's Sydney to Hobart gaffer *Maluka* is a Cliff Gale designed 28 footer. Cliff put a raised deck on his Cruiser designs which have subsequently become known as 'Ranger' style boats. Cliff was a gun helmsman/designer of his day and his 'Ranger' style of Cruiser is a proven performer with an established fleet. Regular new builds keep coming in the 24 foot length.

The Class survived for fifty years and in its heyday the Amateurs could have more than twenty Cruiser class yachts crossing the start line in three divisions on any given Saturday. It is hard to know how many might have been launched between 1890 and the beginning of the Second World War but it would be a substantial fleet. A healthy number survive today, many are still racing at the club, some are out there as unflagged family pleasure craft, many others languish as converted motor launches. Poke an educated eye into most bays and inlets on the Harbour or Pittwater and you will find at least one.

So here we have the creation of a purely Sydney Harbour designed and built Amateurs Cruiser Class of yacht. Equally good for a family cruise up and down the coast (or around the world), as for a hell-for-leather race around the cans (or down to Hobart). The singular product of both the class tensions that gave rise to the forming of the Sydney Amateur Sailing Club itself, and the pressure for what amounted to a boating revolution exerted on the Club's male members by their wives and sweethearts to make the activities of the Club more inclusive.

A special Class of yacht definitively belonging to our place, our country, our club, and like all great historical creations, it was born out of class warfare and gender politics. Incredibly, more than a hundred years later, we still race them every weekend here at the Amateurs. With this recognition comes our responsibility. To preserve, restore, rebuild and continue doing what these big hearted boats do so well; race hard and cruise gently.

*Maluka* gleaming in the rain





# SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON AND GOOD SAILING FOR 2017

*BEST WISHES TO ALL OUR STAFF ON BEHALF OF ALL MEMBERS WITH THANKS FOR THEIR SUPPORT AND EFFORTS OVER THE LAST YEAR*

SEASONS GREETINGS FROM MEGAN, JUDY AND ALICE (ADMIN AND RACING) ROD AND ROY (BOATSHED), PETER (CLUBHOUSE), MIKE, ALLAN, MITCH AND DAVID (TENDER DRIVERS) AND THE STARTING TEAMS



# 181<sup>ST</sup> Australia Day Regatta



Endorsed by the  
Australia Day Council



**ENTER NOW AT [WWW.AUSTRALIADAYREGATTA.COM.AU](http://WWW.AUSTRALIADAYREGATTA.COM.AU)  
OR [WWW.SASC.COM.AU](http://WWW.SASC.COM.AU)**

## LETTERS TO THE EDITOR

Dear Sir,

In the period June-August I was privileged to be on David Mathlin's new boat *Peregrine 1*, owned jointly with Hugh Dowling, which we sailed from Barcelona to Sardinia via The Balearics, the south of France and Corsica.

While in Palma Majorca, we saw many classic yachts gathered at the Real Club Nautico de Palma for a regatta, along with 20–30 super yachts.

Unfortunately, favourable winds for Ibiza meant we couldn't linger to watch the race but we did see a number of classic yachts practicing in the bay as we left. *Eleonora* took about 30 minutes to hoist its mizzen and later a topsail while other classics were visible in the distance looking stunning under full sail in the 15 knot south-westerly.

They were difficult to catch but, with a bit of manoeuvring, we managed to get quite close to *Shenandoah of Sark* and *Germania Nova* and we saw *Mariette* of 1915 in the distance — truly amazing sights which I would like to share.

*John Barclay*



*Shenandoah of Sark*



*Germania Nova*

Dear Sir,

Some members might be interested in my comments on the new slipway: I slipped *Saltair* on the old cradle for several years and found it to be a dangerous experience — one slip gave me three broken ribs. Then, last year she came up on the new cradle and I found that to be one step forward and one back. The boat was better supported, but working around the stern while standing on a narrow timber plank about four metres above the concrete was still a risky workplace.

This year, the staff erected the new aluminium planks with the guard rails for me and for the first time I felt happy and safe working around the topsides.

Members whose boats will fit in the new cradle might find slipping at the Club to be a better and more enjoyable experience than it was in the past.

*John Pennefather*

Dear Sir,

Members may have noticed that the ship's wheel has been relegated to the men's washroom and is now on the wall adjacent to the urinal. How degrading. Why? It is not a fitting place for it. Where is our sense of history! The origin of the wheel is unknown but the historic bit is who presented it and why. It was paid for and presented to the SASC by Commodore Stephen Lloyd, the Flag Officers and directors at the Vice Regal Banquet on 29 September 1972. The occasion commemorated the year of our centenary — 1872 to 1972. There is a brass plaque attached to the wheel dedicating it to the Club with a list of all directors. Sadly, none are still with us to witness this come down. It would be nice to restore it to its rightful place in the clubhouse so that all, including the ladies, can see this historic piece of our memorabilia. Oh, and please polish the brass plaque!

*Tony Saunders*

The Chairman of the Archive Committee replies:

### **Archiving the Club's History to Preserve and Inform**

Tony has raised a legitimate concern regarding the preservation and display of the Club's history, and I thank him for keeping us aware of our heritage. There has been a committee at work for about three years, looking at protecting and preserving the Club's historic archive and also to present the material in a way which will better represent, not only who we are today, but where we came from.

The work of the committee was initiated by the ongoing maintenance of the clubhouse interior. As areas have been scheduled for Peter Cowman's TLC, the artworks and heritage items have been recorded, digitised and stored. Some of the old B&W photos have been restored, reprinted and redisplayed. The half models have been grouped in one display around the knot board on the south wall. The entry foyer will soon have a new display cabinet for some special Club artefacts. Our contemporary history is also important, and we are updating the display photos around the bar to better represent our current sailing activities and also to show some recently uncovered and newly restored historic photos.

While the wheel marks a significant year in the Club's history the wheel is not a genuine ship's wheel but a decorative display wheel. It recalls a significant event but isn't in itself a significant item; by comparison the knot board, the Club trophies and the ship's bells are in themselves historic. The size of the wheel means there are few places it can be displayed, and relocation of the Anniversary wheel to the change rooms was considered by the committee over a number of meetings. We have been moving and redisplaying our historic items,



and we decided that, for now, we would use that wall space to display other Club memorabilia and photos. December 2016

*Peter Scott*

Dear Sir,

What has happened to our Democracy? Why is there not more consultation before making changes which disturb our well-entrenched way of life? I refer, of course, to the relocation of the paper towel dispenser in the gentlemen's convenience from its traditional location on the wall to the right of the washbasins to the left near the door. Members have been turning right after their ablutions for years but now have to turn left. Are there political overtones? Members can be seen circling uncertainly, clockwise and anticlockwise, searching for paper resulting in infectious confusion and delay in supporting the club at the bar. What is the world coming to?

*Bewildered*

Mosman

*[Bewildered may be confusing this matter with the Rose Bay Ferry in the well-known song. In our case its simple: Turn Right — no LEFT, that's right — Ed.]*

---



Past Commodore Liam Timms recently had the opportunity to visit HMAS Adelaide. Assessing Gaffers Day Flagship opportunities perhaps?

## NEW LIFE FOR OLD SAILS

Do you have never-used sails in a forelocker just adding weight and robbing speed? Do you have old sails gathering dust and taking up space in your garage? Now these old sails can be reborn and provide help for charity.

On a recent trip to Tasmania, I came across Peregrine Sails On — a charity which takes old sails and makes them into beautiful bags of all shapes, sizes and colours. Each bag is individual, inheriting its character, texture and colour from the cloth of the sails from which it is made. Fittings such as cringles, hanks and toggles are used as decorations.

The money raised from the sale of these bags goes to support the Peregrine School in the rural Tasmanian town of Nicholls Rivulet; helping to make the school accessible to all families regardless of income.

More information can be found on their website [sails-on.peregrine.tas.edu.au](http://sails-on.peregrine.tas.edu.au) — where you can also view and purchase their bags.

So fold up those old sails ready to donate (clean sails only please) and contact me on 0414 339 034.

*Ken Woolfe*



A new use for old sails



## COWES CLASSIC YACHT WEEK

December 2016

As avid readers of *Classic Boat* magazine will know (in the October 2016 edition), two Australian teams and one from New Zealand appeared in force at this year's Cowes Classic Yacht Week conducted by The British Classic Yacht Club (BCYC) on the Solent off the Isle of Wight, UK in July 2016. The SASC was represented by Philip Brown (*Anitra V*) who was a member of one of the two Melbourne based syndicates led by Martin Ryan, Commodore of the CYAA and owner of *Mercedes III*, and Doug Shields, Rear Commodore of the RYCV and leader of the *Sayonara* syndicate.

by  
*Philip Brown*

We sailed under the burgees of the Classic Yacht Association of Australia (CYAA) and the Classic Yacht Association of New Zealand (CYANZ). The three syndicate teams from "Downunder" gathered on the Isle of Wight to charter three yachts of the same design and throw down the Antipodean Challenge to the British Classic Yacht Club fraternity. The boats were kept at the Cowes Yacht Haven Marina for the duration of the regatta and the crews had very comfortable shore-based accommodation in leased houses in Cowes.

The boats we chartered are 43 ft LOA conventionally-planked masthead sloop-rigged timber yachts designed and built in Dartmouth (Devon) by Morgan Giles in the 1950s for the Royal Naval Training College in Dartmouth. Named *Pegasus*, *Gryphus* and *Leopard*, the boats had

*Pegasus* along-  
side



careers of over 30 years in the Navy and thousands of Dartmouth cadets experienced ocean sailing and developed team-building skills on the seven identical boats which formed the yacht fleet for the college. The boats were replaced in the 1980s with more modern fibreglass yachts and the timber fleet was dispersed, the boats sold off separately.

Over the last three years David Foster, an English yacht enthusiast, has managed to acquire four of the original seven boats and reassemble them as a fleet in Chichester Harbour for restoration and subsequently for charter. Three boats were sufficiently restored to be offered for charter in 2016 and arrangements were made through Tim Blackman, Commodore of the BCYC, to charter these boats for the Cowes Classic Yacht Week 2016.

Whilst each boat had been fitted with a new Volvo engine and equipped with a full suit of new sails their condition for charter was only just adequate and certainly less than complete. However with some hurried additions by us charterers to running gear from the ship chandlers, and some workshop-based modifications made after the races in the evening, the boats served us well for the race week. For insurance purposes an owner's representative joined us on board each day but stood back unless assistance was needed.

We understand that further restoration work is planned this winter and that the boats will be available for charter again in 2017. All who participated as team members agreed that we had a terrific week of sailing and partying (a long rest needed after the week) and that we should return in 2017 to do it all again. There were ticketed official gatherings for dinners or cocktail parties every night of the week, one

Perfect sailing weather on the Solent



of the best being the private party hosted by the Australians and New Zealanders in the Max Aitken Museum to thank the British organisers, hosts and all sponsors for including us Antipodeans. A splendid prize-giving dinner on Friday evening completed the week's festivities. Martin Ryan brought home a perpetual trophy awarded to *Pegasus* consisting of a silver whiskey flask — suitably inscribed and known as the "Stiff Drink Trophy" for the boat most in need of one as a result of sailing mishaps. We blew up a spinnaker prawn trawling and received plenty of attention from the press RIBs as the remnant head of the sail flew like a flag from the masthead. Martin has vowed to return to Cowes in 2017 if only to return the trophy.

The race programme was conducted very professionally by the Royal Yacht Squadron and the whole regatta was sponsored by Italian watchmakers Pannerai as part of an annual worldwide programme of Classic Yacht Regattas across Europe and the Americas. Both the race and regatta organisation was fantastic and a great example of a well-run race week. The Pannerai Tent was a feature of our daily lives providing breakfast and coffee every morning and wine and canapés every afternoon after the racing, all offered by an enthusiastic team of smart young waiters and waitresses.

The race programme started on the first Sunday with an afternoon race on the Solent, followed on Monday by a 54 n mile race around the Isle of Wight — in the old traditional clockwise direction by going east through the Forts and back into the Solent through the Needles. Further races on the Solent were conducted each day from Tuesday to Friday with two events one day to make up seven races for the week. We had good breezes on all days except one when the race was abandoned due to lack of wind, and one strong wind day when the International 6 and 8 Metre class races were cancelled but the other divisions raced. The weather was sunshine and clear most of the week — pleasantly unusual for southern England! The Brits said that we Aussies must have brought the good weather which started only on the Friday before the regatta. As those who have sailed in the Solent will know contending with the tidal currents is a major part of race strategy on the Solent. We learned fast but were no match for those with local knowledge.

*Mariquita sailing on the Solent*



## SASC NEWS

For those interested in feasting their eyes on beautifully-restored and well-kept classic yachts this race week is one of the places during the Northern Hemisphere summer to get a fix. The other Pannerai Classic Regatta fleets in the Mediterranean and USA no doubt offer collections of equally spectacular classic original and “spirit of tradition” boats. The fleet at Cowes consisted of over 50 timber yachts with divisions for 8 Metre and 6 Metre International Class fleets, and three divisions for boats ranging down from 55 footers. Our chartered boats at 43 feet fitted into Division 2 for medium yachts of varying speed and style.

The “star” yacht of the regatta was the 1911 International 19 Metre Gaff Cutter *Mariquita* designed by William Fife III and built at Fairlie on the Clyde, Scotland by William Fife and Sons. After 25 years sitting in a mud berth in Suffolk and being used as a houseboat, *Mariquita* was purchased and restored by Fairlie Restorations on the Hamble River and relaunched in 2004. Owned by a syndicate of RYS members since 2012 she is now again for sale though Sandeman Brokers for a mere €3.5 million. She has a maximum sail area of 6,171 sq ft. and carries 36 tons of lead in her keel. (See articles in *Classic Boat* September and October 2014 editions)

Australian company Zhik, makers of high quality yachting and sailing apparel, sponsored the *Pegasus* Team with Aroshell lightweight sailing jackets as our team uniform. Zhik was also a sponsor of the regatta and provided Aroshell jackets as prizes for the daily divisional winners.

We are now looking to assemble a Sydney-based syndicate to charter one of the Morgan Giles yachts for the Cowes Classic Week in July 2017. If you have an interest in participating as a syndicate member please contact Philip Brown on 0418 214 897 or email [philip@equitas.com.au](mailto:philip@equitas.com.au).



*Mariquita* alongside



## **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)



Photo Marco Tapia

Couta boats moored at the Green Shed ready for the Muriel Trophy race on 8 October

## **JOSEPHINE**

In the early 1930s Charles Hayes and Sons constructed the cruising nine metre *Josephine* to the order of Mr A. C. Buckle, the design having been drawn by William Fife III. She was scratch boat in Division 1 of RSYS events with Cliff Gale as skipper and his son Roger as forward hand. Roger subsequently married the owner's daughter Josephine.

Our member Nick Rowe is the current owner of *Josephine* and she is competing in Classic Division 1 events with the SASC. Robert Evans has done a great deal of work and organising to enable this to happen and, because of my family connections, it is a great joy to me to see this magnificent vessel racing with us.

*Southerly*



Photos John Jeremy

*Caprice* sailing again with the SASC after a long absence, on Sunday 27 November



*Hoana* leading a group of yachts around Naval 3 during the race on 6 November



*Vanity, Cherub and Sana* after the start on Sunday 18 October



*Paper Moon* and *As You Do* beating to the first mark





*Clewless?* and *Running Away* heading for a close finish on 6 November



*Magic competing for space with one of the many hot-water boats which can be found on the harbour on a sunny Sunday*



*Vanity aiming for the camera*



*Caprice of Huon* revelling in a beautiful breeze



Very welcome RSYS competitors in our Sunday races, *Limelight* and *Solveig II* with *As You Do* approaching the finish on 6 November

## BASS STRAIT BATTLE

Warships, submarines and aircraft from all over the country converged on Bass Strait in late November for the final week of Exercise Ocean Raider, one of the Royal Australian Navy's largest maritime warfare activities.

HMAS *Adelaide* led six ships south from Sydney, while HMAS *Warramunga* and two submarines sailed from Western Australia. HMAS *Darwin* also joined the exercise after completing her disaster relief duties in New Zealand.

Under the exercise scenario, the assets split into two forces on arrival and then commenced a series of free play war games.

Commander Mark Sirois, Commanding Officer of HMAS *Newcastle*, said that Ocean Raider is part of Navy's push to generate and deploy task groups capable of accomplishing the spectrum of maritime security operations by 2018.

"Task group warfare is like team sport: you can have a team of champions or a champion team," he said.

"The training we are conducting in Bass Strait is aimed at bringing together a group of individually successful fleet units and training them to work better as a team, capable of acting as a single force to fight and win at sea," Commander Sirois said.

HMAS *Adelaide* leading ships of the RAN to sea from Sydney for Exercise Ocean Raider

RAN photograph





RAN photograph

HMAS *Melbourne* and HMAS *Newcastle* off the coast of NSW during an early phase of Exercise Ocean Raider

## SASC NEWS

Bass Strait, one of Australia's most challenging waterways, was chosen as the location for Ocean Raider to test the fleet's ability to operate under all conditions.

"Already this year, *Newcastle* and her crew have proven their capabilities in waters off Western Australia, northern Australia, Queensland, New South Wales and now Bass Strait," Commander Sirois said.

"These exercises ensure the fleet units know the waters around Australia and are prepared, either as a single Australian force or alongside our regional partners, for any eventuality, from humanitarian aid and disaster relief operations to high-end warfare."

Exercise Ocean Raider involved 11 warships and submarines, aircraft and more than 1,500 personnel from Australia in a three week program of maritime activities.

It is the first year Navy has staged Ocean Raider, which along with Ocean Explorer and Ocean Horizon is designed to train and certify the fleet in task-group-level joint sea combat. The exercise concluded on 4 December.



Photo John Jeremy

HMA Submarine *Waller* at No. 4 Naval Buoy on 6 November

## SKIN-INSPIRED HYDROGEL TO FIGHT BIOFOULING

Barnacle clusters that inevitably form on ships have always been a problem for seafarers as they slow the ship down and increase fuel consumption. In the case of the US Navy, which operates over 400 ships, biofouling becomes a real issue.

According to the navy, this natural occurrence can increase a ship's fuel consumption by as much as 40 percent.

To deal with this small yet expensive pest, the US Office of Naval Research is sponsoring work by Dr Xuanhe Zhao, an associate professor at the Massachusetts Institute of Technology. December 2016

“Biofouling is a major concern for the navy, leading to hundreds of millions of dollars a year in fuel and maintenance costs,” said Dr Steve McElvany, a program manager in ONR’s Sea Warfare and Weapons Program, who oversees Zhao’s research. “It’s especially bad when the ship is docked in port. Barnacles like those environments and tend to accumulate rapidly, in large quantities.”

Zhao and his team have created an adhesive material that can help barnacle-fighting coatings stick to metal hulls better and longer; retain moisture and not dry out; and avoid the use of toxic chemicals and other pollutants.

Barnacles are adversaries as old as sailing itself. For centuries, mariners fought the crustaceans with everything from tar to wax. Currently, the US Navy uses copper-based paints and coatings to kill barnacles or prevent them from latching onto hulls. While effective, these toxic materials leach into the water, negatively impacting aquatic life. The US Navy is seeking environmentally-friendly coatings which can keep hulls clean and reduce fuel costs.

One solution vital to Zhao’s efforts could be hydrogels, which can absorb water and hold it in the form of a gel. These extremely soft, slippery substances can be spread on a ship’s underside like sealant to prevent barnacles from sticking to the metal. Barnacles prefer hard, solid spots to attach themselves and don’t like surfaces such as hydrogels.

Zhao’s research addresses the challenge of keeping hydrogel coatings soft, wet and securely fastened to metal hulls. Using a chemical bonding agent called benzophenone, his team devised a way to fuse hydrogels with elastomers — elastic polymers like silicone and natural rubber which are stretchy, durable and impervious to water. The result is a sticky, water-trapping barrier which keeps hydrogels robust enough to potentially withstand the harsh hull conditions of a ship at sea.

“Our approach was inspired by human skin,” said Zhao. “The skin has an outer epidermis that protects nerves, capillaries, muscles and organs, and keeps them from drying out — maintaining their compliance. However, we can actually stretch the hydrogel-elastomer hybrid to seven times its original length and the bond still holds. It’s that strong and flexible.”

The hybrid also has potential as a circuit for transporting ions, which are electrically-charged molecules. These natural circuits could be used to detect the presence of barnacles on a hull, said Zhao. Once the crustaceans are identified, a specially designed hydrogel could pump barnacle-repelling enzymes via grooves etched into the elastomer.

In addition to biofouling defense, Zhao believes the hybrid material might also be used as a smart bandage outfitted with electronics and drug reservoirs — allowing it to monitor wounds and vital signs like body temperature, detect bacteria and administer antibiotics, and alert a doctor when more medicine is required.

“Our main focus is helping the US Navy deal with the issue of biofouling,” said Zhao, “but it’s also exciting to think of the other possibilities for this material. This is still very basic research, but we envisage numerous potential applications and uses for hydrogels and elastomers.”

## WILDCAT REVEALED FROM PACIFIC DEPTHS

The crew of the minehunter, HMAS *Huon*, was able to shed some light on a 70-year-old mystery while deployed to the Solomon Islands recently.

At the request of the United States Department of Defense, *Huon* began the search for a missing American fighter plane downed in the waters off the islands during the Second World War.

The South West Pacific nation was the scene of bitter fighting between US and Japanese forces from 1942 until 1945.

HMAS *Huon* and HMAS *Diamantina* are fitted with variable depth sonar capable of detection ranges in excess of 1,000 metres. *Huon* employed her variable depth sonar, mine disposal vehicle and mine warfare team.

When a mine is detected in a water column or on the seabed, the ship will hover about 200 metres from the contact. A mine disposal vehicle or clearance divers will be sent to investigate and neutralise the threat.

*Huon* found the Grumman F4F Wildcat, despite difficult conditions, within the hour — resting at the bottom of the ocean in 44 metres of water.

HMAS *Huon*

Leading Seaman Combat Systems Operator – Mine Warfare Januario Callos operated the ship's mine disposal vehicle during the search.

RAN photograph





He said that finding the aircraft was a testament to the ship’s capability. “Although the objective was not directly related to the scope of mine warfare, it felt good to prove that we can use our sonar and mine disposal vehicle to achieve a wide range of taskings,” Leading Seaman Callos said.

“We train to hunt mines and now that we have been operational we are beginning to see how versatile our skills are.

“The airframe of the Wildcat was heavily encrusted with coral and sea life as a result of over 70 years spent underwater, so we were unable to distinguish any features that would enable an exact identification of the aircraft.”

The Grumman F4F Wildcat is an American carrier-based fighter aircraft which began service with both the United States Navy and the Royal Navy in 1940.

HMA Ships *Huon* and *Diamantina* were deployed to the Solomon Islands in September for Operation RENDER SAFE, an Australian-led operation to dispose of unexploded ordnance left from the Second World War.

*Mitchell Hosking*

RAN photograph

A sonar image of the F4F Wildcat located by HMAS *Huon*

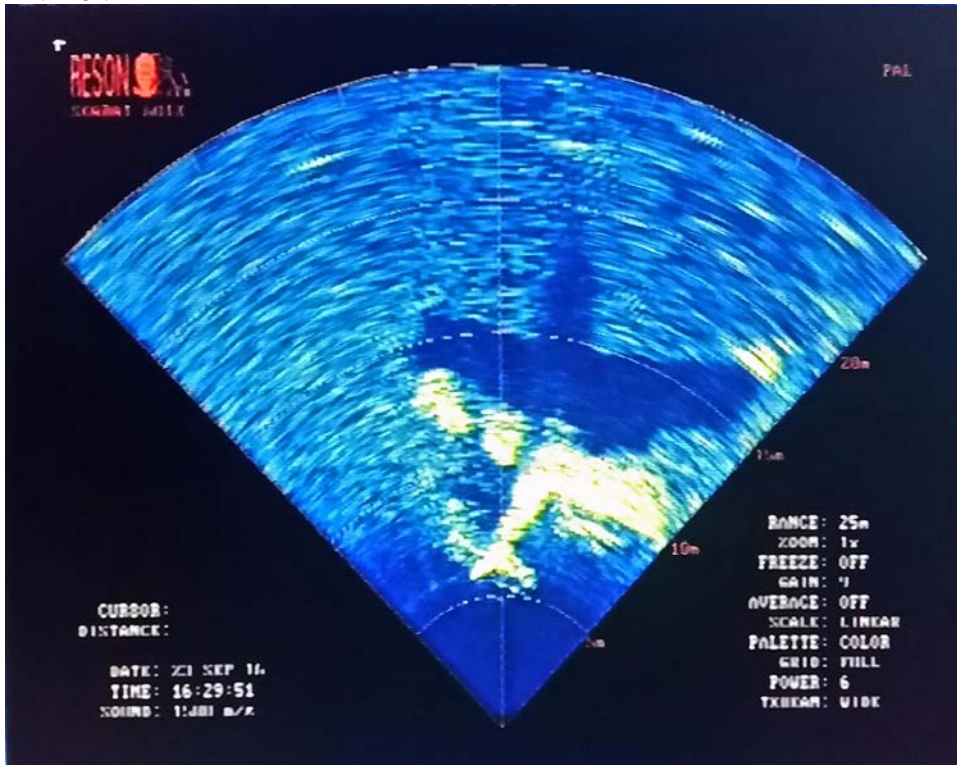




Photo John Jeremy

The Chilean sail training ship *Esmeralda* arriving in Sydney on 3 November for a five-day visit. She last visited Sydney in 2012



Photo Incat Tasmania

*Catherine Hamlin*, the first of six new ferries for Sydney Harbour being built by Incat in Hobart, during trials on the Derwent River on 11 November

## SOUTHERLY MUSINGS

December 2016

In the early 1930s George and Bill Clark had Billy Fisher build the 28 foot raised-decker *Maluka* to the design of Cliff Gale. The main requirement was to be able to keep the sea in the most extreme conditions and also to be fast enough to compete in SASC events. She supported the brothers and subsequently Sean Langman through many tribulations. The Clarks raced her for much of the 1930s and they did well.

Sean has carried out a superb reconstruction and is going to take her to Hobart for the third time in the famous race. She is sailing from scratch, hard pressed by *Hoana*, in our Classic Division 2 for the remainder of our spring point score. All members will be cheering for *Maluka* in the Hobart race.

*Southerly*

Photo John Jeremy



*Maluka* ready for the start of the 2014 Sydney to Hobart yacht race

## DOGS AT THE CLUB

Following a number of incidents involving member's dogs at the club and in conformance with the relevant NSW Government regulations and North Sydney Council by-laws, the Board has deemed it necessary that we restate the Club's policy in relation to dogs on the premises.

1. All dogs on club premises must be on a leash and under no circumstances are allowed inside the clubhouse.
2. There are two water bowls available for drinking water — on the lawn by the club entrance and inside the dinghy shed. Under no circumstances should members use utensils or bowls from the club kitchen to feed or water their dogs.
3. During Twilights BBQs or other events where members are eating on the deck or in an unenclosed area — dogs must be on a leash and should not be fed from the tables — this is a NSW regulation.
4. Dogs cannot be taken on board either of the Club's tender vessels unless on a short leash and controlled by their owner. No dogs are allowed to roam unattended on the tender, its decks or surrounds.



## HOLIDAYS AT THE SASC

Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible. The kitchen and barbeque facilities will be available, but the bar will not be open.

### TENDER SERVICE

No service on Christmas Day, normal service on the following days.

Saturday 17 December 0900 – 1800

Sunday 18 December 0900 – 1700

Saturday 24 December 0900 – 1800

Monday 26 December 0900 – 1800

Saturday 31 December 0900 – Sunset

Sunday 1 January 0900 – 1800

The office will be closed from COB Wednesday 21 December 2016 to the morning of Friday 13 January 2017. Racing will be off-line from COB Thursday 15 December 2016 to the morning of Tuesday 10 January 2017. The boatshed will be closed from COB Thursday 15 December until Monday 9 January 2017.

## MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense.**

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

**Please** — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.

# WHARF RULES

December 2016

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

Obstruction of the dinghy launching area on the pontoon by moored boats causes considerable inconvenience to members who use dinghies.

Please keep this area clear at all times



## NEW MEMBERS

We welcome the following new members:

Martin Buddery	Alan Gale
Gary Cassim	Andrew Stuckey
David Cunningham	Robert Sutton
Bart Foley	

## 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 February 2017 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 January 2017. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





*Waitangi*, then owned by Walter Wearne, in the 1950s

**YACHT  
SALES  
AUSTRALIA**

# Yacht Sales Australia

## *Yachts for those in the know!*



**Formosa 51' – \$169,000**



**Swanson 38' – \$89,000**



**Martzcraft 35' – \$65,000**



**Delphia 40' – \$195,000**



**Alan Payne 34' – \$49,000**



**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)*