



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2017

SYDNEY AMATEUR SAILING CLUB

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Cover:

The start of the first race in the Admiral's Cup 50th Anniversary Regatta on 1 December

(Photo John Jeremy)

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COMING EVENTS

December 2017

FRIDAY 12 JANUARY 2018

First twilight race for 2018

SATURDAY 13 JANUARY 2018

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

SUNDAY 14 JANUARY 2018

Point score race for Sunday Classics and Non-spinnaker Division

SATURDAY 20 JANUARY 2018

Point score race for Classic Divisions and Mixed Fleet Division

FRIDAY 26 JANUARY 2018

182nd Australia Day Regatta

SATURDAY 27 JANUARY 2018

Point score race for Super 30 Division (Around Islands Teapot Trophy), Classic Divisions, Cruiser Racer Divisions (Codock Trophy) and Cavalier 28s

SATURDAY 3 FEBRUARY 2018

Point score race for Classic Divisions and Mixed Fleet Division

SUNDAY 4 FEBRUARY 2018

Point score race for Sunday Classics and Non-spinnaker Division

SATURDAY 10 FEBRUARY 2018

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

SATURDAY 17 FEBRUARY 2018

Point score race for Classic Divisions and Mixed Fleet Division

SUNDAY 18 FEBRUARY 2018

RANSA Regatta

SATURDAY 24 FEBRUARY 2018

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

SUNDAY 25 FEBRUARY 2018

Point score race for Sunday Classics and Non-spinnaker Division

SATURDAY 3 MARCH AND SUNDAY 4 MARCH

Sydney Harbour Regatta and Classic Yacht Regatta at Pittwater. NSW State Championships for Cavalier 28s.

SATURDAY 10 MARCH 2018

Point score race for Classic Divisions and Mixed Fleet Division

NEED THE TENDER?

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Allan, Mitch
or Will
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1800

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



SIGNALS FROM THE COMMODORE

It's December, so another year must have passed, the Christmas festivities are in full swing and the hype and the hoopla around the 2017 Sydney to Hobart Yacht Race is in overdrive. The media is once again fixated on the Big Boat Challengers — the battle between the billionaire yacht owners and their 100 foot playthings — *Wild Oats*, *Black Jack*, *Infotrack* (the revamped *Perpetual Loyal*) and *Comanche*.

Of course, we can expect the usual lopsided coverage of the start — the garrulous commentators making sure the boats with tied advertising contracts to the broadcaster are never far from shot — and all the focus on the front runners with their crew of highly-paid professional sailors, internet-connected navigators and meteorologists — and a sail wardrobe whose cost would go close to covering the price of a fair-sized apartment on the Sydney waterfront. Judging by the coverage, you sometimes wonder if there are in other boats in the race! Even apart from those monster sleds, the average size of the fleet is now in excess of 50 feet long and, apart from Sean Langman's *Maluka* there is very little to remind us of what the race used to be.

Twenty five years ago, the Amateurs deck on Boxing Day would be awash with sailors, family members and supporters as often up to five or six boats from the club would be making last minutes preparations before joining the fleet for the start and the race south. In those days a “big boat” was all of 34 feet long, with a few over 40 feet — hardy club racers such as *Emma*, *Firetel*, *Tactical Response*, *Morning Tide*, *Sea Hawk*, *Mark Twain*, *Bright Morning Star*, *Charisma* and *Intrepid* amongst others. No billionaires or millionaires or, for that matter, not a professional — nor a sponsor anywhere to be seen — a true Corinthian challenge put together by ordinary club members in a joint enterprise, on limited budgets but with lots of enthusiasm and spirit to spare.

There were no satellite communications, no internet, no email and no link to the shore to receive the latest weather updates or positions of your rivals. There was no GPS, or chart plotters, navigating was for the most part still done with a hand-bearing compass, a sextant, a log, a pencil, a paper chart and a great deal of guess work. Communications were limited to a HF radio and a VHF — a far cry from today's requirements — which, aside from radios, insist on AIS, as well a yacht-tracking device, a mobile connection and a compulsory satellite phone — with competitors expected to blog, Tweet and post on Facebook all the way down the race course. I can think of any number of my old skippers who would roll their eyes to the skies at that thought. Offshore sailing was the one opportunity to get away from the real world, even if just for a few days.



And, given the myriad of training requirements and the extensive list of safety equipment now demanded by the organisers, it seem absurd now to think that, back then, it was the Skippers whose responsibility it was to ensure their boat was properly equipped for the voyage and who was ultimately responsible for the safety of his crew. A skipper trusted his crew, and the crew in turn put their trust in the skipper — not a bunch of legal advisers and bureaucrats intent on creating rules and regulations instead of insisting on good seamanship and common sense.

It was, in those days, a race for sailors — and for everyday sailors to race. Sentimental, perhaps, but there was a great deal of camaraderie amongst all the Amateurs boats which competed. Despite their size and their limited budgets, it was very rare indeed that a club boat did not finish the race. Battered and bruised occasionally, these were sound boats sailed by very good seaman. Half way to Hobart, bashing into a strong southerly you would be swearing to God, you would never, ever do this to yourself again. Safe and sound in Hobart, with a jug or two of beer under your belt and ensconced in some pub with your fellow brothers-in-arms from the Amateurs, all the talk would be of the “next one” — and it couldn’t come too soon.

Contrast that to today, when the back third of the fleet is still to round Cape Raoul and the super maxis pass by heading back north with their delivery crews with the owners and their professional crew already on planes back home, and the once packed and overflowing QLD (Quiet Little Drink) at the Ship Inn bereft of all but the crews from straggler boats at the back of the fleet.

It’s a reminiscence strengthened by the recent gathering at the Club of crews from boats participating in the Admiral’s Cup 50th Anniversary Regatta. As David Salter reports later in this issue, “The sight of traditional displacement yachts thundering down the Harbour under their huge symmetrical spinnakers stirred the souls of anyone familiar with the spirit of Australian sailing a generation ago.”

Equally, the camaraderie evident amongst Skippers and Crew of the rival boats back at the Amateurs, exchanging old war stories and tales of glorious victories and heartbreaking defeats, was a wonderful reminder of the way “sailing used to be”.

The Amateurs played a key role in organising the event and it was, by every report, an outstanding success. Competitors were unanimous in the comments about what a wonderful venue the club was for the event and full of praise for our staff and volunteers. Our compliments and salutations to all who were involved in putting the regatta together.

In closing, and on behalf of all the Board, please allow me to once again pay tribute to all of our staff and the extraordinary group of volunteers who put in a great deal of time and effort to make this Club the unique place it is. We have had an extremely successful year — an outstanding Gaffers Day, a wonderful Opening Regatta and of course, our hosting of the recent Admiral’s Cup Regatta.

A healthy, happy and prosperous festive season to you all. Fair winds and good sailing over the holiday season.

Bruce Dover

JUST LIKE OLD TIMES!

The Admiral's Cup 50th Anniversary Regatta, Sydney, 2017

The SASC played a major role in the creation and staging of this unique event. David Salter reports

It seemed like such a nice, simple idea. Get a few veteran offshore boats together to mark the 50th anniversary of Australia's first victory in the Admiral's Cup. Hold a couple of informal races around the cans and then enjoy a few drinks afterwards with old shipmates.

Five months later that simple idea had become a full-blown regatta with yachts sailing to Sydney from interstate ports to join the fleet and sailors flying in from overseas just to be part of the celebrations.

"The whole thing grew like Topsy", says committee chairman David Champtaloup. "Many of Australia's most famous boats and skippers wanted to take part. Old crews re-assembled and plenty of new sails and gear were bought just for the Regatta. Suddenly we had a major event to organise and conduct."

Held on 1, 2 and 3 December, the Admiral's Cup Anniversary Regatta was a joint venture between the Classic Yacht Association of Australia, the Sydney Amateur Sailing Club, the Royal Sydney Yacht Squadron and the Cruising Yacht Club of Australia. It attracted 21 entries for a three-race series raced on Sydney Harbour and offshore.

The attentive crowd at the Regatta briefing at the SASC

Photo Fred Bevis



The event had three co-patrons, each with special connections to the Admiral's Cup: Syd Fischer, who competed eight times in his various *Ragamuffins* and captained the Australian team on six occasions; Gordon Ingate, skipper of *Caprice of Huon* for her incredible three-in-a-row wins in 1965; and Sir James Hardy, who contested the Cup in his own yachts and also as a helmsman on *Impetuous* during the Australian team victory in 1979.

Entry was open to any yacht which represented Australia in the Admiral's Cup or had sailed in the selection trials. Among the famous old offshore racers taking part were *Caprice of Huon*, the first *Ragamuffin*, *Salacia II*, *Love & War*, *Mister Christian*, *Mercedes III* and *IV*, *Pacha* and the original *Wild Oats*. In addition, *Anitra V* and *Lorita Maria* were invited to participate in recognition of their distinguished roles in the development of offshore yachting in Australia.

The task of assembling the fleet and ensuring that they complied with the safety regulations for offshore racing fell to committee member and Admiral's Cup veteran Peter Shipway.

"To be frank, it was a bit of a shambles early on", he recalls. "But as the weekend of racing drew nearer the blokes started to get their act together. In the end I reckon it was the prospect of some really good fun — and healthy competition — that made it all happen. It was just like old times."

Photo John Jeremy

Flag P has dropped — approaching the start of the first race





Photo courtesy SpotAyacht

Mister Christian beating to windward in the fresh conditions during the first race



Photo John Jeremy

Ragamuffin and *Love & War* during the first race



Photo Robert Baker

Weather conditions for the regatta could hardly have been better. There was a brisk Nor'easter for the opening Harbour race, another solid Northerly for the offshore return sprint to a mark laid two miles off Long Reef and a typical Sydney Summer mixture of challenging breezes for the concluding Harbour race.

The racing was fair and spirited throughout, but a regrettable starting-line incident in Race 1 sadly put an end to *Impetuous* and *Caprice of Huon*'s regatta before it had begun.

The power and the glory: *Pacha* relives the magnificence of the big IOR yachts



Photo Robert Baker

The way we were: all hands helping *Love & War* climb to windward



Photo John Jeremy

Wild Oats enjoying the brisk conditions during the first race



Photo Robert Baker

Which way up? *Too Impetuous* watches *Kingurra* struggle to stay on her feet



Photo Geraldine Wilkes

The sight of traditional displacement yachts thundering down the Harbour under their huge symmetrical spinnakers stirred the souls of anyone familiar with the spirit of Australian sailing a generation ago. For one nostalgic moment *Too Impetuous* and *Salacia II* flew their bloopers — sails that can't have been out of their bags for 20 years or more.

Race management services were provided by the SASC (inshore) and CYCA (offshore). The challenge of handicapping such a diverse fleet was accepted by John Maclurcan, whose SAILSYS system delivered such close results that nine different yachts took podium places during the series.

There were social occasions after each day of racing, the most formal of which was a welcome dinner at the RSYS. More than 260 guests attended, including the three co-patrons.

The surprise guest of honour at the dinner was the Admiral's Cup itself, kindly lent to the regatta by Royal Ocean Racing Club and secretly flown out from London. The Cup was carried into the room to great applause by the sons of the skippers of the victorious yachts in 1967 — *Balandra*, *Caprice of Huon* and *Mercedes III*.

Kingurra and *Too Impetuous* approaching the finish of the offshore race on 2 December



Photo John Jeremy

A very special guest — the Admiral's Cup arriving at the Regatta dinner



Photo John Jeremy

David Salter interviewing Sir James Hardy



Photo John Jeremy

The fleet made a fine sight on the downwind legs of the final race



Photo John Jeremy

The third race was shortened at the Shark Island mark — *Uptown Girl* crossing the line to finish first



Photo John Jeremy

Salacia II and *Love & War* on the way to the finish of Race 3

The prizegiving BBQ at the SASC was a far more relaxed affair, with more than 100 thirsty and hungry sailors devouring the legendary Amateurs snags and kebabs before the trophies were distributed — and everyone settled in for another round of rumbos.

Results:

Race 1 – Harbour – Balandra Trophy

1. *Ragamuffin*
2. *Love & War*
3. *Lorita Maria*

Race 2 – Offshore – Caprice of Huon Trophy

1. *Sagacious V*
2. *Wild Oats*
3. *Mercedes IV*

Race 3 – Harbour – Mercedes III Trophy

1. *Uptown Girl*
2. *Syonara*
3. *Mister Christian*

Overall

1. *Wild Oats*
2. *Sagacious V*
3. *Uptown Girl*
4. *Ragamuffin*

5. *Mercedes IV*
6. *Fare Thee Well*
7. *Mister Christian*
8. *Syonara*
9. *Salacia II*
10. *Vittoria*
11. *Love & War*
12. *Lorita Maria*
13. *Camille*
14. *Too Impetuous*
15. *Mercedes III*
16. *Auric's Quest*
17. *Anitra V*
18. *Kingurra*
19. *Pacha*

(*Impetuous and Caprice of Huon were retirements*)

Mister Christian
finishing third in
Race 3

Photo John Jeremy



AN EXTENDED FRIDAY TWILIGHT

We exchanged pleasantries with the race officers aboard *Captain Amora* as *Lunacy* crossed the Athol Bay start line ten minutes late but, by skipping the first mark of the course altogether, we managed to arrive at the top of the course at the front of the fleet. Just to confuse the other boats completely, instead of rounding the Beashel Buoy, we kept on going...

By
Tom Moulton

Tom Griffiths, Ben Gray and I were off on a little adventure. Our plan was to see if we could get to Broughton Island, just north of Port Stephens, and back. If the weather permitted, we'd go ashore, plant a flag and claim the island in the name of the Commodore Bruce Dover. A light southerly drifted in during the early evening which allowed us an easy exit through the Heads and the opportunity of serving up the hot chicken pies in comfort. As the evening wore on the breeze gradually strengthened to the forecast 25 knots, kicking up a slightly uncomfortable sea, but we didn't care, *Lunacy* is an excellent sea boat and it meant we would be able to 'straight-line' it to Broughton.

As we sailed away from the coast we were making excellent speed and calculated that we had no current against us. Before the days of accurate GPS instrumentation, I did quite a few Mooloolaba and Southport races. The theory back then was that a decent southerly breeze could temporarily knock the top off a south-running current. This theory seems to still hold up. By midnight we were running square under a bullet-proof rig of single-reefed main with preventer and a poled-out, partially-furled No. 2. With the aid of the AIS, we dodged the slowly meandering coal loaders which were loitering off the Central Coast. By dawn, the breeze and the sea had eased and Port Stephens was in view.

After running the electronics all night we fired up the donk to charge the batteries but it quickly became apparent that we were adding no charge. The prognosis (later proven to be correct) was a bugged alternator. While annoying, we were glad we hadn't discovered this before we set off, or we might not have gone at all. The engine needed 'both' batteries to turn over, so we had to assume that there was every chance it might not start again.

We needed to make some decisions; did we want to divert to Nelson Bay and spend the day looking for an electrician who probably wouldn't be able to fix the problem quickly or should we, with extra caution, push on? We'd have to find an anchorage which we could sail in and out of and be prepared to sail home without any electronics.

We pushed on, of course. By mid-morning we were anchored in Providence Bay on the northern side, tucked behind a little reef which kept us out of much of the swell. After a quick a kip, we broke out the Zodiac and made our way to the island. Broughton is a pretty little

island abundant in beaches, mutton-bird holes and prickly pears. While technically uninhabited we did encounter a friendly, exotically tattooed tribe who worshipped fish and beer. We saw several whales hanging around to the North and had a brisk swim in lovely water. Since the weather was still a bit ho-hum we didn't hang around too long. Back on board *Lunacy*, Mrs Moul't's chilli con carne, Tom Griffiths' rum and Ben Gray's wine were consumed by torchlight.

Well rested, we woke at 5 am on Sunday, the breeze was now ESE blowing (what we reckoned was) 20–25 knots, but it was predicted to swing ENE and ease slightly through the day. Apart from the torrential rain and a confused sou'easterly swell, it was perfect for the trip home. I'd like to report that we resorted to classic DR navigation but the truth is once the rain abated, the visibility was generally pretty good and we were very familiar with the route and anyway, Griff'o had the Navionics app on his iPhone. Our progress was even quicker than on the way up, we saw no more rain after mid-morning and even the current played ball by running south again. The final thirty miles were under spinnaker and, at maximum flood, we romped through the Heads at 8 pm. We shot past the Lady Bay mark at high speed and dropped the gear at Nielson Park. We had enough juice left to run the LED nav lights and, after having a bit of a lie down, the engine deigned to start one last time. We averaged over 6.5 knots on the way home, which is very good for little *Lunacy*. Of course, we were very lucky to get the conditions which enabled us to get there and back in a weekend. If you haven't been there, I'd recommend Broughton as a great "a bit further than Pittwater" destination. If the weather was better, you could happily spend a couple of days there. But make sure you take a copy of Alan Lucas' *Cruising the NSW Coast* to avoid the many bricks around Broughton.



The *Lunacy* crew on Broughton Island

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS
EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR
A HAPPY CHRISTMAS SEASON AND GOOD SAILING
FOR 2018

*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 WILL (TENDER DRIVERS) AND THE
STARTING TEAMS



A TALE OF A TILLER

December 2017

*The job of replacing just one part of a yacht can reveal so much about the special character of The Amateurs, as **John Brady** explains.*

This is a story about a broken tiller, recycled pieces of four-by-two oregon, a work shed full of toys and the essence of what it is to be a part of the Sydney Amateur Sailing Club.

The club has had an influence on my family back to when the late Brian Woods (a former SASC Commodore), decided that, while building the 29' van de stad *Elaine* in his Bardwell Park front yard, he'd better get the kids into sailing. Three families pooled together to build three Sabots bound for Botany Bay, and that's where a life of hanging around boats to one degree or another has its roots for me and my family.

Fast forward some fifty years to mid-2017. When my brother Mark and I had the mast out of *Windshadow* we happened one day to notice a large crack in the tiller. It's a bit of a feature on our boat (the tiller not the crack), curving up from the cockpit floor in a nice shape and tapering off to a fine-looking 'handle' section. But there was nothing shapely about the base now.

As we walked into The Amateurs shed with said tiller firmly split asunder and considering our next steps, Rob Evans casually walked past, saying: "What have you got there? It's not really a big job to make

There are never enough clamps at a time like this

Photos John Brady



another.” There were a few added directions from Rob about jigs, MDF and laminating, and the offer of popping over to his shed one night to have a go at making a replacement.

It took a few weeks to find time to knock on the door — there was a need to finish the mast first. But the story is worth recounting, not for my part but to publicly acknowledge Rob, his charming wife Kathryn and the ‘lend a hand spirit’ that winds its way through Coshie’s working bees, Herschel Smith’s painting and motor replacement tips, Bill Hogan’s racing advice, Bruce Dover’s “we should probably have a go at that then”, and John Sturrock’s sage input on almost anything. It is a spirit that makes The Amateurs such a special place.

Armed with two recycled 4x2s from Swadling Timbers, I made my way to Polding Street and Rob’s famous shed. Surrounding the MG TF he has owned for more than half a century and the super-charged MG Y are the drill press, work benches, bench saw, planer, compound saw and air compressor that make this a shrine to projects past — and the sort of shed any ‘tinkerer’ would die for. Some tools are new, many are old, and all have a story. Over the next six weeks or so there were many of those.

Ripping down the oregon to quarter-inch strips was a basic enough starting point. The jig I had imagined for bending them was a grand, shapely piece of MDF; Rob’s was a very old piece of MDF that had served many purposes, plus four or five triangular wooden off-cuts (never throw anything away) that became the shaping pegs. The seven now 4x1/4” strips were glued and clamped in a few stages, three at first then the remaining top and bottom pieces.

“You’ll need a sharp plane to finish this off. Bring yours over and I’ll sharpen them. How good is your chisel? Have you got one like this? It was my grandfather’s, use this one.”

As I carted my now S-shaped lump of laminated 4x2 home, I was like a caricature of a British wallpaper hanger with a sharpened tenon

Almost finished





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saw, chisel, additional small plane, spokeshave (great little toy and another Evans family heirloom) — and very little skill in using any of them.

In these days of power saws and belt sanders the idea of working the shape down with a chisel and plane was an experience and a half. All the time Rob was on the other end of the phone or available for a quick pop-around for me to check I wasn't destroying his handiwork. There were visits once or twice a week, including the post-shed sit down over a VB discussing politics, boats and life with Rob and Kathryn.

The 'run home' involved fiberglass over the top of the tiller, paint — I wish I could use two-pack as easily as Herschel says I should be able to — and making up the copper rivets (Rob just happened to have three bits of copper rod long enough to do the job). I'd read about how to burr the heads and had a go over several hours, getting one end right on each before I realised we needed a bigger hole and the accuracy of that drill press.

So, back to Rob and his next question: "Do you have a compressor?" "Er, no. I have a 3 m × 1.5 m squirrel hole under the house. That's my work-shed." "Marvellous things compressors", he said, and then out comes the pneumatic hammer to finish off the rivets.

The tiller is now in place. Rob and I are crediting it (and my sister-in-law Karen) for picking up a third place on its first outing. There's a bit of pleasure in seeing it look the part, but a lot more in the fact that from Brian Woods' workshop to Rob's Garage, and from Coshie's working bees to Lord Salter's ever friendly Saturday morning coffee table (not to mention his subbing of this copy) there is a spirit about The Amateurs that we can all take pride in — and accept the challenge of nurturing in the years ahead.



Australia Day Regatta 2018



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OR WWW.SASC.COM.AU**

BEAUTIFUL YACHTS

December 2017

In the mid-1970s the SASC conducted a Metre division on Saturdays and again on Sundays in the mid-1980s. Both were successful for many years. It pleased me to see such a division again on Gaffers Day which was won by *Defiance*, owned by Nicole Shrimpton. *Defiance* is the oldest Australian designed and built 8 metre yacht and was built at Williamstown in Victoria in 1935 by Ernest Digby.

Of all the huge roll of participants in all the Gaffers Days I believe that the outstanding one is *Dorada*, designed by Olin Stephens when he was in his early 20s. She is totally gorgeous and has won Trans-Atlantic, Trans-Pacific, Fastnet and Bermuda races.

Another yacht of great interest was *Ventura* (Brendan Hunt). She was built in 1893 to the design of George Watson, the famous naval architect. Her design immediately preceded the King's legendary *Britannia*.

Southerly

Photo John Jeremy

Defiance





Photos John Jeremy

Contrasting yacht designs — *Eloise* and *As You Do*



A Sunday start — *Woodwind* and *Fidelis*



This may prove to be a historic and rare photo — *Clewless?* without her ?



Crew at work in *Flying Brandy*



Ariel about to finish



Trafalgar Day start — the Super 30s underway on 21 October



Clewless?, Tigger and Hotspur2



Balmain Tiger, Tigger, Carats and Mr Mojo heading for the first mark



Saudade (winner of this race on PHS) and Balmain Tiger



No, he's not about to leap overboard, Vice Commodore Kelly likes sailing *Supertramp II* this way

MEDICAL EVACUATION OFF WA COAST

The Australian Defence Force (ADF) assisted the Australian Maritime Safety Authority (AMSA) with a medical evacuation operation off the coast of Western Australia.

Responding to a medical emergency, the ADF and AMSA successfully transferred a sailor suffering a serious medical condition to Fremantle on 25 November.

A Royal Australian Air Force C-17A Globemaster dropped medical supplies and equipment to a yacht competing in the Clipper Round the World yacht race approximately 1800 n miles off the WA coast.

The submarine rescue and support vessel MV *Stoker* then sailed from Fremantle with four RAN medical personnel, including a doctor, to help stabilise and transfer the patient at sea.

Chief of Joint Operations, VADM David Johnston said that the ADF's support highlighted its ability to assist during an emergency in Australian waters.

"This mission, and its success, once again shows that the Australian Defence Force is ready to respond when called upon," VADM Johnston said.

"The immediate response provided by our Air Force assets, and Navy's subsequent maritime support has ensured a positive outcome in challenging circumstances."

One civilian patient was successfully transferred to medical care.

Alan Lloyd, AMSA acting General Manager Response, said that the Indian Ocean could be a challenging and remote environment for search and rescue operations.

"This medevac is a great example of how collaboration between search and rescue authorities can overcome such challenges," Mr Lloyd said.



RAN Photograph

Transferring the ill crew member to a rubber ducky from MV *Stoker*

FINAL MOVEMENT FOR DARWIN

December 2017

Twelve former Commanding Officers were onboard the Royal Australian Navy frigate HMAS *Darwin* on 27 November as she sailed through Sydney Heads into her home port for the last time.

Darwin was escorted through Sydney Heads by Navy's newest ship, HMAS *Hobart*, for a traditional "cheer ship" as she passed the fleet before being welcomed alongside Garden Island by former sailors, officers and support staff.

The Adelaide-class frigate has been decommissioned to make way for the Navy's new fleet of Hobart-class guided missile destroyers.

HMAS *Darwin* was commissioned on 21 July 1984 and, in the course of her duties, has steamed more than a million nautical miles across the globe.

She was deployed to operations in Timor Leste and the Solomon Islands as well as seven times to the Middle East region.

On her most recent deployment to the Middle East for Operation MANITOU in 2016, *Darwin* and her ship's company completed three seizures of heroin worth \$800 million off the coast of Africa.

HMAS *Darwin* was decommissioned in a traditional Navy ceremony on 9 December.

Ben Willee

HMAS *Darwin*, flying her paying-off pennant, arriving in Sydney for the last time

RAN Photograph





RAN photographs

The RAN's new guided missile destroyer, HMAS *Hobart*, firing a Harpoon missile test round during blast-effect trials off the NSW coast



The second of our new destroyers, *Brisbane*, recently began her sea trials operating from her builder's yard in Adelaide



Photo John Jeremy

The new multi-role aviation training ship *Sycamore* in Athol Bight on 3 December. Based at HMAS *Waterhen* and operated by Teekay Shipping, the ship will provide the RAN with helicopter pilot training, flight-deck crew training and aircraft-crew training as well as carrying out other duties including officer sea-familiarisation, mine-warfare support and practice weapon recovery.



RAN photograph

The Government recently announced the selection of Lürrsen of Germany as the prime contractor to design and build 12 offshore patrol boats for the RAN. The 80 m ships will be similar to this ship owned by the navy of Brunei. The first two will be built in Adelaide and the remainder in Western Australia. Construction will start next year and the first ship is planned for delivery in 2021

WOMEN ON WATER

On 26 November the usual Sunday divisions joined the racing at the Royal Prince Edward Yacht Club for their Women on Water day. All yachts were required to have a woman on the helm. Thirty-one yachts took part in the event, with 22 coming from the SASC Sunday fleet.

The race started off the RPEYC at Point Piper in 12–15 knots of wind from the northeast. It was a handicap start and there were some exciting close finishes. *Calypso Magic* sailed by Nelly Poyuzan took first place with *Ranger* (Erin McKnight) in second. Less than a minute separated first and second. *Liaison* (Robyn Attnell) came third, 31 seconds after *Ranger*.

The Encouragement Award went to *Vivienne Marie* (Di Brogan) and the Best Dressed Crew award went to *Magic*, under the command of Alice Murphy.

The success of the day has ensured that it will be included in the SASC sailing programme for next season.



Aaargh! The Bearded Lady (aka Mike Warner) got into the spirit of things for the Women on Water event although, fortunately, *Lahara* was actually sailed by Caroline Crane for a respectable tenth place

EXPIRED FLARE DISPOSAL

December 2017

Roads and Maritime Services has arranged expired flare collection points in December this year as follows:

Sunday 31 December 2017, 2:00 pm to 5:00pm

CANADA BAY BOAT RAMP

Bayview Park Ramp, Burwood Road, Concord

Saturday 30 December 2017, 7:00 am to 11:00 am

ROSEVILLE BRIDGE BOAT RAMP

Davidson Park Reserve, Healey Way, Killarney Heights

Saturday 30 December 2017, 2:00 pm to 5:00 pm

NORTHBRIDGE BOAT RAMP

Tunks Park Reserve Ramp, Brothers Avenue, Cammeray

Sunday 31 December 2017, 7:00 am to 11:00 am

DRUMMOYNE BOAT RAMP

Taplin Park, Bayswater Street, Drummoyne

HIGH WATER AT THE SASC



Photo John Crawford

The club really got its feet wet on 5 December with a 2.03 m tide.
Just wait until global warming really kicks in!

ERRATUM

Many readers will have spotted the mistake — it is Leilani Tomaszewski with John Sheridan in the photo on page 20 of the October edition of the *SASC News* not Tiare. Humble apologies from the Editor.

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 barbecue 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 23 December 0900 – 1800

Sunday 24 December 0900 – 1800

Tuesday 26 December 0900 – 1800

Saturday 30 December 0900 – 1800

Sunday 31 December 0900 – Sunset

Monday 1 January 0900 – 1800

The office will be closed from COB Thursday 21 December 2017 to the morning of Tuesday 9 January 2018. Racing will be off-line from COB Monday 18 December 2017 to the morning of Friday 12 January 2018. The boatshed will be closed from COB Thursday 21 December until Monday 15 January 2018.

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.

REMEMBER THE NEIGHBOURS

We share our little patch of paradise with our neighbours. Please ensure that you and your guests avoid parking inconsiderately and, when leaving the Club, do so quietly and without inappropriate behaviour.

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 on them between 1245 and 1315 so that they can grab some lunch.

WHARF RULES

December 2017

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:

Evert Meyer
 Dimiter Nedialkov
 Michael Skippington
 Hugh Treharne

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 \$87.10 (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)

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$18.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$36.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$40.00
Rugby Top – S, M, L, XL and XXL	\$49.00

Gaffers Day Merchandise

Wide Brimmed Canvas Hats – Small only	\$35.00
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 2018 edition. Contributions from members, which are always welcome, should reach the editor by Friday 2 February 2018. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

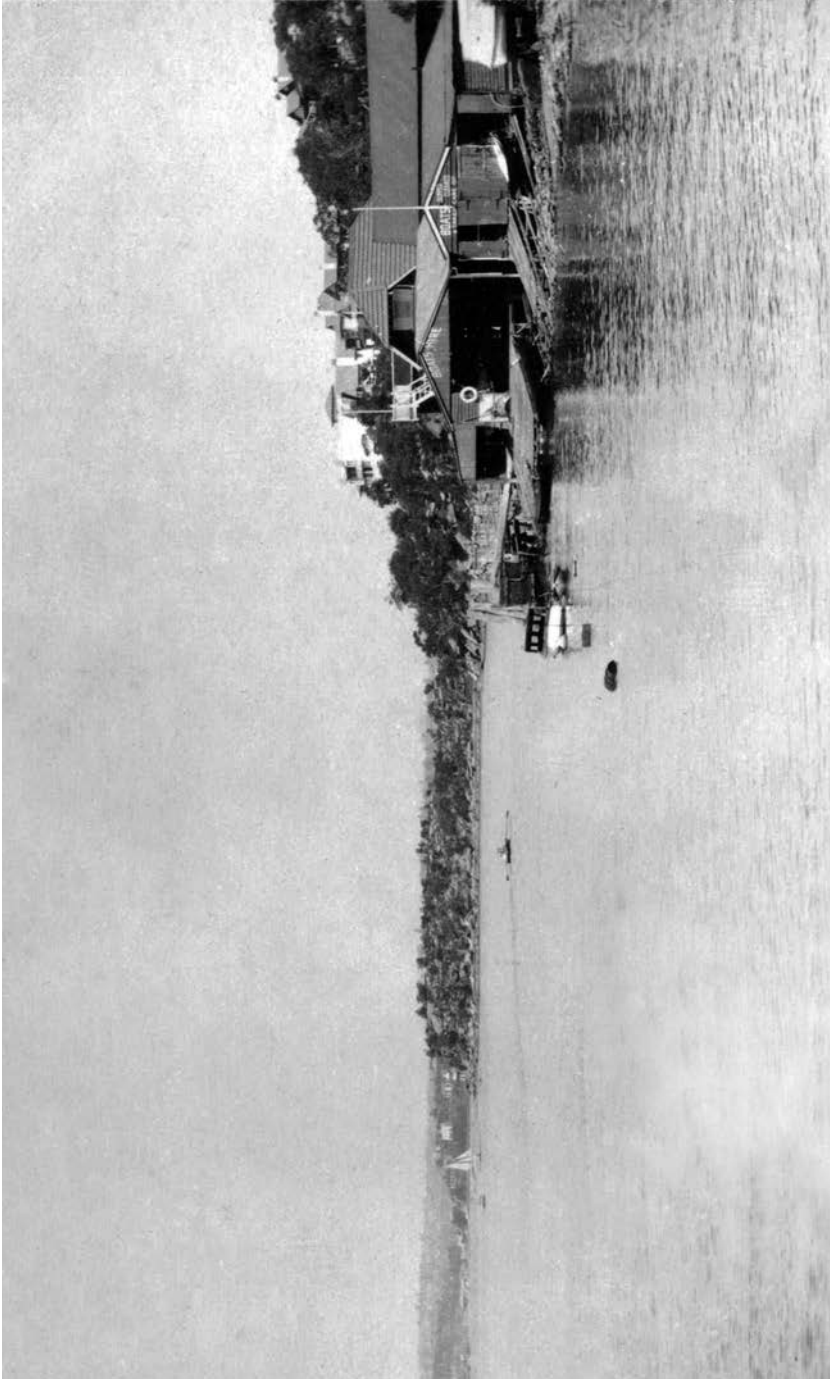


Photo courtesy Graham Ross-Smith

There was plenty of room for moorings in Mosman Bay when this photo was taken around 1920

The SASC is interested in taking copies of any photos members might have of Mosman Bay or the building that is now our clubhouse. We hope to improve our own records, as well as possibly hanging some in the clubhouse.

**YACHT
SALES**
AUSTRALIA.com

Yacht Sales Australia

The yacht sales professionals!



Northshore 369 - \$124,900



Windward - \$45,000



Northshore 310 - \$59,000



Swanson 27 - \$25,900



Savage Oceanic 43 - \$198,000



Laurent Giles 33' - \$33,000

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
www.yachtsalesaustralia.com