



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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June 1999

ACN 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Members	(02) 9953 6597
Racing (Monday & Friday only)	(02) 9953 6597

Commodore	Tony Clarkson
Vice Commodore	Rob Evans
Rear Commodore	Chris Oh
Honorary Treasurer	Tony Saunders
Honorary Secretary	Charles Maclurcan
Executive Secretary	Faye Buckley

**Cover:**

The fleet crossing  
the starting line  
for the Bob Brown  
Trophy race to  
Pittwater at  
Easter.

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Editor: John Jeremy

email: [jcjeremy@ozemail.com.au](mailto:jcjeremy@ozemail.com.au)

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# COMING EVENTS

JUNE 99

**SATURDAY 12 JUNE 1999**

Second Winter Series race.

**FRIDAY 25 JUNE 1999**

Annual Prizegiving and Cocktail Party at the Mosman Returned Serviceman's Club.

**SATURDAY 3 JULY 1999**

Third Winter Series race.

**THURSDAY 22 JULY  
TO**

**TUESDAY 27 JULY 1999**

Sydney International Boat Show, Darling Harbour

**SATURDAY 24 JULY 1999**

Fourth Winter Series Race

**WEDNESDAY 28 JULY 1999**

Annual General Meeting at the Clubhouse, Cremorne.

**SATURDAY 14 AUGUST 1999**

Fire extinguisher inspection at the Club.

**SATURDAY 4 SEPTEMBER 1999**

Opening Day for the 1999/2000 Season

**SUNDAY 5 SEPTEMBER 1999**

First Pointscore race for the Heavy, Light and Metre Divisions

**SATURDAY 11 SEPTEMBER 1999**

Lion Island Race and first pointscore race for Saturday harbour divisions.

**SATURDAY 18 SEPTEMBER  
TO**

**SUNDAY 26 SEPTEMBER 1999**

Second Olympic Trial Regatta on Sydney Harbour.

***ROBBIE!***

***No need to  
shout for the  
tender - call  
Robbie on  
0418 678 690***

Friday 1700-2100

Sat: 0900-1800

Sun: 0900-1700



## SIGNALS FROM THE COMMODORE

The summer season is well and truly passed, and winter racing has commenced. Congratulations to all trophy winners and particularly to *Aroona*, winner of the Kelly Cup. It is sad to report that the Daydream Shield was eventually cancelled due to the difficulty of finding sufficient matches and also other conflicting programs.

As we enter that quiet time of the year, we have commenced the major works program on our Club boats. *Nancy K* has already been pulled from the water and transported to Mona Vale where her deck will be replaced. At the same time her structure will be examined and appropriate repairs effected. This work should take approximately six weeks. The *Nancy* will then be good for another twenty years. I am currently negotiating with Volvo Penta for a five year sponsorship package that would involve replacing the engines in *Nancy K* and *Captain Amora*. Following the replacement of the deck on the *Nancy* we hope we will then install a new engine which will then take a few weeks longer. After that we plan to replace the engine in *Captain Amora*.

The Mother's Day breakfast on the wharf was great success, and once again we could not accept all the proposed bookings. I had the privilege of being the 'cook' and after my poor effort last year, I am happy that I did a little better this year. In fact I quite enjoyed myself. A special thank you to the volunteers who helped Chris and Trish Oh. In spite of the poor weather forecast the morning turned out to be just brilliant.

Planning for next season is now well advanced and when you finally receive your programmes, please read them carefully as there have been a number of changes.

Presentation night is on the 25 June and will follow the same format as last year. Many members enjoyed the opportunity to have dinner with their crew and friends after the cocktail party and those that wanted to dance went dancing afterwards and those who did not were not annoyed by loud music. We look forward to a good roll-up.

*Tony Clarkson*



## MEMORABLE GENERAL MEETING

On 19 May over forty members attended a General Meeting at the Clubhouse. After the business of the meeting, Life Member John Gibson described his experiences in the 1998 Sydney Hobart race. For over an hour, he held the audience spellbound. There was not a sound in the room as he told the story of the loss of the cutter *Winston Churchill* and the subsequent rescue of the survivors. His description of the tragic event was eloquent, vivid and very moving. Thank you, John, for sharing your memories with us.

Congratulations to all the winners in the 1998/99 racing season. The full list of prize winners will be revealed at the Annual Prize Giving and Cocktail Party on Friday 25 June, but the medal winners in each division are as follows:

### GOLD MEDALS

Cavalier 28	J Rosenberg	<i>Shoshana</i>
Division 2	R Royle	<i>Sanctuary</i>
Traditional	G Nock	<i>Caress</i>
Division 7	W Hogan	<i>Hotspur</i>
Metre Division	G Stewart	<i>Pinchgut</i>
Sunday Division	J Lawler/T Cosh	<i>Charisma</i>

### SILVER MEDALS

Cavalier 28	P Donnelly	<i>Flying Circus</i>
Division 2	R Tindall	<i>Impala</i>
Traditional	R Humphreys	<i>Kalinda</i>
Division 7	R & T Wilson	<i>Hebe</i>
Metre Division	G Franklin	<i>Classic</i>
Sunday Division	D Hill/P Berkemeir	<i>Aroona</i>

### BRONZE MEDALS

Cavalier 28	B Bowden	<i>Trickerie Bay</i>
Division 2	T Barry	<i>Ben Boyd Road</i>
Traditional	A W Merrington	<i>Eventide</i>
Division 7	K Woolfe/A Philpott	<i>Sanuk</i>
Sunday Division	C Maclellan	<i>Harlequin</i>

### KELLY CUP

The Kelly Cup was won by *Aroona* (D Hill/P Berkemeir).



## SASC ANNUAL PRIZEGIVING

The annual prizegiving and cocktail party will be held at the Mosman Returned Servicemen's Club, 719 Military Road, Mosman on

**Friday 25 June 1999**

\$25 per person

Dining and entertainment is available at the club for those who want to party on, and there are excellent restaurants in the area.

*Put the date in your diary now!*

Bookings essential - please telephone Faye Buckley on 9952 1433 no later than Friday 18 June 1999

## IT RAINED AT EASTER!



*Wairangi* heading to sea - ready for anything in the true spirit of the Amateurs (above)

*Shadow* experimenting with an articulated spinnaker pole (right)

Easter this year lived up to its reputation for grey and wet weather. Members of the Amateurs are not daunted by the prospect of these conditions, which are almost traditional for the annual exodus to Pittwater.

Twenty one yachts started in the Bob Brown Trophy race on the afternoon of 1 April, enjoying a spinnaker start before a moderate south easterly wind.

The spectator fleet (!) saw some interesting sailing as the boats left the harbour - including one yacht (that will remain nameless) running shy on starboard, with the spinnaker pole rigged to port of the forestay. This un-

conventional rig did not, however, appear to be working very well.

The race was won by *Aroona* (P Berkemeier) with *Wairangi* (Tony Davis) second and *Paper Moon* (Denis Williams) third. Line honours went to *Aroona*, with *Paper Moon* second and *Farr Horizons* (Ivan Resnekov) third.



## SASC RACING FOR THE 1999/2000 SEASON

By  
Tony Waugh

Some members have asked me what races they could enter if they were to start racing with the Club next season. For the benefit of all those who have not as yet experienced the joys of weekend racing I will endeavor to enlighten them.

### SATURDAY DIVISIONS

**Division 2** - For the dedicated weekend sailor; 24 races each Saturday in 20-29 foot yachts. Along with the Traditionals and Cavalier 28's these guys are serious addicts and need a fix every week.

**Traditionals** - Bill Gale and his gang sail "real" boats every Saturday with a handicap start under the "Gale Handicapping System". Lots of wood required and preferably canvas sails. A lot of these yachties have been around since Noah put to sea.

**Cavalier 28's** - See Division 2, same affliction but all the boats look the same. First buy a Cavalier 28, then contact Rod Mitchell.

**Division 7** - These guys haven't been able to convince their wives that sailing is a full time occupation and only race every 3rd Saturday,

(Continued on  
page 22)

## VALE ROSEMARY HAY

JUNE 99

Many members will remember Rosemary Hay, ne Van Kool, ne Peelgrane. Rosemary died recently, after a brave uncomplaining struggle, of cancer.

Born in New Zealand, Rosemary contributed enormously to the racing welfare of the SASC in the late seventies and mid eighties. I think she may well have been the first woman on the Board. She acted as Race Secretary for some years, whilst racing *Spray* with her then husband, David Van Kool. Rosemary was particularly gifted at giving quietly of herself to the many activities of others. I can testify to the hours she spent on behalf of the Club working on the Race Results. When Rosemary moved on, she continued to assist sailing. For some years she conducted racing at Woollahra and later joined the YA Youth Committee. Her funeral service was attended by a diverse cross section of the yachting community all celebrating a life mostly spent giving to others. Rosemary was an inspirationally relentless worker, planning, arranging and caring for others even in her last days. As her sister remarked 'she was always there'

*Charles Maclurcan*

Rosemary as we remember her with David Van Kool. They first met at their SASC membership interview.



## PROPOSED AYF NATIONAL MEMBERSHIP SCHEME

At the General Meeting on 19 May, the Immediate Past Commodore Fred Bevis briefed members present on proposals by the AYF for a national membership scheme.

For some months the AYF has been discussing with the various state Yachting Associations the concept of creating a national membership scheme to bring all sailors and boat owners around Australia under the one umbrella.

The YA of NSW Council has considered the proposed structure of the scheme and the implications for NSW clubs and their members. The YA's current position is that it supports a national membership scheme in principle however a number of significant issues and concerns remain unresolved.

The YA has not yet agreed to participate in a national membership scheme, and has expressed concerns regarding several issues and has proposed a number of changes to aspects of the scheme. The YA Council will not take any action to change the membership structure in NSW without further consultation with member clubs.

## CAN WE PREDICT THE WEATHER?

By  
Patrick Sullivan  
Bureau of  
Meteorology

The title of this paper poses a challenging question. Is it referring to tomorrow's weather, weather over the next few days, a month ahead? Rather than answer the question directly I propose to explain the scientific practice that underpins the weather forecast and indicate its application to the forecasting of winds and ocean waves, a component theme of this workshop.

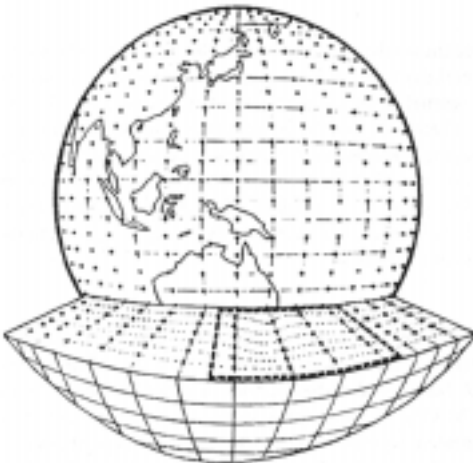
People through the ages have monitored the weather in the hope of gaining an understanding of how today's and yesterday's weather might foreshadow that of tomorrow, next week, next season and longer. The knowledge that past generations gleaned about the weather and its likely behaviour from observation was often summarised in proverbs. For instance, "red sky at night, sailor's delight; red sky in morning, sailors take warning" is code for a weather forecast. We know today that this English sailing proverb has a sound scientific basis explained by the differential scattering by air molecules of the colours that make up white light. But its use in centuries past was not based in an understanding of atmospheric physics, just its observed utility as an indicator of weather to come.

Modern meteorology might be said to have had its beginnings with the invention of the thermometer by Galileo Galilei in 1607 and Evangelista Torricelli's invention of the barometer in 1643. The ability to measure and assign numbers to two important attributes of the atmosphere was a necessary requirement for rigorously defining and comparing weather both spatially and temporally. However it would be another two centuries before Samuel Morse's invention of the telegraph enabled a synopsis of reported weather over large areas to be composited in real time. This synopsis, now popularly described as the weather map, is referred to by meteorologists as the mean sea level (msl) synoptic chart.

The analysis of weather data is the first step in the forecast process. It is done both manually by the meteorologist as well as by the computer.

The data needed by the meteorologist and the computer includes surface and upper air measurement of pressure, temperature, moisture and wind. The surface measurements are taken by people on land and at sea as well as by automatic weather stations. The upper air observations are taken by remote sensors attached to balloons and also deduced from measurements taken from

Figure 1:  
A schematic view  
of a global grid  
structure for  
computer  
modeling.





satellites, both geostationary (36,000 km above the equator) and polar orbiting (900 km altitude) satellites.

The computer analysis presents the data in a regular grid array (Figure 1) on numerous levels from the surface to the stratosphere. Computers require the data this way as input to the prediction models.

The manual analysis depicts the areas of high and low pressure, the fronts that separate warmer and colder air masses, and by implication, the winds. By studying a sequence of analyses, indications of a strengthening or weakening of features, as well as their direction and speed of movement, is evident. And, in some situations, a good first guess at the weather forecast for a few hours ahead, and sometimes longer, can be deduced by simple extrapolation of features.

Although there is a perception amongst some that a weather forecast can be inferred from the msl chart alone, this is not so. The atmosphere is three dimensional and many clues to its future state are hidden in the skies above. Patterns at the surface can be drastically changed in as little as 6-12 hours by complex interactions high in the atmosphere. The developments that brought storm force winds to waters in and east of Bass Strait on Sunday 27 December 1998 dramatically illustrate how rapidly weather patterns can change. Figure 2 shows the genesis of a low at 3 am Sunday 27 December just north of Tasmania's Northwest coast. Figure 3 shows the low fully developed east of Bass Strait just 12 hours later. Figure 4 is the satellite picture about that time.

Atmospheric prediction requires not only a depiction of weather patterns at the surface, but additionally, the fullest possible depiction of the distribution of winds, temperature and moisture through the total depth of that part of the atmosphere in which precipitation and clouds are confined. This part of the atmosphere is called the troposphere and extends to about 16 km at the equator and 9 km or so at the poles.

The area over which the analysis is performed depends on how far ahead we wish to predict. A prediction for 24-48 hours ahead would start with a full description of the atmosphere at the surface and through the troposphere over Australia and sur-

Figure 2:  
MSL analysis for  
3 am 27 December  
1998 (below)

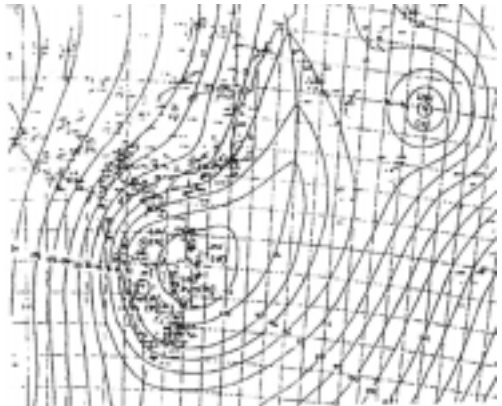
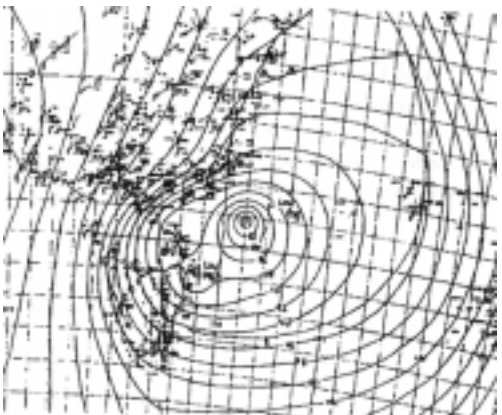
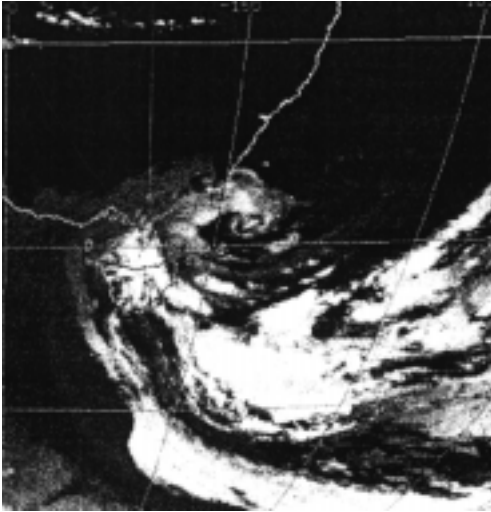


Figure 3:  
MSL analysis for  
3 pm 27 December  
1998 (below)



rounding oceans; but for four or more days ahead, the analysis needs to be global.

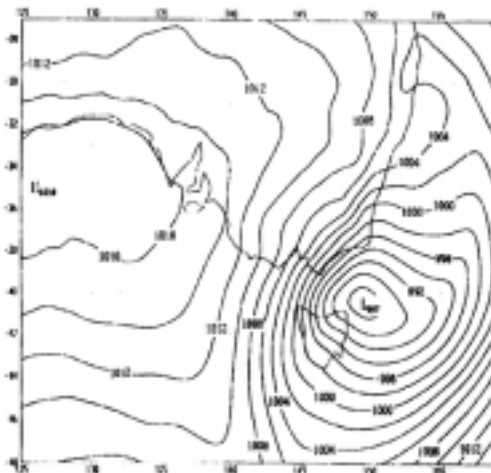
Figure 4:  
Satellite photo at  
3 pm 27 Decem-  
ber 1998 (below)



Once the analysis is completed, the net step is to formulate future states of the atmosphere 24 hours to several days ahead. For much of this century this was done solely by a qualitative approach using conceptual models based in the laws of physics. However, over the past three or so decades, a quantitative approach, facilitated by supercomputers and global communication, has been gradually changing the way weather predictions are done. Computer models are now to the fore as the principal influence behind the forecast. The meteorologist's knowledge and experience are still important as a reality check on the models, and the model output still needs to be fine tuned for local effects and smaller scale influences; but increasingly, computer predictions have become the cornerstone of modern day weather prediction.

The Bureau runs a global prediction model twice daily. Additionally, meteorologists in the Bureau routinely refer to model predictions for the Australian region from the UK

Figure 5:  
MSL prediction for  
3 pm 27  
December 1998  
(below)



Meteorological Office, the USA National Weather Service, and the European Centre for Medium Range Weather Forecasting (ECMWF). These global predictions are valid out to seven days. A sequence of four charts for the Australian region from the Bureau's global prediction is published daily in most metropolitan newspapers across the country. These predictions, although broad scale, are usually a reasonably good indication of the larger weather pattern, at least out to four or so days.

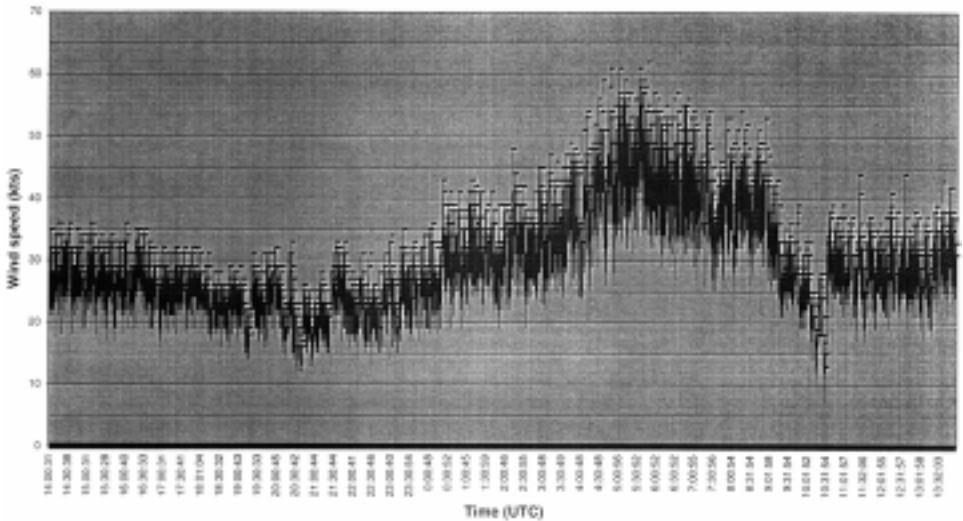
In addition to the global model, the Bureau models the atmosphere on a regional scale covering Australia, and on a much finer scale over southeast and southwest Australia. Finer scale models portray detail not presented by the global models. However the time frame of their prediction is limited. Currently the finest scale model run operationally by the Bureau is a 25 km resolution model. This provides a limited area prediction out to 36 hours. Models with resolution down to 5 km are being run in research mode.

A 30 hour prediction over southeast Australia by the 25 km resolution model, available early Saturday afternoon, 26 December 1998, and valid for Sunday afternoon, is at Figure 5. The computer model run of which this prediction is part was the principal influence in the decision to issue a Storm Warning soon after 2 pm Saturday, for the following afternoon, in coastal waters south of Merimbula and east of Wilsons Promontory.

Now let us return to the title of this paper: Can we predict the weather? As indicated in the opening paragraph, the Bureau's capability in this respect would take as an example the prediction of winds and ocean waves.

When a meteorologist refers to wind, the reference is to a mean wind at 10 metres above the surface, averaged over 10 minutes. This is the wind that is forecast. Being an average, it excludes the short duration gusts and the lulls that are part of the real wind. These need to be accounted for by the user noting that they can vary the wind by up to 40% from its mean value. An example of a 24 hour wind speed record-

Figure 6:  
Wind speed  
recording at  
Mascot Airport on  
7 August 1998  
(below)



ing is at Figure 6. This is the wind speed recording for Sydney Airport for 7 August 1998, a day of exceptionally strong winds (and heavy rain) in Sydney. Figure 6 illustrates the great variability in wind speed from moment to moment, and the impossibility of succinctly describing its every detail other than in digital or graphical form. The international convention is to refer to the average wind over a ten minute period. Gusts are implied.

Wind forecasts derived from computer predictions are found to be a good estimate of actual winds provided the computer predictions them-

selves are an accurate representation of the weather patterns that occur. Clearly any large inaccuracies in the prediction of the weather pattern will incur similar inaccuracies in the wind forecast. And that statement invites the question, how good are the model predictions? This is best answered in terms of performance trends.

The trend in models' performance can be assessed in qualitative terms based on the day to day guidance they provide meteorologists forecasting the weather. Against this benchmark of performance, meteorologists would say that the models' performance is good and improving.

A quantitative measure of the trend is also available and is presented in Figure 7. The skill score used is one in which low values indicate higher accuracy.

Figure 7:  
Model performance 1984-1998  
(below)

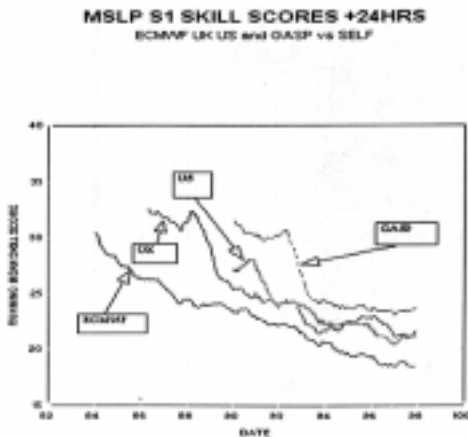


Figure 7. The skill score used is one in which low values indicate higher accuracy. Skill score graphs are included for the Bureau's global model (GASP) as well as the global models of the United Kingdom Meteorological Office, the USA National Weather Service and the European Centre for Medium Range Weather Forecasting. From the downward slope of the skill score graphs for each of the models, it is clear that the overall trend is one of improvement and, over the past decade or so, improvement in skill is 25% or more for a 24 hour prediction. As the model predictions have a significant influence on wind forecasts, it is a reasonable conclusion that

the meteorologists' ability to forecast the wind has shown a commensurate improvement.

Wave height forecasts for both sea waves (waves generated in situ by the wind) and swell waves (waves generated distant from the locality of interest) is the significant wave height. This is the average height of the highest one-third of the waves. It has been found to approximate the average height of the waves as estimated by an experienced observer. The sea waves and swell waves interact in a complex way to produce a combined significant wave height. Because the significant wave height is an average height, waves both higher and lower than the significant wave height occur. It is estimated that in every 1000 waves, a wave up to 1.86 times the significant wave height will be experienced. Thus for a significant wave height of 7 metres with a period of 7.2 seconds, a wave of 13 metres can be expected every two hours or so. Figure 8 is an example of wave rider buoy data recorded off the west coast of Tasmania. It shows the relationship between significant wave height and maximum wave height, the latter at times being virtually double the former. The computation of expected deep-water wave

height depends on three considerations - the wind speed, the duration of the wind and the wind fetch. Understanding how wave heights depend on these three parameters enables significant wave heights to be calculated either by use of computing algorithms utilising the wind fields output by the models, or by reference to nomograms which combine the three effects. Users must then be cognisant that wave heights will vary significantly about this value due to a complex interaction between different wave trains, both sea and swell, and the surface ocean current.

The accuracy of the wave height forecast is very much dependent on the accuracy of the wind forecast and an understanding of the way in which winds, waves and currents interact.

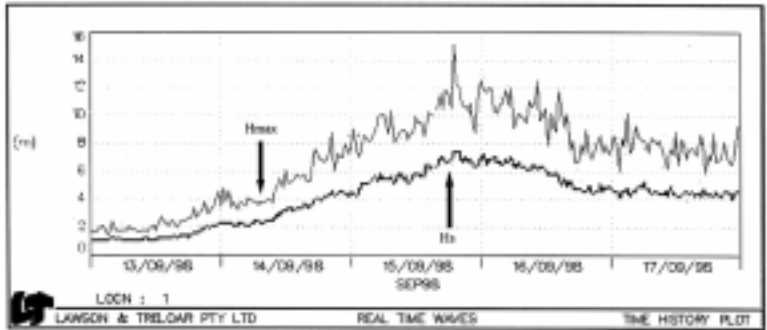


Figure 8:  
Wave rider buoy  
data (Tasmanian  
west coast)  
13-17  
September 1998  
(above)

It seems reasonable to assume that higher accuracy with respect to wind forecasts must inevitably be improving our ability to more accurately forecast significant wave height.

It can fairly be said that with respect to winds and ocean waves in particular, and the weather generally, the steady increase in the accuracy of computer model predictions of the atmosphere, on scales ranging from global to local, inevitably feeds into the forecast process in such a way that forecasts of winds and waves, and weather, are also achieving higher standards of accuracy.

In conclusion, it must be said that the question which is the title of this paper has not been answered explicitly. Yes, we can predict the weather but the claim cannot be made without qualification. There will always be a requirement for information on future states of the weather just beyond whatever our capability is at any particular time. If we predict the weather accurately to four days, then people ask what about the fifth, sixth, seventh day? Next week? Next month? And so on. The challenge of forecasting the weather is unending.

*This paper was presented at the Workshop on Safety of Ocean Racing Yachts at the University of NSW on 28 March 1999. Copies of the full Proceedings of the Workshop are available for \$20 collected from UNSW or \$25 posted within Australia.*

*The Editor of the SASC News will take orders (through the Club office) - cheques should be made payable to "UNSW Naval Architecture".*



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

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

## or THE WATERSPOUT STORY

By  
Peter Pangas

The Royal Sydney Yacht Squadron conducts a coastal cruise each year – usually on the second week of the Easter school holidays. The destinations change from one year to the next, this year was from Sydney to Port Hacking and back to Sydney before sailing to Pittwater and spending time up the Hawkesburv River.

I was lucky enough to find a berth on board the Hood Halvorsen 25 *Gannet*. Not that it was that hard to get a spot in the crew. It is just hard to find a berth on a 25 footer when you are 6ft 4in and there are only three bunks on a boat that was built for the Japanese market. The crew consisted of Simon Coventry (Skipper), Peter Pangas (First Mate) and Peter Brell.

The sail to Port Hacking was a beat all the way to Cape Banks before being able to spring sheets an amazing 10 degrees to the finish. So much for the adage gentlemen don't cruise to windward. Being the smallest boat in the fleet (the average being 38 feet) we thought we put up a good showing by coming in front of six other yachts including a 43 footer. Unfortunately we were last in our division – the spinnaker division. Well, we had been hoping for the magic kite ride down the coast. There was a moment of sheer exultation as it was announced that we had won the race. This was short lived as it was discovered that the starters and finishers were working on different time zones. Back to 6 out of 11. Cést la vie.

The next morning was most pleasant with the sun shining and the temperature very accommodating for a motor around Gunnamatta Bay. But when we left there was a mean and ugly cloud over the National Park. This was a source of concern as there was lightening and heavy rain associated with it. It wasn't long before this atmospheric phenomenon was over-shadowed by one of a little more interest to the crew. To the east of the storm cloud, about one kilometre to sea, was something I hadn't seen since the movie *Storm Boy*, except on the news.

It was mesmerising in its attraction, rising vertically out of the Tasman Sea in a near cylindrical form. A column of water created by heavily circulating air drawing it up to the heavens. It was the danger that sailors talk about when they are trying to describe one of the horrors of the sea - a waterspout. In legend it is even more feared than the giant octopus. Anyway, as the rest of the crew were studying this fascinating marvel of nature, being the more practical of the group, I noticed that it appeared in be travelling in our general direction.

I suggested to Peter, who was helmsman at the time, that he should



head behind the headland to seek shelter. Peter, transfixed with cup of tea in hand, was still talking about the experience and taking little notice of my concerns. It was about this time that the spout crossed a spit of sand made up in part by Gibbon Beach. As there was then no water being drawn up it was no longer visible. The initial adrenalin rush was wearing off and we were commenting that it was lucky we weren't hit by such a savage beast.

Shortly after, I noticed that all the other yachts had made their way behind the headland and that it was a little lonely being out in the bay by ourselves. Ever had that feeling, you know, that something is about to happen and you are not going to have much control over it?

Just a little to windward, a large number of fish appeared to be jumping out of the water, except there were no fish. The water was starting to be sucked off the surface again in a patch about 15 metres diameter. It was moving towards us. We had no breeze and the outboard was stowed away.

"Looks like were in for a blow", I said just before we were enveloped by the emerging waterspout. The 25 foot yacht was flattened at which point I dumped the main. The sheet ran out instantly with such force it whipped, brushing my ankle leaving it stunned and unable to function for some time. This brought the boat up to 45 degrees with only a main set, the vang having been let run. Peter was having trouble steering and we were rounding up towards the headland instead of heading behind it.

A few seconds later there was no wind at all and Peter was looking at an empty mug that had previously been full of tea. As far as he could tell it had been sucked out of the mug and was heading up to the sky. Not too many people may believe this but if anyone in Lilli Pilli finds a tea bag on their roof, let us know. The force of the wind was not as much as it would have been before crossing the land. We estimated it to be 40 to 45 knots. This was confirmed by another yacht that registered 45 knots on their wind gear as it passed over them.

As the spout traveled up Port Hacking it was narrower than before and twisted very much like a tornado with a height that would have been between 1 and 2 kilometres.

With all that breeze it looked like a quick sail to Sydney, but it was not to be. It was very slow but pleasant after a long wait for the light sou-easter. At least we came second.

The next few days were spent sailing during the day and socialising during the night with a drink at any appropriate time. The weather was just amazing for that time of year. It was mostly sunny and warm with reasonable breeze. The week before and after were absolutely un-Squadron like, being terribly wet and miserable. All races were completed, although the inshore races were shortened to allow a timely result.

The series was quite successful for *Gannet*, winning two inshore races and doing well in the offshore, considering the size of the yacht. This resulted in us winning the inshore section and coming second in the offshore section by one point. No doubt, this was a result of Charles Maclurcan being on board *Nina* to assist Gordon Ingate in what may have been his final sail in the yacht before it is sold. In *Gannet* we were hoping that those strong personalities might not work in harmony, but it appeared to be the most balanced crew in the fleet, even though there were only three people on board in most races. Not bad on a 47



The overall result was close and we were really trying hard to win. Sorry, we were endeavouring to maximise our cruising pleasure. The result was especially pleasing to us as we had tied for first place the previous year, but were relegated to second via a system that involved corrected time calculations. There was great pleasure when we were awarded the coveted New York Yacht Club Trophy at the prize giving the following Saturday evening. The trophy is worth a look and maybe a few of the offshore group may be interested to find that it makes the Currawong Cup look like a thimble. The cruise is a fantastic way to spend a week. It was one of the best holidays that I have ever experienced and as you might guess I will be there next year.

PS Does anyone have a bigger boat and need crew for the next cruise?

## **Sydney Amateur Sailing Club**

# **ANNUAL GENERAL MEETING**

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday, 28 July 1999 at 8.00 pm.

### **BUSINESS**

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 1999.
2. To elect Officers and Directors.
3. To elect Auditors. The retiring Auditors, Howarth Sydney partnership, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board  
**CHARLES MACLURCAN**  
 Hon. Secretary

## **1999 SYDNEY INTERNATIONAL BOAT SHOW**

The 1999 Sydney International Boat Show will be held at the Sydney Convention Centre, Darling Harbour from 22 to 27 July. Members of the YA of NSW will be able to purchase tickets at a discount price of \$6.00 (normally \$12.00). Take your YA membership card with you.

## ACTION IN THE INDIAN OCEAN

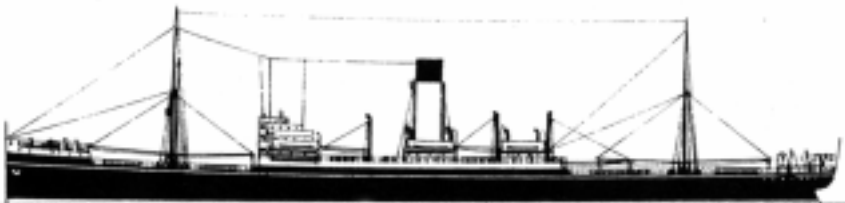
By  
Ross Dunshea

*The recent publication of the report by the Parliamentary Joint Standing Committee on Foreign Affairs, Defence and Trade into the loss of the cruiser HMAS Sydney in action with the German raider Kormoran in November 1941 has again drawn attention to one of the best known actions of the German commerce raiders during World War II. But Kormoran was not the only raider to harass shipping the Indian Ocean during the early war years.*

*Exactly one year before the Sydney - Kormoran engagement, the Shaw Savill refrigerated cargo steamer Maimoa was en route from Australia to England with a cargo of meat and wool. Built by Palmer's on the Tyne in 1920, Maimoa was a twin screw ship of 11, 291 tons deadweight. She was 478 feet long and was propelled by two quadruple expansion engines for a designed maximum speed of 13.5 knots. On 20 November 1940, Maimoa encountered the German raider Pinguin, about 800 miles west of Fremantle.*

*The Fifth Engineer in Maimoa was a young man, Ross Dunshea, who was a cousin of member Bob Skinner. In September 1941 Ross described the action with Pinguin in a letter to his family at home in Australia. Bob Skinner has provided us with a copy of that letter so we can all read of that battle so long ago in the words of the young engineer.*

The refrigerated cargo ship Maimoa. (from *Merchant Fleets 10*, by Duncan Hawes)



I had just come up from the engine room (having done the meal relief on the 12 to 4 watch) and was sitting in the Mess Room just starting my second course, when the alarms rang and 'action stations' was sounded by the whistle. Within 30 seconds of this at about 1.40 pm, the noise of the raider's plane was heard. So we dashed out on deck prior to going to stations, to see the plane, which was trailing a line and plummet, dive and pull our aerial down. (the plane had British markings - L3007). It then banked steeply and dropped a message on the deck, ordering us to stop and not use our wireless, telling us if we did so, we would be shelled and bombed. We did not stop and of course by then I was at my action station (seeing to the closing of the watertight doors). We doubled the stokehold personnel, gave the job full fan and wacked her right open. And did we lash along at 14 knots! The plane seeing its orders disobeyed, dropped a couple of bombs, which missed (not by much) and the chase was on.

The raider had by now appeared on the horizon. A Cadet, Saddington, and a party of seamen were ordered to rig an emergency aerial to the funnel. To prevent this the plane kept coming in very low at about 100 ft, and opened up with its rear machine guns, which had a marvellous rate of fire and spattered bullets all over the place. At this time I was on deck mustering more firemen, and can assure you that I used to dive behind a samson post with much alacrity when the machine guns opened up. Gunner Cohen manned our Lewis gun and slung quite a lot of stuff at the plane until it decided to keep a bit farther off. Our aerial was by then rigged and we sent out messages for about an hour and a half. We also lit smoke floats in an endeavour to put up a screen, but the wind which was quite fresh, flattened these to within 20 ft of the water. During the machine gunning, which lasted for nearly an hour, the bridge and officer's accommodation was well ventilated by bullet holes. Fortunately, however, only two men were hit and these suffered only flesh wounds.

All this time, despite the fact that we were driving the old ship faster and harder than she was ever meant to be driven, the raider, a squat black ship, was rapidly overhauling us. By 4.30 pm she was about 1½ miles away on the port beam. She then opened fire on us, straddling the old ship in three shots. After seven shots we stopped and the order was given to abandon ship. I went to my room and grabbed some photos of you all, my patrol uniform, a pullover, a boiler suit, and a few other odds and ends. I also filled my pillow case with those tins of milk and fruit I had taken from home. By the time I had done this and got on deck, my boat had gone. So I went in Saddington's, which was one of the last to leave. (Saddington, a Cadet, behaved extremely well during the whole affair, setting a fine example to many older men). A long swell was running, but I successfully negotiated the Jacob's ladder with my assorted gear. I was wearing my uniform over my shorts. The raider was flying the German Naval Ensign from the gaff, and came up to the boats and a voice in perfect English ordered us on board.

We swarmed up the very big Jacob's ladders on to the deck of the raider, where we lined up under a guard and were sorted out by Lt. Bach, a reserve officer ex the *Columbus*. After a bit of fooling around, we were sent to our various rooms. We officers were in rooms taking 30 and the men in rooms taking 200. We were then searched etc. etc. and given our tea of black bread, coffee (ersatz) and jam. We were also given one blanket. The room had straw mattresses in bunks (double decked), a lavatory, wash basins, hot and cold water (salt) and a shower room. It was power ventilated and situated one deck below the concealed guns of the main deck, just forward of the bridge. We were locked in, the guard looking in at us through a small peephole. And so in a very peeved state of mind I settled down to my first night as a guest of the Reichsmarine.

The old *Maimoa* was sunk with bombs about 5.30 pm on 20 Novemebr 1940.

Next day at about 10 am we had our first spell on the deck and noted away on the horizon and on the starboard beam, a patch of smoke, and that night at 10 pm the sides crashed down and we opened fire on the *Port Brisbane*. She had two 6" guns and had to be taken without warning. It was peculiar hearing the guns pounding away at our own ships - I must say not very pleasant. As soon as her radio was out of action, we ceased fire and soon we had new arrivals in our room. A couple of them were very badly burned by oil fuel and

were dressed by the surgeon, who was only a young chap, but a fine fellow and a perfect gentleman. The poor chap is dead by now. He was a credit to any nation.

After this we went south and for eight days wandered around, sometimes putting boats over the side and careening. On Sunday about 30 November I think at 11 am we suddenly turned and went like the devil. That night at midnight we attacked the *Port Wellington*. in about the same manner as the previous ship. Again there were casualties. The captain was fatally injured and was buried from the raider at sea the next day. By this time we had 500 prisoners on board, and on 5 December we were transferred to the captured tanker *Storstad*, which acted as spotter for the raider *Penguin* [sic] ex *Standenfels* [sic - *Kandelfels*]. 80 officers were housed in the forecandle which had been a store, men in the small cargo hold and all the young chaps had to sleep in improvised canvas hammocks, which were none too strong. We had one blanket each. For two days we fueled our raider and then another turned up. Some prisoners were transferred, amongst whom was Sam Harper. The second raider also took on fuel and then we parted company.

After doing a bit of spotting, we proceeded south west round the Cape of Good Hope. One of our navigators rigged up a sextant, which we found gave fairly good results. By this we found that on Christmas Day we passed the cape about 600 miles to the south. The weather was very bad and it was cold! We were constantly taking seas as only a tanker can. Our usual rations, which consisted of three small thin slices of bread and margarine with coffee for breakfast, two cups of soup at midday and five slices of bread and a small cube of meat about 1" x 1" x 2" in the evening, were augmented by a bottle of beer each and two cigarettes each. I sold mine for bread. What a Christmas! We sung carols until about 9 pm and then turned in and it was cool in the hammocks. It is a strange sensation to be in a hammock in bad weather. People were always crashing down on the poster deck sleepers below. But I strengthened mine and it never gave trouble during the eight weeks on the prison ship.

On 5 January at 5 am we met *Von Scheer* [sic - the pocket battleship *Admiral Scheer*]. This was reported to us by lookouts we kept every night at ports, whose deadlights we managed to unscrew. About four days before we met the *Scheer*, we passed a Norwegian freighter. As soon as she was sighted, we, who were at exercise on the forecandle head, were hurried below and battened down. This was the only ship we saw apart from the German Naval units. Getting back to the *Scheer*, we proceeded south with her from 17 degrees S 17 degrees W where we met her, to 20 degrees S 18 degrees W, and here we met a stores ship *Nordmark* and another raider. We all lay together for four days, while we fuelled them and received stores, which included thousands of ripe eggs.

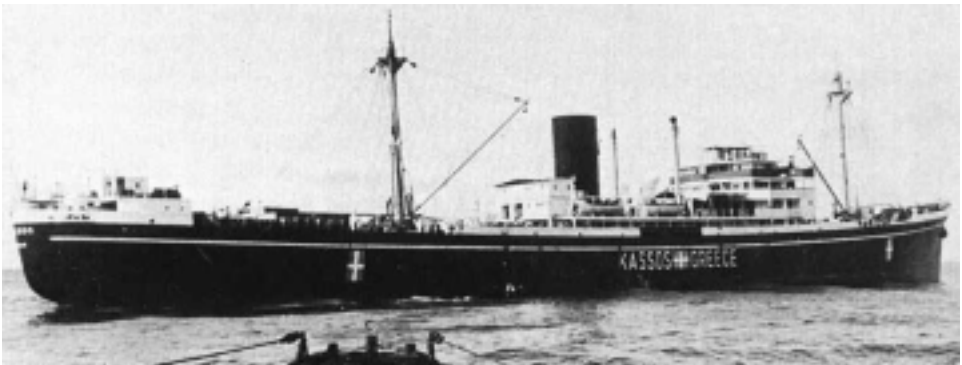
We then proceeded northward to Bordeaux, running through cold, choppy weather in the Bay of Biscay and arriving at the mouth of the Gironde at 5 am on 5 February. We were escorted in by submarines and destroyers and were exhibited on the forecandle head. Golly, was it cold, for the deck was covered with ice and snow was falling. We lay in the river that day and then on the following proceeded to Paullac. At 5 pm on 6 February, we disembarked and were marched to a train on the wharf. Eventually, after many stops and starts, we arrived at the siding at St Medard, and after being counted and recounted, were formed

into threes and marched under a heavy guard to Front Stalag 221. It was a very dismal night and I can still hear the men singing as we marched such songs as ‘Roll out the Barrel’ and ‘There stands a lovely row of cocunuts’ [sic]. On arrival at the camp, we were marched into various huts, where we found biscuits and blankets awaiting us. Later we had some coffee, and then made up our beds out of straw supplied, and got down to it.

For the next five weeks we led a monotonous life. Roll call was at 7 am, and our first meal at 11.30 am. Beds had to be made very precisely. Our evening meal came at 5 pm, and lights were out at 10 pm. We had very little reading matter, but managed to scrounge a football. I used to play with the ‘All Australian Team’ of nine Australians. Although tiring, this used to keep me in nick for the escape. At nights, we used to play darts. The Red Cross supplied us with 40 to 50 hard biscuits a week as well as 50 dates. These we saved, as we were then planning an escape from the camp. One party had already started tunneling. At 5 pm on 11 March, we were told to be ready to leave by 5 am the next day. We were then marched to the siding and left for Germany at 10 am. We left the train at 1.30 am the following morning, and the rest of the story you already know.

*Ross Dunshea and three fellow officers jumped from the train and after an adventurous journey on foot finally reached Spain. Dunshea arrived in Britain in June 1941. He had a long career with Shaw Savill after the war. Pinguin was sunk by the cruiser HMS Cornwall in the Indian Ocean on 8 May 1941.*

The German raider *Pinguin* in one of her disguises (below)



again with a handicap start, which means it accommodates a wider range of boats. There are 8 races a year. What they lack in frequency they make up for in intensity (sailing that is, not necessarily their love life).

[And don't forget the **Combined Half Ton Division** - very competitive no-nonsense sailing on as many Saturdays as we can arrange - Ed.]

**SUNDAY DIVISIONS** - every second Sunday at high noon

**Metre Boats** - Garth Stewart has strict rules - if it ain't Metre it don't rate. Their boats are long and pointy. Mix with these blokes at your peril.

**Gaffers** - These boats hoist a spar and the occasional beer and really know how to enjoy their racing. This year they are going to let the Vintage Bermudans enjoy their party so if you own a classic piece of yachting machinery this is the race division for you.

**Heavy** - Requires a heavy displacement boat, a heavy displacement crew and a heavy displacement esky. A lot of these sailors have sailed the odd few million miles offshore and if they can't win a race they'll have a drink trying.

**Light Performance** - These boats tend to sail in the fast lane - at least they do in their skipper's minds. This division needs a few more entrants but it has the nucleus to be a very enjoyable and competitive neat. Duncan Hill is looking after both heavy and light Divisions, at least he is until he finds another volunteer he can press gang into duty.

## MIDWEEK

**Tuesday Twilight** - Held in February, 5 races for the serious self-employed or unemployed sailing junkie. Either a twilight race with spinnakers or a Saturday race on Tuesday. Excellent racing in mid-summer twilight starting at 6.20 pm each Tuesday in February.

**Friday Twilight** - at 6.00 pm. No spinnakers, Beer, Bar-B-Q, 3 divisions. Simply the best social racing on the harbour.

**IDLE HOUR RACE** - Now to be held on the Saturday of the October long weekend. A race to Store Beach where refreshments are served. This could be used as the beginning of a little Long Weekend harbour cruise.

No, this is NOT the morning after the Idle Hour race! This Store Beach scene was taken on 24 March, and it was actually the morning after Lachlan Murdoch's bucks party.



The Western Australian shipbuilder Austal Ships recently delivered the first of eight 35 metre Bay class Patrol Boats for the Australian Customs National Maritime Fleet.

The 35 metre aluminium-hulled *Roebuck Bay* has a range of 1,000 nautical miles and will be capable of operating around Australia's 37,000 kilometre coastline and out to the edge of the 200 mile Exclusive Economic Zone. Powered by twin MTU 16V 2000 M70 diesel engines, *Roebuck Bay* achieved a speed of 20.5 knots at 80% MCR in sea state 3. The ship and its twelve crew will be capable of enduring 28 consecutive days at sea. An additional 12 passengers/survivors can also be carried.

*Roebuck Bay* features a semi-displacement hull form with a fine waterline entry designed for minimum resistance at 20 to 22 knots whilst providing comfort in a seaway. Recent events off the NSW coast suggest that there will be plenty of work for these new patrol boats as they enter service.

*Roebuck Bay* on Trials



## BOOK REVIEW

### SHIP AHOY!

YARNS ABOUT SALTY CHARACTERS AND SINBAD THE SINNER

by Buster Brown and Max Barnett

If you are looking for that book that can be picked up from time to time for a little read, and a quiet chuckle, then this one is for you. *Ship Ahoy*, by Buster Brown and Max Barnett is a collection of salty tales of boating experiences and like yarns (tall tales and true from the legendary past?). There are plenty of stories in this little book that will stir memories in the older and, perhaps, a little wonder from the younger.

The book is illustrated with photographs and sketches by Lynne Page.

Copies are available from good maritime bookshops or directly from Buster Brown, 1/15 Birkley Road, Manly, NSW 2095. The cost is \$10.95, plus \$1.00 for postage.



**LETTER TO THE EDITOR**

Dear Sir,

Could I be so bold to suggest that the author of the history of Cockatoo Island Dockyard be available to sign copies of his book at the next Annual General Meeting?

A slight possibility exists that some members may wish to avail themselves of such an opportunity.

*Fred Bevis*

[He will bring a pen - Ed.]

**WINTER BOATSHED CLEAN-UP**

Work has started on another clean-up in the Boatshed. Some members seem to have a bad habit of leaving gear all over the place and the quantity of unidentified and apparently abandoned gear has grown considerably. This only increases costs to the Club.

Please make sure that any gear in the Boatshed is clearly marked with the owner's or boat's name, and removed if not immediately required. Unidentified materials and equipment will end up in the rubbish bin.

**NEWSLETTER DEADLINE**

Contributions from members for the SASC News are very welcome. The deadline for material for the August edition is Wednesday 14 July 1999.

Contributions can be provided in almost any word processor format on disk, by email or as clean hard copy. Faxes are not so easy to handle (they do not scan well for OCR) and should be avoided as they result in the editor having less time to spend on his boat.

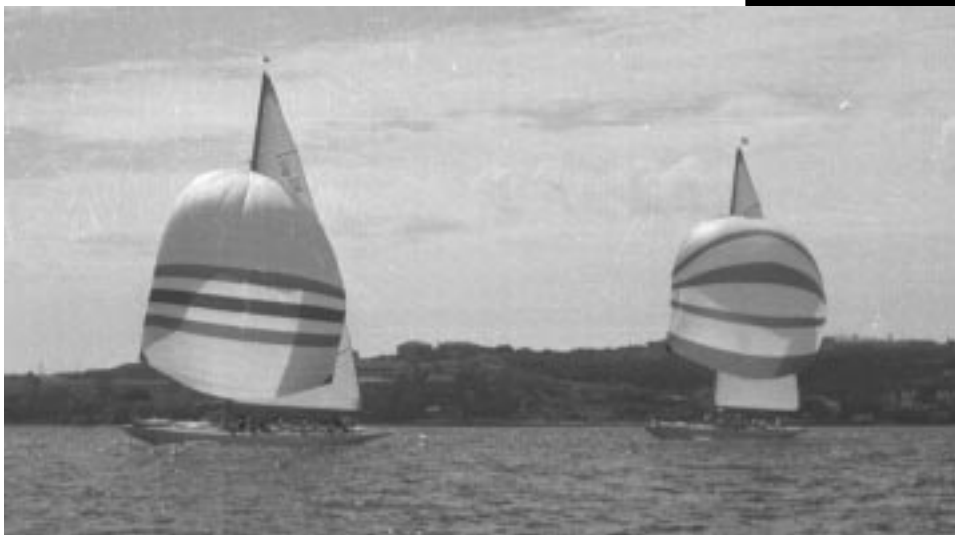
**WEATHER FORECASTS**

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.  
This will not work on Seaphone.





The recent re-appearance of the 12 metre yacht *Gretel* on Sydney Harbour has stirred memories of the first Australian challenge for the America's Cup thirty seven years ago, and the exciting win in the second race against *Weatherly*. The photograph above shows *Gretel* trailing her trial companion *Vim* on the harbour in March 1962, shortly before both yachts were shipped to Newport. The other photograph shows *Vim* being loaded aboard ship on 30 May 1962.



***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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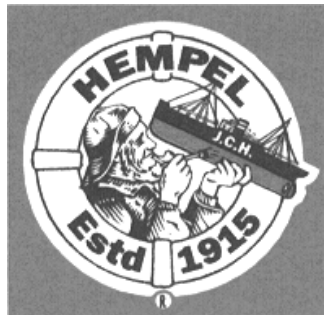
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# CLUB CHARGES 1999/2000

JUNE 99

The Board has approved the following scale of Club charges for the 1999/00 year. They apply from 1 June 1999.

## BOATSHED CHARGES

Moorings per metre per week	\$3.85
Dinghy storage per week	\$6.55
Locker hire per week	\$3.52

## LABOUR CHARGES

Members, per hour	\$40.00
Non-members, per hour	\$47.00

## SLIPPING CHARGES

### Using Club Labour

Members	per metre, first day	\$11.50
	per metre, subsequent days	\$5.05
Non-members	per metre, first day	\$14.50
	per metre, subsequent days	\$6.90

### Not using Club labour

Members	per metre, first day	\$13.20
	per metre, subsequent days	\$5.60

## SLIPPING AT WEEKENDS

Members	per metre	\$16.50
Non-members	per metre	\$21.00

## QUICK SLIP

Up to 9.14 metres	\$42.00
Over 9.14 metres	\$53.00

## WATERBLAST

Not using Club labour (members only)	
First hour	\$18.30
Subsequent hours	\$7.00

## SUNDRY EQUIPMENT

Hire, per hour (members only)	\$14.60
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## SUB-CONTRACT LABOUR

When a member or non-member uses sub-contract labour on the slips, an additional charge of \$5.00 per metre per day will be levied.



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