



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2023

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Racing Secretary	David Pryke

CONTENTS**Cover:**

Shibumi (8330),
Double Dutch
 (5719) and *Sham-*
bles (A185) at the
 start of the Lion
 Island Race on
 2 September
 (Photo John Jeremy)

Coming Events	3
Signals from the Commodore	4
Don't Miss Next Year's Lion Island Race	7
A Voyage to Tasmania	13
Letter to the Editor	16
Opening Day	17
Apparent Wind	22
Ranger/Couta and Folkboat Sprints	25
Around the Club	29
The Shesails Summit	30
On the Water	31
Maritime Miscellany	33
From the Archives	34
New Members	35

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COMING EVENTS

October 2023

SATURDAY 14 OCTOBER 2023

Point score race for Classic and Mixed Fleet Divisions.
Commodore's Cup Race 2

SUNDAY 15 OCTOBER 2023

Point score race for Sunday Non-spinnaker Divisions. Platypus
Trophy Race

SATURDAY 21 OCTOBER 2023

Point score race for Super 30 Division, Classic Division, Cruiser/
Racer Division and Cavalier 28 Division. Muriel Trophy Race

SATURDAY 28 OCTOBER 2023

Point score race for Classic and Mixed Fleet Divisions. Sheep
Station Series Race 1

SUNDAY 29 OCTOBER 2023

Balmain Regatta

SATURDAY 4 NOVEMBER 2023

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

SUNDAY 5 NOVEMBER 2023

Point score race for Sunday Non-spinnaker Divisions. Captain
Slocum Trophy Race

SATURDAY 11 NOVEMBER 2023

Point score race for Classic and Mixed Fleet Divisions.
Commodore's Cup Race 3

SATURDAY 18 NOVEMBER 2023

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

SATURDAY 25 NOVEMBER 2023

Point score race for Classic and Mixed Fleet Divisions. Sheep
Station Series Race 2

SUNDAY 26 NOVEMBER 2023

Point score race for Sunday Non-spinnaker Divisions

SATURDAY 2 DECEMBER 2023

Point score race for Super 30 Division (Gold Cup and windward/
leeward), Classic Division, Cruiser/Racer Division and Cavalier 28
Division

SUNDAY 3 DECEMBER 2023

Discover Sailing Rally'

NEED THE TENDER?

Call

Nancy K
on

0418 678 690

or

Jack Millard
on

0418 678 819
(race days)



SIGNALS FROM THE COMMODORE

Last month the Club hosted a traditional event — the Flag Officers Dinner — where we welcomed our local community leaders along with the Commodores from eight of our sister yacht clubs around the harbour and Pittwater. We met to recognise each other, to exchange our stories and to establish connections to support each other in common purpose. Nearly all the attendees were volunteers, looking to share knowledge, skills and cultures to better preserve the wonder of this place for generations of sailors to come. Many of our guests had never been to the Amateurs before so it was a great chance to tell some of our story.

Addressing the gathering, I noted that last year the Club celebrated 150 years and we were able to acknowledge a great achievement for our small community. Celebration has now given way to reflection as we ponder the next 50 years — what is the idea of this Club, what did our founding members have in mind all those years ago?

In simple terms the idea was to “facilitate the enjoyment of sailing for all” and so the founders called the Club “the Sydney Amateurs”. I asked my son what he thought the name Amateurs meant and he said — “a bit hopeless”. Fortunately, we can look to the Latin derivation of *amateur* meaning “just for the love”. It is perhaps no coincidence then that our founding Commodore’s name was Captain Amora — *Captain Love*.

Today the men and women of the Club, mostly professionals, embrace the word *amateur* as a badge of honour. Or if things go a little pear shaped, as they sometimes do, we still have a flexible let out clause.

Commodore Peter Scott speaking at the Flag Officers Dinner on 15 September

Photo John Jeremy



So, the idea of this Club involves the love of boats and of sailing, but it's more involved, there's racing, adventuring, storytelling and the simple pleasure of spending time around the Club. The love here extends to the infectious spirit of the volunteers who take pride in creating events like Gaffers Day and the satisfaction of maintaining the place ourselves.

There's also a bold, spirit which runs through from one generation of members and their boats to the next. Many stories illustrate this spirit, such as Ian Keirnan's voyage in *Maris* which led to establishing clean up Australia day, the creation of the logbook of the voyage of *Kathleen Gillett*, the Classic yacht *Tamaris* which sometimes races with four generations of the Sproule family aboard and, most recently, a rescue trip to return the yacht *Anitra V* home to the club from Hobart. One story from our past starts in 1897 as a solitary yacht sailed through Sydney Heads.

It was a rare sight in that day and it attracted the attention of three teenage boys out fishing. As the fish were off the bite they decided to row over and investigate.

"Hey mister, where's yer crew?"

No crew just me.

Where yer from then?

Boston, America.

Ohh geez.

We can show you where to go, can we come aboard?

Ok lads, come aboard, and what's your name then?

He asked the boldest of the three

I'm Cliff, Cliff Gale – and who are you?

Well Cliff — I'm Captain Joshua Slocum"

Captain Slocum was, of course, a legendary sailor — the first person to sail alone around the world, although at that time he was only halfway. Young Cliff Gale went home that night dreaming of designing boats and sailing and for years he shaped and refined 100s of models. Some 30 years after meeting Captain Slocum Cliff had finally reached his goal. He had designed the first of a series of iconic Sydney yachts — the 29 ft gaff-rigged, half-decked ocean cruiser called *Maluka* — the big sister to the nine smaller Rangers.

Maluka lived a full life cruising far afield with her owners the Clark Brothers. She survived being stranded on a reef and eventually went into a well-earned retirement. Sean Langman, who we all know is a Ranger tragic, had fallen in love with *Maluka*. He had big plans for her, and after years of courting her owners she became his. *Maluka* was rebuilt, strengthened and prepared for a new life as an ocean racer. After successfully participating in many Sydney to Hobart races, this year saw *Maluka* shipped to Ireland to compete in the 50th Fastnet race.



Maluka, minus her keel, ready for refloating from Cape Conran in January 1936

The Amateurs, page 167

Notable for a very hard blow, 45 knots at the start, 100 of the 350 yachts retired. *Maluka* and her crew pressed on. Having rounded Fastnet Rock a broad reach and backing wind saw them all the way to the finish in Cherbourg with the Amateurs flag flying high in her rigging. She had won her division. In all her recent offshore races she has been the smallest and oldest yacht.

A reporter asked Sean —given she is the oldest and smallest yacht, how long can *Maluka* keep racing? “Well given her hull is planked full length in Huon pine, and that tree must have been over 1000 years old, I think she may have a couple of races in her yet” Of all Sean’s yachts, *Maluka* (A19) is the boat he loves best.

In this way the spirit of our Club is handed down from generations past to inspire our members today and in future. It is the spirit of the Amateurs — just for the love of sailing.

The Flag Officers
Dinner 2023

Peter Scott
Commodore



DON'T MISS NEXT YEAR'S LION ISLAND RACE

October 2023

The greatest little race on the East Coast

by
Tom Moulton

Some weeks ago, *Lunacy* competed in the Club's 'season-opener', the Lion Island Race. I reckon I've done this little race at least a dozen times and I just love it. It's a step-up from a Harbour race, but nothing as tricky as a blue-water passage race. You may come home after sunset, but there's no sailing through the night.

The race starts in Watsons Bay, out through the Heads, past Long Reef, past Barrenjoey light, to a mark off Lion Island laid for us by our friends at the RPAYC. Then back down the coast, back through the Heads, to the south of the Sow and Pigs, finishing at *Captain Amora* waiting at the Eastern Channel 'wedding cake'.

As usual, *Lunacy's* crew were all called Tom. Tom Griffiths and I enter the two-handed division. *Lunacy* is easily handled and being two-handed suits a race with more tactics than manoeuvres — and there's less washing up to do. As the holders of the two-handed trophy, we were rather hoping we could hang on to it for another twelve months.

Almost inevitably, the race is a work one way and a run the other, sometimes the breeze is light, which is why the start was sensibly moved to Watsons Bay some years ago, occasionally we've had a strong

Lunacy starting
in the 2023 Lion
Island Race

Photo John Jeremy



westerly which can mean a reach both ways and just once, aboard *Anitra V*, we managed to sail both under spinnaker up *and* back. If the starter deems it too windy to be out in the ocean, a longer than usual Harbour course is set.

This year, we started in a pretty solid southerly. Up went the kite and off we went. Whoa! Don't get too close to North Head, it can be 'swelly' and there's sometimes a 'windward lee' under the cliffs. We followed the traditional strategy of staying close to the shore to avoid the south-running set. This brings you close to Long Reef so be careful here. The wind and swell picked up off Barrenjoey and little *Lunacy* recorded 11.3 knots under a spinnaker and down a wave. We were feeling confident about our strategy when we didn't meet the biggest boats, returning, until we'd passed Barrenjoey light. The two Toms made three end-for-end gybes to arrive at the Lion Island mark in well under three hours.

We're usually the smallest boat in the fleet, so we are given the task of calling the Alfred's to tell them they can come and collect their buoy. We performed this duty as requested despite being only third last around the buoy!

Skipper Tom at the helm



Coming home was always going to be a slog into the southerly, but after an hour on the breeze, the wind abated, after that we got no significant water over our low foredeck. Our strategy was to head way out to sea on starboard tack in attempt to get into some southerly set. Working off fairly basic instrumentation, Tom and I calculated that there wasn't any current running but later, when we made the mistake of coming close to the Dee Why beach we detected an unusual (north flowing) counter-current.

We watched a glorious sunset over Manly, and the breeze obligingly swung east enough to allow us to get round North Head without further tacking. Once in sight of South Head, we eased sheets and raced towards South Head and into the orange glowing sky. Past Hornby light, the breeze held and we belted, close hauled, towards *Captain Amora*. Back in flat water and in the dark creates a sensation of moving very fast.

Stuart Anderson, of *Mistral*, was just behind us and said it was the first time he'd sailed into Sydney Harbour in the dark. If you haven't done it, you don't know what you are missing. I doubt there is better port night entry anywhere else in the world. The big boys all got home before dark and so they missed this very special experience.

I'd really like to see more SASC boats in this great little race. Yes, you'll need a Cat 4 certificate but it's really not *that* hard. You may have most of what you need on your boat already. You'll need a storm jib, a second anchor, lifelines, PFD harnesses — with tethers, a drogue for emergency steering, clipping on points in the cockpit, some flares, an EPIRB (which you are required to have if you go more than two n miles offshore anyway), a drogue and light and a few other odds and ends.

Once you've acquired all this gear, the list of items which need to be replaced every season isn't long. And if you don't fancy lugging it around the Harbour all summer, take a tip from Herschel Smith of *Shambles* — on safety audit day, get both a Cat 4 *and* a Cat 7 certificate. Once you've done the Lion Island Race you can put the extras in your garage and Harbour sail as Cat 7. It also means you have all you need for that other great little SASC offshore race, the season-closer, the Bob Brown Race!

In the end we failed to retain our two-handed title, we came second by 6 minutes —and, annoyingly, we knew exactly where we lost 25 of them (Dee Why!). *Lunacy's* log showed that we'd sailed 48 miles and my watch showed that we'd been out for eight hours and ten minutes — more than enough to get a decent thirst up.

Please have a think about entering the Lion Island race next year. If you've not done it, talk to those who have. It's something different, a bit more adventurous and a really rewarding day out. No matter the result, it's great to get out of the Harbour once in a while.





Photos John Jeremy - mostly

EZ Street heading to sea at the start of the 2023 Lion Island Race



Zara (1612), Samphire (7206) and Enigma (GBR5790R) at the start of Division 1 in the Lion Island Race



Philosopher (020), Shine On (YC380) and Le Mistral (7208) at the start of Division 3 in the Lion Island Race



The Lion Island fleet heading to sea



Photo David Salter

EZ Street ghosting up the Harbour to the finish of the Lion Island race
in beautiful late afternoon light

A VOYAGE TO TASMANIA

October 2023

Anitra V's 2023 Summer Cruise

For those cruising sailors interested in making a leisurely trip to Tasmania with convenient overnight stops, the details of our voyage south might be of interest. We sailed from Sydney with a crew of four onboard for the run down to Eden, where we had arranged a partial crew change, then on to Tasmania with a crew of five onboard.

The plan was to make it a leisurely trip of day sailing to Eden. Our crew from Sydney to Eden consisted of Stephen Cavanagh plus Zac and Jess Adrichen from Canberra. In Eden Zac and Jess were replaced by Amateurs members Vickki Lincoln, Teresa Ferreira and, visiting from the UK, Mark Turner.

We departed from the Green Shed as planned on 21 January into a light sou'east breeze and after a very slow beat south decided to make life easy by spending the night on anchor at Gibbon Beach, which is just inside Port Hacking on the southern shore. Interestingly, on that afternoon, having turned on the engine to get to Gibbon, we passed a classic-looking ketch patiently tacking south. This boat was *Julia*. Having sailed all the way from Seattle she was making her way to Hobart. We later met them in Wineglass Bay. Owners Whitney and Mark had sailed her across the Pacific and were at the end of their two-year adventure having been caught up with Covid restrictions in multiple ports across the Pacific. They sold the boat within weeks of arriving in Kettering after the AWBF and flew back to Seattle.

Photo John Jeremy

by
Phillip Brown

Anitra V at the
start of the Lion
Island Race



Our voyage to Eden was planned with at least five convenient overnight stops, although not predetermined. After Port Hacking we sailed on to

Green Patch, south west of Bowen Island on the southern side of Jervis Bay, in a favourable nor'easter. The next day we made a short windward hop in a strong but sunny southerly with a reef and No. 2 headsail to Ulladulla Harbour where we were fortunate to borrow a mooring belonging to an absent boat. We were assisted by a local who was diving on another mooring and was a friend of the mooring owner. Ulladulla Harbour is quite small with a lot of moorings for the space available, so little room to anchor outside the mooring zone. This time we were in luck. The fishing wharfs are untenable for visiting yachts.

From Ulladulla we sailed on in a brisk but sunny nor'easter to Broulee where we anchored tucked in behind Broulee Island on the north western side of the island close to the beach and out of the nor'east swell. The beach shelves very gradually there so it is quite shallow even some distance from the beach. That afternoon our crewman Zac contacted his mother, who lives across the bay at Mossy Point, and arranged to pick her up from the beach with the rubber dinghy to come aboard for dinner. Getting her back to her car near the beach on a low tide in the dark was a challenge for Zac but all worked out well.

The next day we sailed on down to Bermagui in another sunny moderate nor'easter with favourable conditions at the narrow rock wall entrance to go onto an end berth in the marina. The expected southerly front arrived overnight — which it did with force. So we spent the next day at the beach and on the veranda of the Bermagui Hotel overlooking the beach and bay, having a few tap beers and a long lunch — as you do!

After two nights in the marina we next pushed on down to Eden again in favourable nor'east conditions to pick up new crew members and deliver Zac and Jess ashore to get back to their jobs in Canberra. The docking arrangements were difficult in Eden as the old wharf was being demolished and the only landing spot available to tie up was in front of a big steel fishing boat with a climb up onto the high-level concrete wharf. Having changed our crew members we spent a pleasant night at anchor across the bay in East Boyd Bay. We returned to the fishing wharf next morning as the rental car driven down from Sydney still had to be returned to Merimbula airport and a shopping run ashore was needed.

We eventually departed Eden on Saturday 28 January at 1200 to catch the high-pressure system and nor'easter to start the run across the Strait to Tasmania. The nor'easter blew steadily all night at around 15 knots with a flat seaway and bright starlight so we had an easy crossing under full main and poled out No.1 headsail. That's the sort of Bass Strait sailing that we all dream about and this time we had caught the perfect weather window.

The NE breeze dropped out the next morning and new breeze came in from the south west at 20 knots with some rain so we changed down to No. 2 and a reef for comfort with the wind now on the nose. The sou'wester gave out after about four hours and then a steady 15 knot sou'east breeze settled in for the afternoon and blew through the night. The wind angle was perfect for a "full and by" course to Eddystone Point and the sea remained comfortably flat.

In bright sunshine on Monday morning we anchored off the beach on the northern side of the lighthouse in the shelter of Picnic Point. Care is needed going into this small bay as there are numerous submerged rocks on the southern approach so it is best to skirt around via the northern approach to get into the bay opposite the beach at Picnic Point.

On a previous voyage we had taken *Anitra* into Picnic Point at night to wait out a north-westerly gale. Anchoring off the beach, relying on Navionics on my phone and the plotter below decks, it was an interesting and memorable exercise. We could hear the waves breaking on the beach some 50 metres away but could see nothing in the pitch darkness. In daylight we reckoned we had done a good job of safely anchoring but moved to a more sheltered spot behind some rocks just to the north inside the bay. GPS offers opportunities which would never have been attempted without technology. We waited there another day and night whilst the nor'wester was still blowing hard.

After some shore expeditions with the rubber dinghy, swimming to the beach and a calm night on anchor, the next morning we departed early under motor just after daylight in sunshine and cloudless sky into flat calm sea and no breeze. The nor'easter started very softly and by the time we had crossed the Bay of Fires we had a sailing breeze so put up the big kite for a glorious day sailing south down the Tasmanian east coast. The breeze built steadily during the afternoon and we recorded some impressive speed bursts over 10 knots with the big kite blasting us along. When the breeze started gusting to 25 knots the big kite was getting hard to manage so we dropped it and carried on under the No. 1 before gybing and heading into Wineglass Bay.

Unusually we were the first boat to arrive into an empty Wineglass that afternoon soon followed by *Julia*. During the night the Sorrento contingent with Tim Philips on *Storm Bay* and various other boats arrived. By daylight the bay was crowded with 14 boats on anchor. The weather had changed overnight so we departed into a gusty sou'westerly under a grey sky and made our way under a No. 2 and full main down to Schouten Passage then on to Triabunna in the afternoon.

With luck, and knowing one of the Maria Island Ferry operators from a previous visit, we were able to spend a night alongside at the town dock. We managed a relaxed late afternoon shore run, which of course included familiarisation with the Pub clientele and hot showers. The Harbourmaster has the key for the showers available for visiting sailors but not for road travellers. The next day included a visit to the supermarket for some restocking, and an early lunch at the seafood stand for fish and chips. We made an early afternoon departure from Triabunna then sailed down the Mercury Passage and anchored in company for the night in Chinaman Bay on the western side of Maria Island.

We had an early morning booking to go through the Dunally Canal on the full tide so we weighed anchor soon after dawn in rain to get down to Marion Bay to negotiate the channel through the sand bars in Blackman Bay to arrive at the Canal entrance on time for our booking. All went to plan without fuss so after successfully passing through the Canal we pushed on south under motor to Little Norfolk Bay in heavy rain but little wind. We picked up a mooring abeam of the jetty at Taranna at 1200 just before the forecast SW front moved through. Timing was perfect and we were safely on a mooring in company with Chris Dicker's *Westwind*. The rubber duck was again inflated and a shore party checked out Taranna and surrounds in the afternoon. The following day, after a breakfast feast in the local farm restaurant, the crew managed to cadge a lift on the local tour bus down to Port Arthur. The weather had cleared and, whilst the crew were touring Port Arthur, I harvested a few buckets of mussels from the jetty at low tide. We feasted on Les Moules that evening. The Universe will provide!

never steady for long and this day proved the point. Before leaving Norfolk Bay we made a little side trip under motor up the long narrow passage to the isthmus at Eagle Hawk Neck. The road link to the southern part of the Tasman Peninsula crosses at this very narrow spot which served as a capture point for any escapees from the Port Arthur brutal prison.

Having made our way up Norfolk Bay and around Green Head into a pleasant 10–15 knot nor'easter we headed south towards Storm Bay. However the breeze soon changed to a 15 knot sou'easter so, instead of a run south as expected, we now had a beat down towards Betsey Island, clearing Cape Deslacs. This all seemed quite acceptable and, as we sailed further southwest, I thought that we would be able to ease sheets and run through the passage behind Betsey Island. However the weather Gods had something else in store for us which came in the form of a very sudden 35+ knot nor'westerly. This now became a bit of a problem as we were still carrying No.1 headsail and full main. The only thing to do was to immediately drop the headsail and turn on the motor to try to get behind the east-facing cliffs of Betsey Island for some shelter to reef the main and change headsails.

We did get shelter behind the island and full compliments go to the crew who put two reefs in the main under difficult circumstances and changed the headsail to the No. 3. With our now reduced rig we set off again from the island shelter and tacked several times without too much difficulty though the passage behind Betsey Island and across past the Iron Pot to Dennes Point on the northern tip of Bruny Island. Whilst this was a hard slog, old *Anitra* is a stiff boat and she handled the conditions quite comfortably rigged down. Once inside the D'Entrecasteaux Channel, of course, the weather Gods decided we'd had enough for one afternoon and the breeze dropped back in intensity and the sun appeared to allow us a more comfortable run south into Barnes Bay and up into the Duck Pond to anchor overnight. Our day of adventure sailing came to a very peaceful close tucked up in the Duck Pond with only one other boat anchored nearby.

The next morning we motored over to Kettering to drop off Teresa and Mark and our cruise was completed. All that was required after a quiet spare day at Kettering was to head up to Sullivan Cove for the AWBF which we did on the Thursday 9 February — the day before the Festival started.

LETTER TO THE EDITOR

Sir,

We are all, no doubt, most grateful to Stuart Anderson for his treatise in the August *SASC News* on how to glide to a stop at our moorings.

The seven formulae are most helpful, as are his notes on frictional drag force, drag coefficient, the density of sea water, projected area, velocity, time, surface area and mass.

Might I, however, suggest a somewhat simpler method of bringing a yacht to a stop?

Engage reverse.

Yours,

David Salter

OPENING DAY

October 2023



Photo John Jeremy

Sydney turned on a beautiful day for the SASC Opening Day Regatta on Saturday 9 September 2023



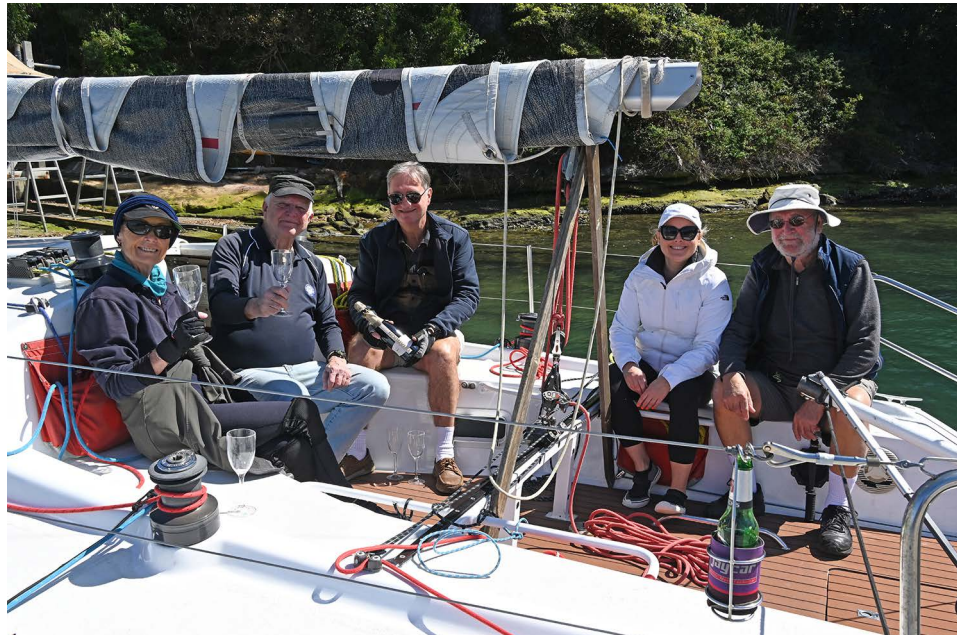
Photo David Salter

Competitors enjoyed the sunshine on the wharf. The bacon and egg rolls prepared by Ian and Wendy Anstee were very popular



Photos John Jeremy

Ian Macintosh and Trevor Cosh exchanging tall tales and true (no doubt) on the wharf
before the Opening Day Regatta



Bill Hogan and his crew in *Hotspur²* enjoying some appropriate refreshment at the pontoon
before the start of the racing



With a light and flukey southerly as yachts gathered for the start of the Club's Opening Day Regatta, the water around *Captain Amora* was rather busy



The light southerly was gradually replaced by a beautiful south-easterly. This is the start of the Cruiser/Racer Division.

Forty one yachts started in the Opening Regatta; 15 in the Cruiser Race Division, 14 in the Classic Division, 8 Super 30s and 4 Cavalier 28s.

Winners on the day were *Artemis*, *Huon Chief*, *Roger That* and *Centaurus*

Huon Chief heading
for the start



Malohi enjoying
the south-easterly
breeze which filled in
soon after the start



On the evening of 8 September, the day before the Opening Regatta, some 40 members enjoyed a friendly pre-season gathering at the Club



To add to the festivities, Herschel Smith ensured that *Shambles* was alongside and suitably illuminated

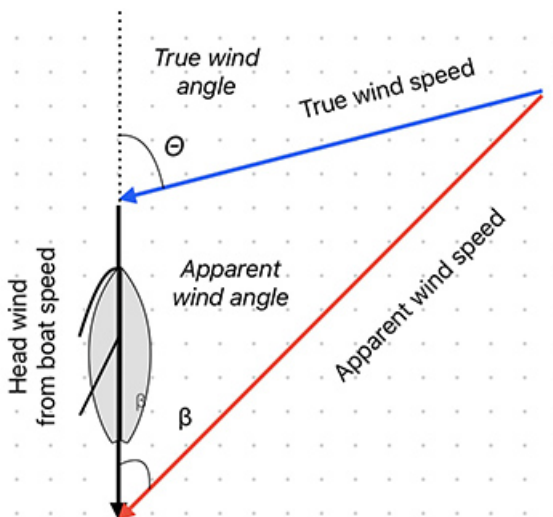
by
Stuart Anderson

When racing, skippers are constantly adjusting their sails and/or helm to suit the direction and speed of the wind.

It is usually not possible for a typical monohull sail boat to sail closer than 45 degrees to the true wind direction (the direction in which the wind is blowing over the ground relative to the centreline of the boat). Any closer and the flow of air over the sails will start to stall, and the lift will reduce. However, it is the *apparent* wind direction and speed which is important, as this is what the sails (and the sailors) actually “feel” on a yacht which is moving over the ground. The sails must be trimmed to suit the apparent wind, which explains why boats often appear to be pointing closer to the wind direction than they “should”.

Apparent wind is a combination of the true wind and the wind created by the movement of the yacht itself. When a boat is moving, it creates its own “head wind”. The apparent wind is the vector sum of the true wind and this head wind.

Figure 1. Plan view of a sketch of a yacht showing the vectors of head wind from boat speed, true wind speed, apparent wind speed, true wind angle and apparent wind angle



The formula for calculating the apparent wind speed and apparent wind angle, derived from the cosine rule, is as follows:

- Apparent wind speed = $\sqrt{(\text{true wind speed}^2 + \text{boat speed}^2 + 2 \times \text{true wind speed} \times \text{boat speed} \times \cos(\text{true wind angle}))}$
- Apparent wind angle = $\cos^{-1}((\text{true wind speed} \times \cos(\text{true wind angle}) + \text{boat speed}) / \text{apparent wind speed})$

To illustrate the use of these equations for a typical monohull boat, finding the apparent wind speed and apparent wind angle when the true wind speed is 15 knots and the true wind angle is 45 degrees with a boat speed of 7 knots is as follows.

- Apparent wind speed = $\sqrt{(15^2 + 7^2 + 2 \times 15 \times 7 \times \cos(45^\circ))} = \sqrt{(225 + 49 + 148.5)} = 20.6$ knots
- Apparent wind angle = $\cos^{-1}((15 \times \cos(45^\circ) + 7)/20.6) = 31.3^\circ$

In this case, although the true wind speed is 15 knots and angle is 45 degrees, to all those on the yacht it feels like the wind speed is 20.6 knots and at 31.3 degrees, relative to the centreline of the boat.

If the boat speed is very high and greater than the true wind, the apparent wind will meet the boat from a forward direction even if the true wind is behind. The boat will be sailing close-hauled on all points of course. This can be seen in low friction boats such as the F50 foiling catamarans whose speed may exceed 50 knots in a 25 knot breeze. They have no use for a downwind sail such as a spinnaker.

Whilst sailing there are more important things to be worrying about than vector algebra. This is where it is useful to tie at eye-level a few coloured tell-tail ribbons to the shrouds to show the apparent wind direction. Whatever the direction of the true wind (unless it's dead astern), the boat's "headwind" will always drag the end of the ribbon aft, away from the true direction. The tell-tale gives us an instant reading of the apparent wind direction.

Most yachts have on top of their mast instruments including an anemometer and a wind vane that will measure the apparent wind speed and its direction relative to the centreline of the boat. By using these measurements and re-writing the above equations the true wind speed and the true wind angle can be back-calculated. All this information is conveniently displayed to the skipper on an electronic panel in the cockpit.

Skippers need true wind, but whilst sailing the only wind data that really matters is the apparent wind speed and direction.

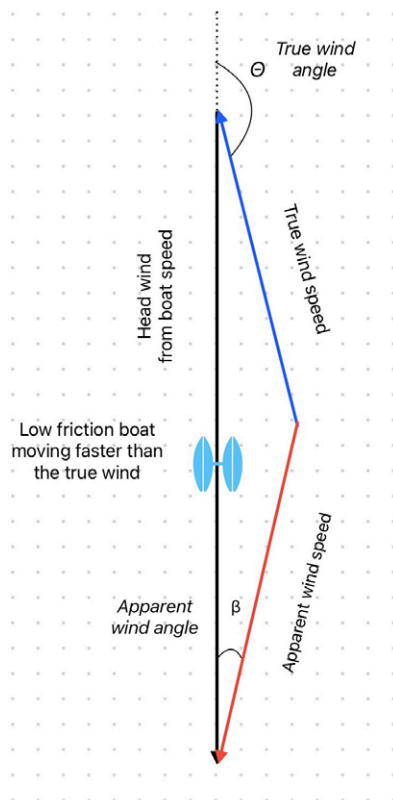


Figure 2. Plan view of a sketch showing the vectors of a low friction boat moving faster than the true wind



Photos John Jeremy

On 17 September the SASC conducted the Ranger/Couta and Folkboat Sprints. Three short windward/leeward races were planned, but the wind was so light and flukey that the third race of the day was abandoned.

This is *Beowulf* (Stafford Watts), one of three Folkboats taking part. *Beowulf* won the Folkboat series from *Isabella* and *Windermere*

RANGER/COUTA AND FOLKBOAT SPRINTS

October 2023



Six Rangers and two Couta boats took part in the event. The start of the first race was in a very light westerly



Vagrant (112) and *Cherub* (A4) approaching the finish of the first race



Vanity edging to a finish in the first race. *Vanity*, sailed by John Crawford, won the Ranger/Couta sprints



Ranger (A1) and *Valiant* (A47) heading for the finish of Race 1.
Isabella (A17), centre, would have liked some more wind



Valiant (A47) and Etrenne (A8) about to finish in Race 1



Etrenne crossing the finish line in Race 1



Waiting for some wind before the start of the second race. Unfortunately *Cherub* (on the left) had some gear failure which prevented her from starting in Race 2



The light wind start of Race 2. The conditions did not improve and the third race was abandoned as soon as all boats had finished



Rear Commodore Alice Murphy and Peter Zehnder were on hand in *Bordeaux* to provide encouragement for the fleet during the times AP was displayed on *Captain Amora*

AROUND THE CLUB



Photo Maz Kivi

On Saturday 12 August the new wharf 'bar' was given an 'official trial'.
It passed with flying colours

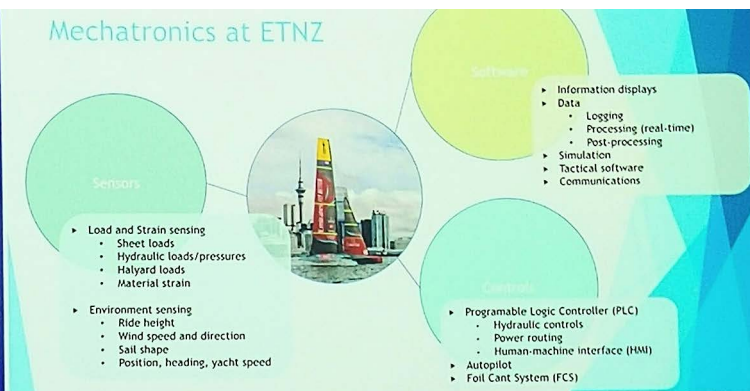
THE SHESAILS SUMMIT

The Shesails Summit, broadcast live on-line from the SASC on Tuesday 3 October, was a wonderful affirmation of the joys of sailing.

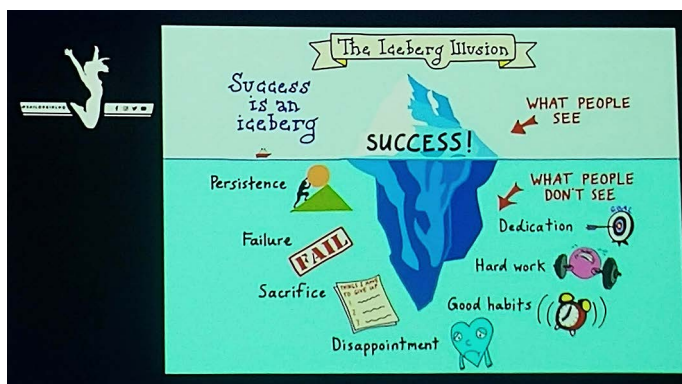
Wendy Hall, the event host, interviewed five very different women with very different skillsets and paths within the sailing world. Their lifestories, trials and tribulations were fascinating!

- Carolijn Brouwer: World Champion, Volvo Ocean Race Winner and Australian Sailing Team Coach.
- Kelly Hartzell and Tanya Peart: Kelly (Mechatronics Engineer) and Tanya (Fluid Dynamics Engineer) for Emirates Team NZ.
- Michelle de Blaquiére: Head of Sailing — Blairgowrie Yacht Squadron.
- Nic Douglass: Sailor Girl Journalist, Media Professional and TV Commentator for Sail GP.
- Olivia Price: Olympic Medallist & Co-Skipper of Team Australia Challenge.

Thank you to everyone who turned up and tuned in to the event.



Screen shots from the Shesails Summit broadcast live on-line from the club on 3 October





Photos Geraldine Wilkes

Close quarters sailing for *Amity* and *Rapid Transit* at the start of the Cruiser/Racer Division on 23 September



Don't Panic! at the finish of the Super 30 Division on 23 September. She finished third on PHS



Mr Mojo crossing the finish line on 23 September to win the Super 30 Division on PHS



Orient Express took second place on handicap in the Cruiser/Racer Division



Photo Alice Murphy

Anchored in Rose Bay, a modern and colourful motor yacht, complete with helicopter, provided a background for the Ranger/Couta and Folkboat Sprints. *Ocean Dreamwalker III* was built in 2018 by Sanlorenzo in Italy and is 47 m long with a gross tonnage of 499 GRT. Constructed of steel with an aluminium superstructure she is powered by two Caterpillar diesels for a top speed of 16 knots.

Accommodation is provided for ten guests and a crew of seven.



Photo Leone Lorrimer

On 15 September the Hon. Tanya Plibersek MP, Minister for the Environment and Water (second from the left) cut a ribbon to unveil the renewed Torpedo Factory at the Sydney Harbour Federation Trust's Sub Base Platypus marking a major milestone in the revitalisation of the Neutral Bay site



Photos John Jeremy

Owned by SASC member Mac Shannon, *Chione* (A90) sailed with the Club between about 1960 and 1968. This photo of a picnic sail was taken in January 1967.

Chione was one of six Ampopetta-class yachts built in the early 1960s. Designed by Alan Payne and built of 19 mm plywood, she was 12 m long with a beam of 3.12 m. The wide beam resulted in a spacious yacht with generous accommodation and deck area. Auxilliary propulsion was by a 10 hp Stuart Turner two-stroke engine installed under the cockpit.

Two Ampopettas sailed with the SASC. The other was *Pandora* (A166), seen here after a Saturday afternoon race in December 1965



LOCKERS FOR RENT

Some lockers are available to rent in the main boatshed. Please contact the office if you are interested.

NEW MEMBERS

October 2023

We welcome the following new members:

Sinclair Currie
Tanguy Fournier Le Ray
Christopher Rothwell
Simon Trevett

SASC SHOP

*Subject to availability — Check with the Office for Specials on
150th Anniversary stock*

SASC Branded Merchandise

Racing 'A' Flag	\$27.00
Burgee (Medium – 30 cm x 54 cm)	\$41.00
Club Tie	\$25.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve)	
— white and navy in limited sizes	\$75.00
Polo Shirt Quick Dry (long sleeve)	
— white and navy in limited sizes	\$60.00
Rugby Shirts <i>NEW</i>	\$82.00
SASC Caps <i>NEW</i>	\$35.00
T-shirt — Anniversary in limited sizes	\$30.00
Stubbie Holder	\$7.50

TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

WEDNESDAY TENDER SERVICE

Starting from 11 October, the Club will operate a tender service on Wednesdays from 10 am to 5 pm. The service will operate for a trial period of three months.

NEWSLETTER DEADLINE

The next *SASC News* will be the December 2023 edition. Contributions from members, which are always welcome, should reach the editor by Friday 1 December 2023. Contributions can be in hard copy or sent by email. Photographs are very welcome.

Articles and reports published in the *SASC News* reflect the views of the individuals who prepared them and, unless indicated expressly in the text, do not necessarily represent the views of the Club. The Club, its officers and members make no representation or warranty, expressed or implied, as to the accuracy, completeness or correctness of information in articles or reports and accept no responsibility for any loss, damage or other liability arising from any use of this publication or the information which it contains.



Delinquent (A101)
won Division 2 in the
Lion Island Race
(Photo John Jeremy)

