



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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February 1999

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**Cover:**

They that go  
down to the sea  
in ships...  
Jim Lawler's  
*Charisma* (A94).

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# COMING EVENTS

FEBRUARY 99

## TUESDAY 2 FEBRUARY 1999

First race in the Tuesday Twilight Series (each Tuesday - last race on 2 March 1999).

## SATURDAY 6 FEBRUARY 1999

Thirteenth Point Score Race for Cavalier 28 Division, fourteenth Point Score Race for No. 2 and Traditional Divisions.

## SUNDAY 7 FEBRUARY 1999

Cavalier 28 Championships.

## SATURDAY 13 FEBRUARY 1999

Fourteenth Point Score Race for Cavalier 28 Division, fifteenth Point Score Race for No. 2 and Traditional Divisions, and sixth Point Score Race for Division 7.

## SUNDAY 14 FEBRUARY 1999

Ninth Point Score Race for the Metre Division, seventh Point Score Race for combined Heavy and Light Divisions and third Point Score Race for Gaffers Division. The Leo & Jenny Foundation Sail for Cancer Research.

## SATURDAY 20 FEBRUARY 1999

Fifteenth Point Score race for Cavalier 28 Division, and sixteenth Point Score Race for No. 2 and Traditional Divisions.

## SATURDAY 27 FEBRUARY 1999

Sixteenth Point Score Race for Cavalier 28 Division and seventeenth Point Score Race for No. 2 and Traditional Divisions.

## SATURDAY 6 MARCH 1999

Seventeenth Point Score Race for Cavalier 28 Division, and eighteenth Point Score Race for No. 2 and Traditional Divisions.

## SUNDAY 7 MARCH 1999

Tenth Point Score Race for Metre Division and eighth Point Score Race for combined Heavy and Light Divisions.

**TENDER!**

***No need to shout, call Robbie on 0418 678 690***

Friday 1700-2100  
Sat: 0900-1800  
Sun: 0900-1700



Continued on Page 20



Commodore Tony  
Clarkson

The Christmas-New Year period certainly turned out to be a dramatic time for the Australian yachting community.

By now, most members will be aware that a number of Amateurs members participated in the Sydney to Hobart race on several boats, including four owned by members.

The extremely sad news, however, for SASC was that two of our members were aboard *Winston Churchill* which sank in heavy seas in Bass Strait. John Gibson (together with John Stanley) miraculously survived many long hours in the sea, but tragically Jim Lawler (together with two fellow crew members) perished. At the request of Jim's family, I delivered a eulogy at his funeral on behalf of the yachting community.

John Gibson suffered some injuries from his ordeal, mainly to his hands and of course the problems of exposure and hypothermia. John is making great progress and by the date of writing, I had already sighted him in *Taylor Maid*, assisted by Jane and his sons.

It is to be hoped that the inquiries into the tragedy will concentrate on positive recommendations that will improve safety rather than negative issues.

Three of the boats sailed by Club members, *Mark Twain*, *Polaris*, and *She's Apples Two*, made it safely to Hobart. *Wide Load* retired.

Whilst the events of Sydney to Hobart have dominated our lives these last few weeks, I note that our members have also continued their sailing endeavours in other events.

James Bevis has been crewing with Ian McDiarmid in the National Dragon Class Championships in Perth. Despite major damage to the hull and mast of their boat during the overland trip by train to Perth, they succeeded in winning the Championships after a lot of effort to restore the boat.

Immediately upon returning from Hobart, Charles Maclurcan departed for Melbourne to assist in the conduct of the World Sailing Championships being held in that city.

On a lighter side, it was gratifying to see the many members and their friends celebrating New Year by dining at the Club before watching the fireworks from their boats or from Cremorne Point.

Whilst I had earlier thought that it may be a good idea to have an organised event at the Club on New Year's Eve, the happy atmosphere there that evening suggests we should leave things as they are.



**Marine Engineer, Sailor, Mate**

**Born: 6 June 1939**

**Died: 28 December 1998**

Jim Lawler was a Manly boy, and a true gentleman of the sea. The fifteen hundred mourners who packed Manly's Mary Immaculate Church last month to farewell him bore fitting tribute to Jim's many achievements and to his friendship, generosity of spirit and humanity.

James Michael Lawler was the youngest of Mary and Valentine Lawler's five sons. The family lived in Kangaroo Street, Manly. Jim

served as an altar boy at Mary Immaculate, undertook his initial education in the Parish school and at nearby Christian Brothers College and demonstrated early sporting prowess in rugby football and surfing.

After secondary schooling at Christian Brothers College, Lewisham, he began a shipbuilding and marine engineering apprenticeship at Cockatoo Island Dockyard in Sydney. In 1959 Jim married Denise (nee Maguire), and their daughter and three sons were born over the next decade.

By the time his apprenticeship was completed in 1960 Jim had also finished a Marine Engineering Technology Certificate at Sydney Technical College. He then went to sea, in the following years rising from Junior Engineer to Chief Engineer on ships operated by Burns Philp, R.W. Miller, Howard Smith and Caltex. He continued his studies, obtaining a First Class Marine Engineer's Certificate, becoming a Fellow of the Institute of Marine Engineers (U.K.) and a Chartered Engineer.

In 1968 Jim joined the American Bureau of Shipping, the international marine classification society. His first assignment was as Senior Surveyor, Australia, and a long and successful ABS career subsequently took Jim and the family to Karachi (1976-81) and Singapore (1981-86) before he returned to Sydney as Principal Surveyor, Australia. In 1988 he was appointed ABS Country Manager in Australia, a position he held until his death. Jim also served for some years on the Maritime Panel of the Institution of Engineers Australia, his expertise in marine engineering and surveying providing invaluable advice to the engineering professions in general.

Throughout his working life Jim performed to the highest professional engineering standards and adhered to a strict code of ethics. The respect in which he was held by the shipping industry was eulogized by his friend and business associate, Sir Eric Neal, who concluded "...We shall all remember Jim Lawler, a very fine man".

Jim's love of the sea was not limited to ships and shipping. It encompassed just about



anything to do with boats, and sailing boats were his particular passion. This 'sea fever' began when Jim was his teens, first as a 'boatie' at Queenscliff Surf Club and then at the Amateurs, where he'd joined older brother Bill in the crew of Cliff Mecham's *Nimbus*. Over the next forty years he owned, skippered or crewed on numerous yachts in Australia and overseas. Among these were *Senta* and *Idle Hour*, which he sailed with brother Bill, and his own craft *Antipodes*, *Morning Tide* and *Charisma*.

Jim remained an enthusiastic yachtsman even when his work took him away from Australia. In Karachi, where Jim, Denise and their family were mainstays of the expatriate Australian community, he was an active and successful sailor. His aging, clinker-built *Idle Hour II*, an International 14-footer, regularly led the local fleet across the finish line off Bunker Island. On shore, he risked upsetting domestic equilibrium by assembling a 125 Class kit yacht inside the Lawler family house. Nor was that the only threat to him. On one occasion, whilst out in a Soling, Jim and his crew (brother Kevin and son Danny) came under rifle fire from the local navy, which just happened to own the yacht the Lawlers were sailing. There were no casualties and, perhaps fortunately, the on-board dialogue went unrecorded.

In Singapore, too, Jim's sailing life was hectic. He competed in numerous Changi Sailing Club races, the most memorable campaigns being with his own *Antipodes*, a Maxi-77 yacht which Jim and his friends had rebuilt. Skippered by Jim, and later by his mate John Stevens, *Antipodes* enjoyed great success, with few pieces of silverware in Changi's trophy cabinet escaping her attention. Jim was also an avid participant in many other club activities and his marine engineering expertise was always available - to friend and competitor alike.

"...Jim's ability to relate to people of differing cultures and nationalities, his integrity, friendliness and willingness to volunteer his expert help whenever needed endeared him to both the expatriate and local communities. The friendships he developed in Karachi with people now scattered around the world have stood the test of time..."

- Rod Gillespie.

At the time of his death Jim was a member of three yacht clubs - SASC, Royal Sydney Yacht Squadron and Changi Sailing Club. Jim joined the Amateurs in 1965 and when he wasn't overseas he was tireless in his efforts on behalf of the club, whether this involved repairing the *Nancy K* or the *Captain Amora*, a working bee or clean-up on the wharf, the thankless task of race handicapping or any one of the countless other chores he tackled quietly and efficiently. As SASC Commodore Tony Clarkson noted in the eulogy delivered on behalf of his sailing mates, "Jim was the consummate club man, always putting in and never expecting any return."

On the water, Jim approached his sailing with a professional responsibility. He always made the care of his people and his yachts his absolute priority, taking them safely across many thousands of miles of ocean, in foul weather and fair.

His qualities of seamanship were never better illustrated than in the treacherous 1993 Sydney-to-Hobart race when, to avoid savage conditions in Bass Strait, Jim carefully posi-

tioned *Charisma* and her crew, seeking shelter off Eden to weather the worst of the storm. It was an exceptional person who could make that call, wait at anchor for eighteen hours and then proceed to win the Performance Handicap Division of the race.

From 1986, *Morning Tide* and then *Charisma* were regular starters, and yachts to be reckoned with, in both inshore and offshore races. *Morning Tide* performed creditably in several Hobart races and recorded an overall IMS win in the 1990 Southport race. Jim subsequently sailed *Charisma* to divisional wins in both the Hobart and Southport races. He was a fierce but modest competitor, never more so than when his craft were pitted against brother Bob and *Firetel*. Brotherly love notwithstanding, mere seconds would often separate the Lawler boys' yachts at the end of long, tough passages. But victory never obsessed Jim. Instead, enduring friendships, fair competition, well-found craft and safe landfalls were his priorities. He was a natural leader - never admonishing his crews, always quietly encouraging and inspiring them.

Nowhere was Jim's bond with the sea stronger than in Greece and the Aegean, whose sparkling waters, steady winds and ancient legends enchanted him. He sailed through the Greek islands many times with family and friends, most recently as a member of Bill Psaltis's Australian crew in the 1996 Aegean Rally. During one of his early visits to the Mediterranean some passing tourists, sighting the deep tan, thick dark hair and broad, weather-beaten grin, took Jim to be a Greek fisherman. He cherished the nickname resulting from this encounter - Dimitri - and those closest to him came to think of Jim as a Greek seafarer reincarnate, an image further enhanced by his passion for Greek music.

"...He taught so many of us the way of the sea even though we thought we knew. Most often we were also unaware of these lessons until we thought about it for a while. Jim was a natural leader, our skipper in whom we had absolute faith; his authority never asserted and never questioned. For those who sailed with him, doing so was an absolute privilege..."

- Nephew Jim ('Young Jim') Lawler.

As Tony Clarkson noted in his eulogy, Jim was a humble man who never blew his own trumpet, one who was genuinely embarrassed when confronted by his accomplishments. His modesty was legendary, as was his courteous and ethical approach to all situations. Jim's first thoughts were always of others. He was unable to pass by anyone who might need assistance or comfort, and numerous people, friends and strangers alike, were recipients of his care and thoughtfulness. This took many forms - organizing and undertaking the successful salvage of a sunken yacht, escorting an elderly friend's small craft safely down the coast in the face of deteriorating weather, rounding up a vessel separated from its mooring in strong winds and or heeding countless requests for advice and assistance, often when he didn't really have the time to spare.

Jim was a trusted confidant of many, and always discreet. When he and his nephew, young Jim, quietly took HRH Prince Edward out for a sail on *Charisma* several years ago the rest of his regular crew, a couple of them journalists, had no inkling until after the event. Prince

Edward was among the hundreds who conveyed their sympathies to the Lawler family upon learning of Jim's death.

Jim also loved a good yarn and the company of his numerous friends. The topics of conversation on his yachts ranged far and wide, the world's most pressing problems and life's many footnotes all coming under scrutiny during post-race drinks in the cockpits of *Antipodes*, *Morning Tide* and *Charisma*. Laughter was Jim's everyday companion, and those who attended his wake at the Manly Rugby

Union Club (of which he was a longtime member) will long remember that 'quiet little drink', with its vivid reminders of Jim's great capacity for bringing people together, forming enduring friendships and sharing in the companionship of the sea. He would, said brother Bob, now want everyone to get on with living.

Jim is survived by Denise, their children Stephen, Susan, John and Daniel, grandchildren James, Sophie, Josef, Casey and Eva, and brothers Peter and Bob.

"...I was saddened to read of the death of Jim Lawler in the recent Sydney Hobart Yacht Race. Sean O'Dwyer and I recall well sailing with Jim on Sydney Harbour...Would you please convey my deepest sympathy to Mrs Lawler and the family. Edward."

- HRH Prince Edward, in a message conveyed by Col. Sean O'Dwyer (his Private Secretary) to HE Sir Eric Neal.

*Ian Macintosh*

## TO CHARISMA



The boat sits quietly at its mooring,  
There is no Master to ease its pain.  
The sea laps quietly at its transom,  
Apologizing for its recent fury.

Shards of sunlight flicker from a calm surface  
to soothe the eye of the innocent,  
Unaware that the Master knew  
that rage and treachery lay shallow in its waters.

Remember, sad boat, those days  
of fine companionship and labour.  
Remember those calm and expert hands  
that guided you so often before to safe haven.  
And in remembrance, rejoice in the privilege of  
knowing him. Jim.

*Barry Bracken*



## One perspective - *Polaris*

By  
Charles  
Maclurcan

There are aspects and consequences of this year's race that will be best dealt with by others. My thoughts and sympathies go to those directly affected by the sea conditions that developed and the families of the lost sailors.

*Polaris*, a Cole 43, owner John Quinn, left the Amateurs wharf just after 1100 on the 26 December with a crew of nine.

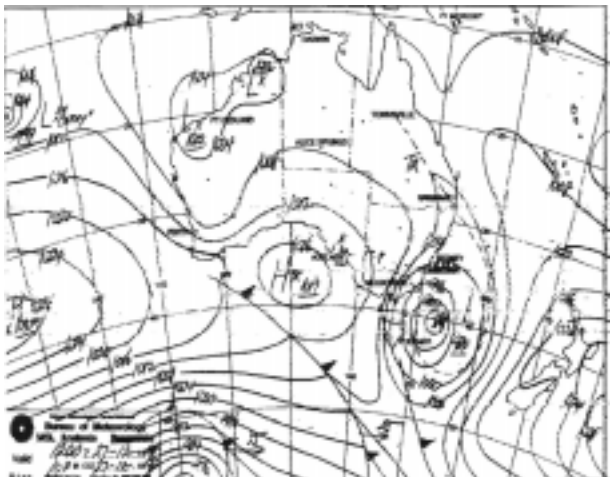
John likes to leave early and we traveled quite far down the harbour sniffing the wind. Our start was mediocre. It is dangerous to have 110 disparate yachts on a single start line. I will not subscribe to any other thought. Please can we return to two lines or starts five minutes apart?

We gained the sea mark and turned south, in a typical rollicking north easterly. The boat showed its form and gradually began to average over nine knots. The crew fell into the watch system. Four hours on, five off. The run ended in a wild burst of 12.5 knots in flat water with the small spinnaker. We poled out a jib.

John wished to stay a little east of the rhumb line so we ran accordingly and waited, as is often the case, for the imminent southerly change. Progress down the coast, with the following breeze and very strong current was excellent. The south westerly arrived, and for a time there seemed to be no problem. Reefed down with a small headsail *Polaris* reveled in the conditions. Bass Strait was just ahead and we were still making satisfactory headway. The breeze increased and at approx. 1330 on the 27<sup>th</sup> we received a weather fax that set alarm bells ringing. Quinn, ever mindful of his extraordinary experience a few years before in the same area, put great store in the weather fax. The picture clearly showed an intensification of the low-pressure system with the isobars close and concentrated, dead ahead. He handed it to me, and others and I believe that we were all of one mind. Then *Sword of Orion* sensibly reported 70 knots. We tacked towards Twofold Bay.

About 2200 *Polaris* anchored, the crew cooked dinner and went to bed. The drama that unfolded on the radio, as we

The decisive weather fax.



The crew of  
*Polaris*.



headed towards the Coast, was made all the more horrifying by the fact that we did not experience much more than 35 knots during the whole period.

Next day we rejoined the race at 1200 and enjoyed a fast, close reach across the Strait. Down the Tassie Coast we experienced the usual baffling calms and sea breezes. As it turned out, we caught the two remaining SASC boats just north of Tasman Island and we all finished almost together.

*Polaris* leaving for  
the start.



Incidentally, *She's Apples Two* anchored in Twofold Bay as well, leaving 5 hours before us, and *Mark Twain*, intending to do so, headed towards the Coast, however turned south and continued racing prior to reaching the anchorage.

It was a subdued and sparsely populated Constitution Dock that greeted us. Whilst the usual traditional festivities were enjoyed by the SASC representatives in Hobart, nothing could dispel the tinge of sadness felt by all. Great fun was had at times as the Amateurs boats were alongside each other, but our buddies were missed. A very dignified and rather beautiful Memorial Service was conducted dockside, and then it was time to plan for the homeward trip.

*Mark Twain* achieved third in the Veteran's Division.

Some thoughts: small boats like the winner, *Midnight Rambler* and *Waitangi II* from the RSYS, sailed right through the storm with minimal damage. Others like *Winston Churchill* broke to pieces in the normal course of achieving a passage. Some were destroyed upon turning back. The sea has not changed, maybe our assessment of our ability to handle it has. I offer my thanks and admiration to the brave folk who assisted in the successful rescue of so many people and my congratulations to those who made safe passage.

## **SPRING SEASON RESULTS**

Congratulations to the placegetters in the Spring racing series:

### **CAVALIER 28 DIVISION**

#### **Handicap**

First: *Flying Circus* (A57), P Donnelly/J Greenwood  
 Second: *Joka* (3608), Cec Williams  
 Third: *Shoshana* (A36) J & M Rosenberg

#### **Scratch**

First: *Centaurus* (A7), Rod/Craig Mitchell  
 Second: *Flying Circus* (A57), P Donnelly/J Greenwood  
 Third: *Shoshana* (A36), J & M Rosenberg

### **DIVISION 2**

First: *Sanctuary* (5815), Ron Royle  
 Second: *Ben Boyd Road* (3759), T Barry/P Pangas  
 Third: *Impala* (298), Kevin Tyndall

### **TRADITIONAL DIVISION**

First: *Anonyma II* (A131), Tony Curtis  
 Second: *Hoana* (A100), Martin Van der Wal  
 Third: *Warana* (A37), John Merrington

*Reverie* (A143),  
 winner of the Idle  
 Hour Trophy  
 1998.

## **IDLE HOUR DAY**

The Idle Hour Race was sailed on Saturday 19 December. Despite having to find their way to Manly through the many competitors in the Sydney International Regatta, a good time was had by all.

Congratulations to the winner of the Idle Hour Trophy, Nigel Berlyn in *Reverie*, and to second placed and winner of the Les Ardouin Cannon, Alex Williamson in *Chilly Bin*.



By  
John  
Pennefather

Every person in a sample of ten yacht owners (some SASC) and sailing coaches knew that power gave way to sail, but only one or two knew of any exceptions to the rule. My questions on the subject were triggered by two incidents we had while motoring in *Saltair* last summer. After them the crew was hinting that my Yacht Masters Certificate came on the back of a Weet-Bix packet.

In the first incident, Figure 1, we were motoring to windward with several vessels in close proximity to port. An 18 footer approached hard on the wind on starboard tack, after reaching a near collision position she tacked and gave us an ear-full of coloured language for not giving way. At no time before tacking did she bear less than green 135°.

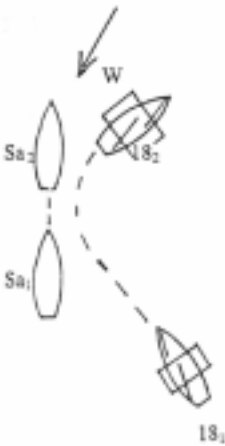


Figure 1

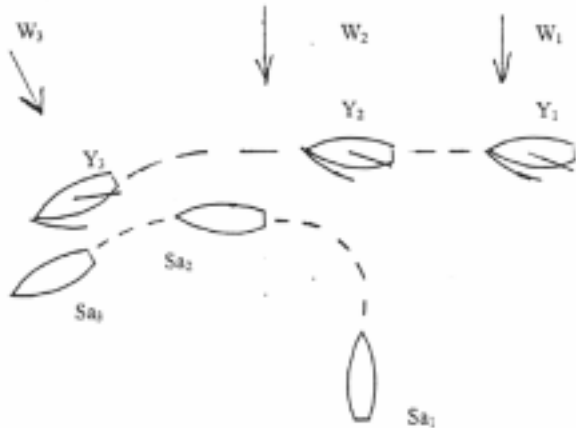


Figure 2

In both figures the scale is compressed. Sa is *Saltair*, W Wind, 18 is 18 footer, and Y Yacht. The subscript numbers indicate times for the indicated positions.

In the second incident, Figure 2, we met several yachts that were going down the harbour on starboard tack under shy spinnakers. They had right of way because they were under sail and on my starboard bow. As there was no way through the group I turned to port and set a course parallel, and to leeward of them. At the same time I reduced speed so they would pass quickly. At that stage the most leeward yacht of the group, a well-known boat, was about 30 metres away and would have passed about ten metres to windward of us. A few seconds later they were headed by a wind change and her helmsman hailed, asking for more room, a request that I complied with. From their comments, it

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was clear that some of his crew felt that the request was not required.

To confirm my understanding of the finer details of the collision rules I asked ten experienced sailing people about the incidents. Most, including two sailing coaches thought that the power gives way to sail rule was absolute. A few knew there were exceptions but none was prepared to agree that I had right of way in the incidents mentioned. I was wondering if there had been a rule change that I had not heard about, but no, the rules have not changed and my RAN officer tutor had taught me correctly.

A copy of the other blue book, the International Rules for Preventing Collisions at Sea confirmed that power does give way to sail, Rule 18a, but the sentence is **“Except where Rule 9, 10 or 13 otherwise require a powered vessel shall keep clear of...(three other groups of vessels) and (iv) a sailing vessel”**. The same rule requires a sailing vessel to keep clear of (i) a vessel not under command, (ii) a vessel restricted in her ability to manoeuvre and (iii) a vessel engaged in fishing.

There are exceptions to Rule 18a. In a narrow channel, a sailing vessel shall not impede a powered vessel that can only safely navigate within the channel (Rule 9). (Rule 28 states that a deep draught vessel may show a cylinder or three vertical all round red lights.) Rule 10 deals with traffic separation zones where (j) a yacht shall not impede a power driven vessel following a traffic lane. (The area off Sydney Heads is a traffic separation zone.)

Rule 13a states: Notwithstanding anything contained in the rules at part b sections 1 and 2 (the steering and sailing rules) **any vessel overtaking any other shall keep out of the way of the vessel being overtaken**. Rule 13b defines overtaking as coming from more than 22.5° abaft the beam of the overtaken vessel. That is in the arc of her stern light. Rule 13e requires a vessel in doubt to assume she is overtaking and 13d requires the overtaking vessel to keep clear till she has finished overtaking. It is the Rule 13 exception to power gives way to sail that I consider was involved in both situations described above. The 18 footer was clearly overtaking. In the second incident, once I had altered course to avoid her, a new circumstance existed with the yacht as the overtaking vessel.

The other vessels a yacht is to keep clear of are defined, a fishing vessel is only protected if she is displaying the appropriate shapes or lights. Vessels restricted in their ability to manoeuvre include cable layers, dredges, mine sweeping or diving vessels and those launching or recovering aircraft. This group presumably includes Mr Rivkin's launch if it is displaying ball, diamond, ball or red, white, red in a

Continued on  
page 17.



# **YACHT INSURANCE**

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Current Insurer: \_\_\_\_\_

Renewal Date: \_\_\_\_\_

The NSW State Government recently announced a \$100 million programme for the upgrade of Sydney's ferry fleet. The largest ferries, the four Manly ships, will be given major refits, but the main change will be the construction of a new series of 'Supercats', to replace the three Manly Jet Cats and the First Fleet catamaran harbour ferries. The new 25-knot ferries, to be introduced over the next ten years, will be based on the existing Rivercats and are expected to be much more economical and reliable than the present Jet Cats. Of course, there is an election in the wind, so these plans may change.

It seems as if high speed catamaran ferries are to be a normal part of the Sydney scene, but more ferries crossing the harbour at 25 knots are sure to present some challenges for ferry skippers and yachties on Saturday afternoons. One of the less attractive features of the present catamarans is the wake they produce - well known to us in Mosman Bay. Both the Jet Cats and the First Fleet ferries can be a problem. Whilst there is no doubt that the Rivercats have a much reduced wake, wave making is a complex subject and the higher the speed and displacement the more likely wake will be a nuisance, particularly close to shore.

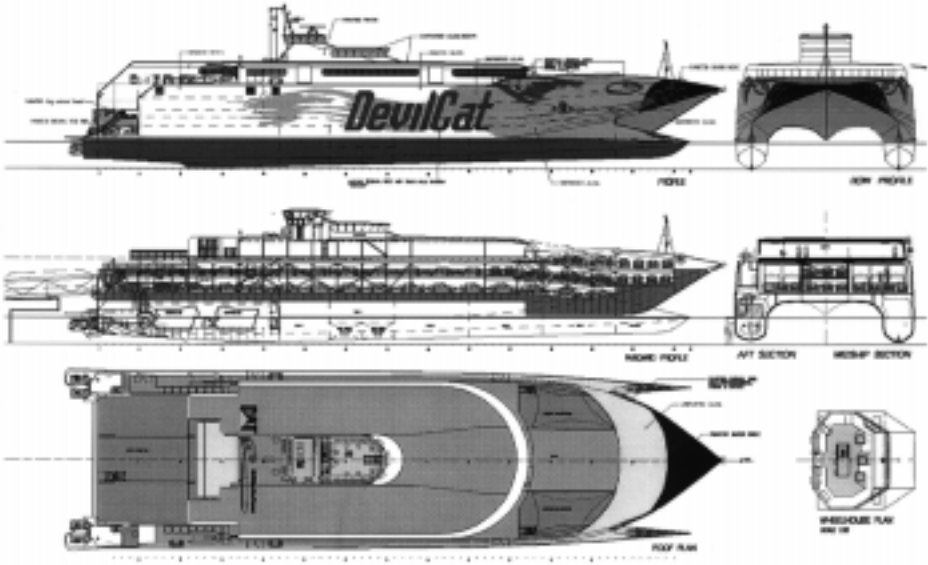
Perhaps we can be pleased that we do not have to share the harbour with high-speed ships like Incat's latest product, the 96 metre *Devil Cat*. This impressive ship is the 26<sup>th</sup> high speed car ferry delivered by this Tasmanian yard, and this summer it is being operated by the TT Line between Port Melbourne and Georgetown, Tasmania.

*Devil Cat* is 96 metres long overall, with a breadth of 26 metres and a draught of 3.70 metres. It is built of aluminium and can carry 800 tons of cargo, comprising a combination of cars and road freight trailers at a service speed of 37.5 knots. On trials it achieved a maximum speed of 49.3 knots. Four Caterpillar 3618 marine diesel engines, each developing 7,200 kW at 1,030 rpm, drive four Lips 150 D waterjets that are configured for steering and reversing. Four Caterpillar 3406B, 230 kW alternators provide power at 415V, 50 Hz, three phase.

The new ferry can carry 600 people including the crew. These fast ferries can be an uncomfortable experience for passengers in high sea states, and *Devil Cat* is fitted with a fully integrated ride control system incorporating active aft trim tabs and active forward T foils. The system is said to dramatically reduce pitch, roll and heave.

The environmental impact of fast ferries like *Devil Cat* is a significant challenge for the designers and builders of these remarkable ships. Wake, noise and exhaust emissions can all be a problem, particularly when operating close to the shore.

# DEVIL CAT



Incat's 96 metre ferry *Devil Cat*  
(plans and photograph courtesy Incat).







The start of the 1971 Sydney to Hobart race seems almost a quiet afternoon's sail compared to today's major media event.

## **THE OTHER BLUE BOOK (Continued)**

vertical line if flying at night.

The collision rules were developed by practical men and have a long evolution. For example the overtaking rule becomes logical if the lights are considered. A white light could be a vessel at anchor with no one on watch, a buoy, a fish trap or the stern light of any overtaken vessel, including another yacht, so it is sensible to avoid white lights ahead. Also, on the overtaken vessel, the funnel or other obstructions may block the view aft. So an overtaking vessel may not be observed till it is abeam.

Racers should note that they are only bound by the AYF Blue Book rules for incidents between racing vessels. The collision rules will be used if you have an incident with any other craft or between racing vessels before or after the race. In particular, you will be in the wrong if you don't give way to any vessel you are overtaking.

The Sydney International Regatta for Olympic class boats was conducted on the harbour between 18 and 21 December. Organised by the Australian Yachting Federation as part of the Nortel Sail Downunder series, the regatta was part of the preparation for the 2000 Olympics and a lead up to the World Championships held in Melbourne during January 1999.

The Regatta was conducted on the five Olympic course areas, and many of the Race Management Teams involved in the September test event had the opportunity to further develop their skills. In Area B, the RSYS Team assembled for the Olympic test event (including SASC Members Charles Maclurcan, John Jeremy and David Willis) was supplemented by some of the Squadron's usual race management team to provide additional experience and training in this class of event.

Some 400 boats from 32 nations took part in a very successful regatta. Whilst the traffic restrictions of last September did not apply this time, most Sydney Clubs suspended their usual harbour races for the period of the regatta (although the SASC Twilight and Idle Hour Races were able to proceed without difficulty). The Area B Team have now started some 60 races in the two regattas without protest or incident, and during this regatta found the cooperation of the commercial vessels in the course area, and particularly the ferries, to be outstanding.

A start for the 470 Men on Course B. The challenge is to see the other end of the start line. General recalls were common for the 470's.



The Gretel Trophy is a gold cup that was donated by the late Sir Frank Packer in 1963 to mark the occasion of his challenge for the America's Cup in the 12 metre *Gretel*. It is a perpetual trophy and is sailed for by the No 1 Division.

The last winner was Greg Sproule in *Tamaris*. He could not be presented with the trophy at our prize giving as the cup had been misplaced. Despite an exhaustive search by the bank it could not be located.

The Colonial State Bank has fully funded the production of a replica, including the engraving of all the past winner's names. The cost of the replica is over \$19,000 and we expect that it will be completed by late February 1999.

The Club would like to acknowledge the cooperation of the Colonial State Bank in assisting with the restoration of one of the Club's major trophies, helping to maintain a significant piece of the Club's history and tradition.



The Gretel Trophy.

## CONGRATULATIONS

Congratulations to Rod and Jeni Phillips on the birth of a son, Jason Luke (7lbs 12oz), on 28 December 1998 - a brother for Damien (2).



Casual entries for Friday Twilight Races and table bookings **close at 1200 each Friday.**

## NEWSLETTER DEADLINE

Contributions from members for the SASC News are very welcome. The deadline for material for the April edition is Wednesday 16 March 1999.

**COMING EVENTS (Continued)**

**SATURDAY 13 MARCH 1999**

Eighteenth Point Score Race for Cavalier 28 Division, nineteenth Point Score Race for No. 2 and Traditional Divisions, and seventh Point Score Race for Division 7.

**SUNDAY 14 MARCH 1999**

Daydream Shield.

**SATURDAY 20 MARCH 1999**

Nineteenth Point Score Race for Cavalier 28 Division, and twentieth Point Score Race for No. 2 and Traditional Divisions.

**SUNDAY 21 MARCH 1999**

Eleventh Point Score Race for Metre Division, and ninth Point Score Race for combined Heavy and Light Divisions.

**FRIDAY 26 MARCH 1999**

Last Twilight Race.

**SATURDAY 27 MARCH 1999**

Last Point Score Races for Cavalier 28, No. 2, No. 7 and Traditional Divisions.

**SUNDAY 27 MARCH 1999**

Last Point Score Races for Metre, combined Heavy and Light, and Gaffers Divisions.

**THURSDAY 1 APRIL 1999**

Bob Brown Trophy Race to Pittwater.

**SATURDAY 10 APRIL 1999**

Kelly Cup.



**WEATHER FORECASTS**

The Sydney Coastal and Closed Waters weather forecasts and weather reports are available from the Waterways Boating Information Service on:

**13 12 36**

Then press 3, then 1 for the Sydney forecasts and reports.

The dry period over the last two months has meant that the water in Mosman Bay has been quite clean with less rubbish from the storm water and no sewage overflows in the bay. Perhaps this has enticed the penguins into the bay to feed - several have been seen over the holiday period chasing fish around the pontoon. Once several prominent members were seen to join them in the water and one warm sunny afternoon four (penguins) were sighted frolicking around *Emma's* mooring.



Many members will remember the ducks that used to live in the bay, often making themselves at home around the Club. Some may recall an opening of the season party when a duck and a drake decided it was the ideal time to start a family, on the wharf in the middle of the party, accompanied with much quacking and wing flapping. Naturally, members and their guests took it in their stride, and in due course watched the little convoy of duck and ducklings cruising around the wharf with familial interest.

## SAIL NUMBERS

Members whose yachts are on the SASC Register and carry an 'A' sail number are reminded that the numbers are the property of the Sydney Amateur Sailing Club. They must be removed on the sale of the yacht. Even if the sail numbers have been painted on the sails or affixed by another equally tenacious method, they must be removed by cutting out the affected sailcloth.

Sometimes in the past new owners of Member's yachts have not behaved in the manner we might all expect and if the old numbers are still displayed, it is the reputation Club that can be affected. The cooperation of all Members is requested in this matter.

*Christmas may be past, but there is often the opportunity for a gift. Why not give a copy of*

### **THE AMATEURS The Second Century Begins**

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## ***THE AMATEURS***

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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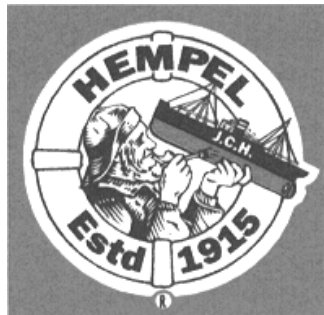
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## SHIP OF GOLD IN THE DEEP BLUE SEA

BY GARY KINDER

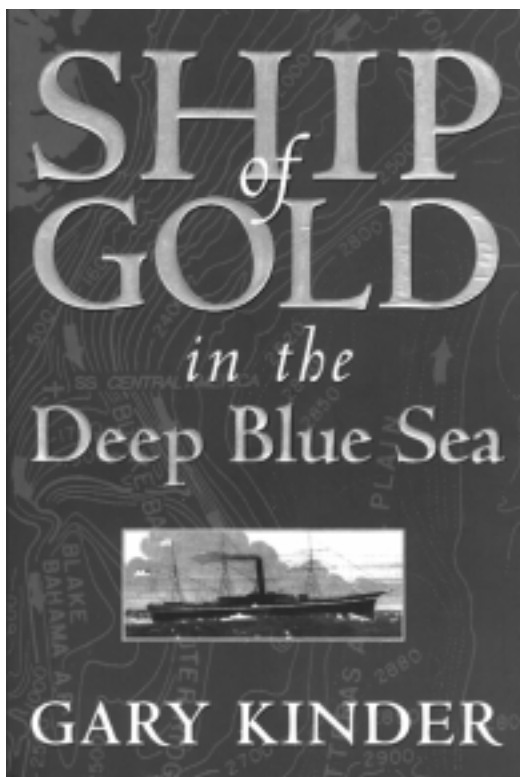
Little, Brown and Company, RRP \$24.95

In September 1857, the wooden paddle-wheel steamer *Central America* sank in a hurricane two hundred miles off the east coast of the United States. The ship was carrying five hundred passengers, many of them returning from the Gold Rush in California. Of the nearly six hundred people on board, only 149 survived. The ship also took to the bottom over ten tons of gold, in bars, coin and dust.

In the mid 1980s, when Robert Ballard was getting world wide headlines for his discovery of the *Titanic*, another group was hard at work as a commercial venture to find the *Central America* and recover the gold. This book tells the story of the ship and her loss, a fascinating insight into the history of the Californian Gold Rush and the hazards of sea transport in the 1850s. Against this background, the modern search for the ship is a contrast in technology - an effort involving over six years, 487 days at sea, 400,000 manhours and over \$US8.5 million. Most of the gold was finally recovered, much of it in mint condition. By the time the gold was returned to port in 1989, the searchers had battled the weather, the technical problems of working in very deep water, and the efforts of other salvagers keen to get to the gold first. Even then, many years of legal battles lay ahead to determine the ownership of the recovered treasure.

The main disappointment in this detailed story is the lack of technical detail about the technology employed to find the ship and recover the gold using deep sea robots in over 8,000 feet of water. The author explains this as necessary to protect the commercial interests of the Columbus-America Discovery Group. Nevertheless, the book is fascinating reading and the story a contrast to the high profile searches for other deep ocean wrecks like *Titanic* and *Bismark*.

Recommended.





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