



SASC NEWS

THE NEWSLETTER OF THE SYDNEY AMATEUR SAILING CLUB



OCTOBER 2024

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The Club's new committee boat *Kareela* on station for the Opening Day start on 7 September
(Photo John Jeremy)

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The SASC News is published six times per year.

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COMING EVENTS

OCTOBER
2024

SATURDAY 19 OCTOBER 2024

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

SUNDAY 20 OCTOBER 2024

Gaffers Day 2024

FRIDAY 25 OCTOBER 2024

Second Friday Twilight Race — early start at 1730

SATURDAY 26 OCTOBER 2024

Point score race for Classic Division and Mixed Fleet Division. Commodore's Cup and Sheep Station Series Race 1

SUNDAY 27 OCTOBER 2024

Balmain Regatta. SASC Water Women's Rally

FRIDAY 1 NOVEMBER 2024

Twilight Race, normal start time. Lady Helm race 1

SATURDAY 2 NOVEMBER 2024

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

SUNDAY 3 NOVEMBER 2024

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

SATURDAY 9 NOVEMBER 2024

Point score race for Classic Division, Mixed Fleet Division and Commodore's Cup

SATURDAY 16 NOVEMBER 2024

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

SATURDAY 23 NOVEMBER 2024

Point score race for Classic Division and Mixed Fleet Division. Commodore's Cup and Sheep Station Series Race 2

SUNDAY 24 NOVEMBER 2024

Point score race for Sunday Non-spinnaker Divisions — RPEYC Women on Water

SATURDAY 30 NOVEMBER 2024

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

**NEED THE
TENDER?**

Call

Nancy K

on

0418 678 690

or

Jack Millard

on

0418 678 819

(race days)



Signals—an apt name indeed for my article this month is about our Communications.

I know we have all struggled over the last ten years to keep up to date with what is happening at the Club. We still have members with whom we communicate by mail. Emails sent on a weekly basis are only opened by 50% of the addressees. We also send EDMs (electronic digital magazines) and again we know people don't scroll to the end. Each week there are announcements after the race at the prize-giving, and yet this is only a small group of members. I was surprised to learn that Facebook and Instagram have bigger audiences than any other Club communication, but there lies a generational divide.

To help resolve some of these problems the directors are excited to announce the launch of the new SASC website! The interactive design encompasses all the information from our past while reflecting the spirit of our members and our community. The aim is to create a space where everyone can feel at home, regardless of sailing ability or communication preference.

The new website offers an overview of our activities, services, and current events, making it easier for you to stay informed and engaged. Over the next several weeks, I encourage you to explore all that the site has to offer and provide us with your feedback. You can contribute by sharing your photos, news, and stories. The plan is to further the development over the next year with staged additions of archives, members' access area and links to useful services.

As a lead into Gaffers Day, a Classics Conference held on 2 October at the clubhouse looked at ways to save Classic yachts for future generations. Attendees included directors from the ANMM, from the Wooden Boat Association, from the Australian Register of Heritage Vessels, the Sydney Heritage Fleet, from the Making Waves Foundation and from the Sydney Amateurs. There were shipwrights and yacht owners, crew members and enthusiasts. The clear message was to share them with a new and younger audience.

Five speakers including Sean Langman, Philip Brown, John Diacopoulos, Martin van der Wal and Emma Pintur, Rachel Ward and Matt Smyth gave their perspectives on the Sydney situation, New Zealand successes with a Charity Trust, existing charities working with Classic boats, the appeal of Classic yachts to youth and the use of timber boats in the Making Waves Foundation's "Wright of Passage" program for community benefit.

Gaffers Day

Preparations are in place to host our unique celebration—Gaffers Day. Chairman David Brown and his committee have built upon the success of the 2022 event. It is a day for all Club members, not just Classic yachts and their crews, and it is important that we don't take it for granted. Many Amateurs members have contributed their time and passion to make the Club, their boats and their wardrobes ready for what promises to be another wonderful day in Mosman Bay and the harbour. Looking forward to the party!

Peter Scott
Commodore



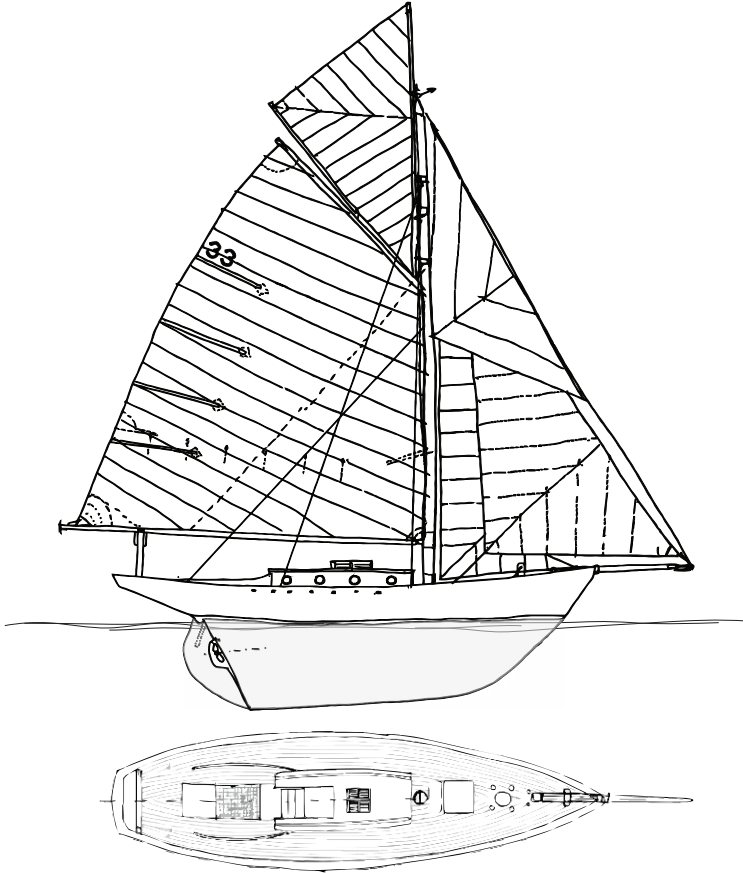
Photos John Jeremy

John Diacolopolous speaking at the Classic Conference held at the Club on 2 October



Commodore Peter Scott and the panel during the question-and-answer session on 2 October

GATFER'S DAY 2024



NERIDA

Jackyard topsail gaff cutter 45ft LOA. Designed for the Hardy family by Alfred Mylne and built at Largs Bay by R. T. Searles & Sons in 1933. Sydney-Hobart winner 1950.

A RALLY for CLASSIC YACHTS

Sunday 20 October - Sydney Harbour - Australia

SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872 Tel 02 99 53 1433 office@sasc.com.au sasc.com.au



Photo Geraldine Wilkes

The Club was colourful for the Opening Day Regatta on Saturday 7 September



Photo John Jeremy

Ian Anstee, John Pennefather and Wendy Anstee provided many bacon and egg rolls for the Opening Day crowd



Photo Maz Kivi

Matthew and Leone Lorrimer preparing their new boat *Finesse* for the Opening Day's sailing



Photo John Jeremy

Isis and *Valhalla* at the pontoon on Opening Day



Photo John Jeremy

Rear Commodore Alice Murphy formally christening *Kareela*, with beer, before her first regular Saturday duty as the SASC's new race committee boat



Photo Maz Kivi

Mister Christian about to finish one second behind *Cherub* during the Opening Day Regatta



Photo Geraldine Wilkes

The SASC starter's boat is usually a dry ship when on duty, but Opening Day on 7 September was an exception for *Kareela*

The rigging fittings for *Kareela* were generously donated by Ronstan

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THE TALE OF “TOMMY TWO-CON-TESSAS”

OCTOBER
2024

(THE FINAL INSTALMENT)

The story so far, Tom Moults has bought Alcyone of Lymington, a 45-year-old sister-ship of his Lunacy. He, and various crew, sailed from the East Coast of England to Quiberon in South Brittany where he left the boat for a few days of ‘wifey time’...

In my nine days off the boat, Christine and I see quite a bit of the interior of Brittany. It’s very nice to sleep in a comfy bed for a few days but, as my wife quickly realises, I’m itching to return to the boat and my little adventure.

In Quiberon, my next crew is an old Pommy mate, Chris. He’s nervous, he’s more accustomed to larger, more luxurious yachts than *Alcyone*. At the boat, a middle-aged Frenchman leaps from his 45-footer and delivers a passionate speech about how lucky Chris is to be sailing with me. He says that he owns big, but boring boat, which isn’t half as much fun to sail as the Contessa 32 he *used* to own! Chris assumes, quite reasonably, that I’ve bribed the guy to say all this.

My original plan, in so far as I had one, was to leave the East Coast of England, potter to The Solent, cross the channel to Normandy, sail around North and South Brittany then head back to England. Having now covered 700 or so miles and visited around thirty ports. It is a good time to review the plan. Talking to the locals, they assure me that the best bit of coast is where we already are. Time for some more relaxing cruising then...

We sail to the Ile d’Houat which is billed as having the ‘best beach in Brittany’. We drop anchor amongst about 100 other yachts and jump in for a chilly swim in the beautifully clear Atlantic water. In the morning the anchor is stuck fast. I’m pleased I’d had a simple, manual windlass fitted. On a boat this size, there’s really no need for an electric one.

Next day we sail to Le Palais, the main port on Belle Ile which is the largest of the Islands in Brittany. It was made famous by Monet, Matisse and the Australian impressionist, John Peter Russell. I’m keen to arrive early, as its peak-season, and this will be a popular spot. It’s a posh, but very lovely little town, dominated by a massive Vauban fort. Ferries bring lots of day-trippers over from the mainland. Chris and I rent a couple of e-bikes and see the island without getting a sweat up. The

Tom and Chris on the ‘Tour de Belle Ile’



scenery is as spectacular as the weather and the island is heaving with happy, mainly French, holidaymakers. In the evening, we find a great little restaurant. It's music week and there's good, live music playing in every bar. Back at the port, a hundred more boats have arrived after us. It's a complete jumble, but everyone is good-natured as we try work out our escape in the morning.

After going ashore for the 'Full French' breakfast (coffee and a croissant) we motor up to Sauzon, the island's smaller, more charming port. The harbourmaster, Maeva, directs us to a 'trot' mooring in the outer harbour and we go ashore for an excellent lunch. Rather than stay there the night, we continue to the Western end of the Island — to Stir Wen, described as the prettiest anchorage in Brittany. It was indeed lovely — if a bit roly at mid-tide. The following day, we return to Quiberon where I farewell Chris and say hello to my big brother, Willy.



Big brother Willy
in Vannes

Willy isn't an experienced sailor but he's very keen. With plenty of wind, we head east to the Villaine River, about 25 miles away. We need to time our arrival with the top of the tide to get into the estuary. The Villaine is 'locked' so, once through, we are in fresh water. We pick up a mooring for the night and motor up to visit the pretty village of Roche-Bernard in the morning.

We're now close to Saint Nazaire, which sits at the mouth

of the Loire River. Willy has a TV documentary background and is an expert on WWII U-boats. The pilot book says that St Nazaire is no place for cruising yachts, so we sail to La Turballe, a holiday town in full swing, and catch a bus to from there. We visit the 'virtually intractable' submarine pens with their 30 foot thick concrete roof. They still dominate the town. St Nazaire was where Operation Chariot took place — it was the first successful British raid on German occupied France. In 1942, British commandoes managed to disable the Normandy Lock, effectively restricting the operations of the Kriegsmarine for the rest of the war — as well as pissing off Hitler.

We drop in and explore the very relaxed island of Hoedic for the night, then head towards 'the Golfe de Morbihan', which in Breton means 'inland sea'. This was always on my list. It's famous for its beauty, its many islands and its very big currents. We enter the gulf on a rising tide and are soon making over 10 knots over the ground. The buoys come up alarmingly quickly but once inside we pull out of the channel



and pick up a visitor mooring for a coffee and to regain our nerves. It's crazy, outside the main channels there is no current at all. Later we anchor off the second-largest island, the Ile d'Arz for the night. In the morning, we head deeper inland and up the canal to the town centre of medieval Vannes.

From Vannes we want to go to the town of Auray, this requires careful planning. We set off once there is enough water to take us over the sill and back down the canal. From there, we catch the ebb tide towards the mouth of the gulf, anchor for three hours while the tide turns, then head inland again. We are in 'Oyster River' the title of a classic sailing book by George Millar. We can't get all the way to Auray tonight, so we anchor. The peace is broken only by two randy, and rather noisy, French exhibitionists on the tow path. I can't remember what, "Get a room!" is in French.

Auray is another lovely medieval town, the port where Benjamin Franklin landed when trying to enlist the help of the Frogs in kicking the Poms out of America. We require 'high water springs' to get into and out of the tiny marina, and we must not stay too long. Willy departs, and I say hello to fellow SASC sailor Tony Hughes. Tony is half-way through a Phileas Fogg style trip, just longer. He'll be with me for two weeks, until we get back to England.

It's time to start making our way back now. First stop is Sauzon, where

Lots of traditional craft in the Golfe du Morbihan



Auray, at the top of 'Oyster River'

our mate, Maeva, welcomes us again. This time it's busy, with yachts rafted up everywhere. Our French neighbours introduce us to Breton Whiskey (Which Tony likes). From here we sail on to Port Louis in Lorient (yet more Vauban forts and U-Boat pens). Then back to the Belon River, on to Concarneau (beautiful, but touristy), out to the Iles Glenan (a magical group of tropical looking islands), back to Audienne (for a second time) and through the Chanel du Four to Camaret (again).



The Iles Glenan, with an awning borrowed from *Lunacy*

We drop in to Brest to pick up a crew member, Augie. The city was smashed in WWII and doesn't get a great rap in the guides, but Tony and I think it's interesting. Brest is a major French naval centre which sits on the 'Rade de Brest' — a giant inland sea. Most of the old Vauban fortifications, designed to keep 'perfidious Albion' out, remain and even though you can see that the town was largely rebuilt in the 1950s it still has a certain grandeur. The marina lent us a couple of bikes to explore while we wait for Augie to arrive.

With Augie aboard, we shoot out the Rade in no wind. We motor-sail through the tricky Raz de Sein for a second time, but the sun is hot and the motor is annoying us so we duck into the lesser-known port of Aber Ildut for the night. Next day we sail to our jumping off port, Aber Wrac'h, where we have arranged with customs to depart France.

The Fal Estuary in Cornwall is 110 miles to the north. We depart at 0600 in light winds, which increase through the morning to about 25 knots. The sea builds — no problem for a Contessa 32. We look out for shipping, but for the first 40 miles

we see nothing. The next 40 miles more than makes up for it, ships are coming out of the gloom fast. The AIS is invaluable, and we safely duck them all. Around midnight, the breeze moves to the north and eases off. We spend the night tacking and pick a mooring in St Mawes Bay, 23 hours after our departure, and retire.

At 0900 the crew wakes. It's the most beautiful morning. There are hundreds of interesting boats everywhere. It's Falmouth Regatta week. After coffee, we drop the mooring and cross the estuary to Falmouth itself. Here Tony and Augie sign off. I restock the pantry and the cellar, use the laundry facilities and fill up with fuel, water and gas. It's nice to be able to converse in English again. My sister, Doochy, arrives in the afternoon. She and I have very relaxed week pottering and laughing around the large estuary. We go up creeks and rivers, in and out of ancient pubs and to the Helford River and back.

Doochy waves goodbye as Tall Paul arrives. He and I had hoped to be able head to the Scilly Isles, but the weather forecast argues otherwise. A new plan is hatched where we'll sail *Alcyone* back up to the Solent, visiting as many ports as we can along the way.

Mevagissey is the first stop. Despite poor weather we fall for the place, it's Doc Martin — with more fish. The harbourmaster assures us that there's at least 2.5 m of water on the visitors' mooring so we go ashore to taste the many and varied beers in pubs twice as old as Australia. Back on the boat at 0200 a steady "bump, bump" of keel on bottom starts and goes for nearly an hour. Before leaving, we assure the Harbourmaster



Augie steers us up to Aber Wrac'h



Sister Doochy, heading up in The Fal
fabulous but there's no wind forecast for the next few days. Just to change the scenery, we motor across Torbay, the "English Riviera", to Teignmouth. Even though the current on the pontoon is so nasty that it rips one of our fenders right off, Stuart and I love the place. The scene outside the Ship Inn on a sunny evening is not to be missed.

From Teignmouth, we need to sail 45 miles across Lyme Bay to arrive at the infamous Portland Bill at slack water. The Bill has a fearsome reputation, and we want to take the 'Inside Passage' to avoid the 'race'. The advice of, "If you're too far from The Bill to throw a rock onto the shore, you're not close enough" proves right. It's a long, wet, windy day and we are pleased to tie up on the quayside in Weymouth, Dorset.

Poole was a bit of a disappointment, the West country charm is behind us now. But we enjoy a fantastic final sail under full main and spinnaker. Our old friend, the current, obligingly pushes us into the Solent, past The Needles and through Hurst Narrows. We pull into Yarmouth on the Isle of Wight for the night and in the morning, motor to Lymington on the mainland.

This is where the adventure must end. After a couple of days spent packing up and cleaning, I say a very fond farewell to the mighty *Alcyone* and head to London.

But something is wrong and I'm feeling a bit odd. I know what it is; I feel like for a snail who has lost its shell!

In summary:

We were 'dogged by good' luck all the way; so many things *could* have gone wrong, but nothing did. *Alcyone* had been a great little ship. In three months, I sailed nearly 1,800 miles, made 69 stops in 55 different ports, moorings or anchorages. Buying a sister-ship to *Lunacy* turned out to be a very good idea.

I have nothing but praise and gratitude for *all* the people I came across in England and in France. A friendlier, more obliging, more helpful bunch of people you couldn't meet anywhere.

Without the crew I just couldn't have done it. They all turned up on time and all were fantastic companions. I want to thank them for putting up with me.

I'd also like to thank Sean Langman, who gave me the final encouragement to stop talking about it, get off my arse, and do it!

that the depth is no greater than 1.65 m.

Fowey, Salcombe and Dartmouth have many similarities, all are pretty, high-sided valleys, and all are full of jolly people in jolly old pubs. It's not unusual for a barmaid, in a broad West Country accent, to ask, "What can I get you, my lover?"

We remember that a Pom that we met in France had told us that Noss Mayo in the Yealm River was the best stop on the coast and he isn't far wrong.

The breeze is favourable all the way round Start Point and onto Brixham in Devon. Here I make my final crew change. Paul is exchanged for Stuart. The weather is

The weather is favourable all the way round Start Point and onto Brixham in Devon. Here I make my final crew change. Paul is exchanged for Stuart. The weather is

A FAMOUS CLASSIC AMATEURS' YACHT

OCTOBER
2024

Among the beautiful and famous classic yachts on the Amateur's Yacht Register is a boat which is both beautiful and famous but not seen often in Mosman Bay — *Lorita Maria* — owned by Amateurs Member Greg Barrell.

Together with several Amateurs' classic yachts she is listed on the ANMM's Australian Register of Historic Vessels and has a special place in the history of Sydney-based ocean-racing yachts from the 1960s.

In 1962 Norman Rydge Jr. commissioned naval architect Alan Payne to design an ocean racing yacht to compete in local and international offshore races, particularly the Sydney-Hobart Race along with the CYCA Blue Water series. Rydge also had plans to compete in offshore races in the UK and USA with his new boat which he shipped to France in 1965 together with Australia's first Admirals Cup Team of three Sydney based yachts — *Freya*, *Camille* and *Caprice of Huon*. Due to her smaller waterline length *Lorita Maria* did not qualify to race in the Admirals Cup Team but was shipped with the Australian team boats and raced in the Cowes-based series of races in which the Australian, British and American Admirals Cup teams competed, including the Fastnet Race which counted for triple points for the Admirals Cup.

Norman Rydge ordered a yacht of strong construction and Payne specified a glued double-planked hull using Monel alloy fastenings with closely spaced frames and a low ballast ratio. The result was a beamy

Lorita Maria sailing on Sydney Harbour



SASC NEWS hard-bilged hull with traditional keel-hung rudder and overhanging transom. She was rigged as a masthead sloop with overlapping genoas. Her dimensions were LOA 39 feet, LWL 27 feet and draft 6 feet.

In 1962 Alan Payne had only recently completed his design for *Gretel*, Australia's first 12 Metre Challenger for the Americas Cup, and so he employed some of the design ideas he had learnt from tank testing the *Gretel* designs, especially in the shape of the keel. The timber hull was built by well-known Sydney shipwright and spar maker Jeff Clist who had previously built the Payne-designed Tasman Seabird ocean racer *Ronita*.

Norman Rydge had early racing success with *Lorita Maria*, named after his wife, and their first race was the Montague Island Race in 1963. They won the 1963-64 CYCA Ocean Point Score series and came third in the 1963 Hobart Race. True to his plan to race his boat in the UK, Rydge came fourth in his Division in the 1965 light-weather Fastnet Race and was apparently the first Australian boat in the fleet to round the famous rock. Subsequently he shipped her across the Atlantic to Newport RI and competed in the 1966 Bermuda Race followed by the Trans-Atlantic Race back to Denmark. The recently published book about the life and times of Graeme Newland has details of their experiences as crew on *Lorita Maria* for these races.

Greg Barrell is her fourth owner and, since purchasing her in 2009, he has undertaken a major restoration of deck and cabin although the hull remains in good original condition. He has also replaced the mast, rigging and sails and installed a new Yanmar diesel engine. The boat is in excellent condition and is sailed regularly from her berth at a marina in Botany Bay. She has competed in various Classic Regattas including the Admirals Cup 50th Anniversary Regatta in 2017 and numerous CYCA Veterans Races for Classic Hobart race boats.

I was fortunate to have the privilege of sailing her to Tasmania with Greg and two friends for the 2019 AWBF in Hobart in which the boat was part of the Festival display.

Unfortunately, health issues have recently overtaken Greg's ability to sail and maintain the boat so she is for sale to a new caretaker. Our classic boats can never really be owned—we are mere caretakers along the way maintaining this group of boats which form a significant part of our Australian ocean racing sailing history. In the case of *Lorita Maria*, *Anitra V*, *Malohi*, *Mister Christian*, *Maris*, *Huon Chief* and others in the Amateurs Classic fleet these boats represent that special era of the 1950s, '60s and early '70s when the sport of ocean racing and innovative yacht design was really developing well in Australia.

It would be wonderful if *Lorita Maria* could remain on the Amateurs Yacht Register and come to be moored in Mosman Bay to join our Classic racing fleet. Here is an opportunity for an Amateurs member to acquire a truly historic boat with great provenance maintained in excellent condition, and to become one of the fortunate "Classic Boat Caretakers" in the Club.

I can assist with contacting Greg regarding introduction and arranging inspections. Please contact me through the Office.

Philip Brown
Anitra V

NEW SYSTEM FOR CREW LIST

OCTOBER
2024

The Membership Committee, led by Club Director John Brady, has been trialling a new system for matching Skippers seeking additional crew members with new crew registering via the SASC website looking for crew positions on Amateurs boats.

Skippers seeking additional crew members are requested to notify their requirements via the Amateurs email address: *crewing@sasc.com.au*.

Please notify your request well in advance of the race day or series for which additional crew are needed. When you have taken on a new crew member sourced from the crew list please also provide some feedback after the race via the same email address.

Your request will be handled by Louise Macaulay and Philip Brown who will be managing the crew placement “Concierge” service to assist Race Secretary David Pryke who has been helping Skippers by providing the crew list.

We hope that those new crew finding regular berths on Amateurs boats through our matching service will not only enjoy racing in SASC events but also consider becoming a Crew Member of the SASC. Most new registrations are from non-members seeking to become involved in the Amateurs race programme and club activities. New crew members are encouraged to obtain an Australian Sailing SailPass prior to the event—easily arranged via the SASC website on the race day.

The new system involves assistance to both Skippers and aspiring crew by matching available crew with Skippers’ requirements, rather than simply distributing the current crew list and leaving it to Skippers to make calls from the list not knowing much about the person they are calling or their availability to sail.

This will hopefully increase efficiency for all involved by reducing the number of calls required by Skippers to find a suitable crew member and eliminating multiple calls from Skippers to the same person on the crew list.

In addition new registrations on the crew list now will be contacted to welcome them to The Amateurs and to better understand their interest, sailing experience and availability. In this way they may be appropriately matched with a suitable and available crew position.

Copies of the current crew list may still be obtained from Race Secretary David Pryke upon request.

For further information or assistance please contact Louise Macaulay on 0401 993 830 or Philip Brown on 0418 214 897.



SASC Cruise in Company to Port Stephens Soldiers Point Marina (SPM) BBQ November 2024

The Plan:

Friday 8 November—Mosman Bay to Pittwater

Saturday 9 November—Pittwater to Newcastle—dinner and overnight at NCYC

Sunday 10 November—Newcastle to Port Stephens

Monday 11 November—Hospitality Package at SPM

8.00 am: Breakfast BBQ in Brolga lounge hosted by Soldiers Point Marina staff.

Bacon and egg rolls along with a freshly made coffee and juice.

12.00 pm: Oyster lunch in the Brolga Lounge with fresh salads.

4.30 pm: Cocktails in the Brolga Lounge—Hosted by Marina Manager Darrell Barnett.

Wine tasting with Mark Tynan from Tynan's Wines. Wine will be available for purchase to take home, with a special discount 10% off.

Guests dress code: Tropical

Tuesday 12 November—do what you like—stay at SPM, visit Broughton Is., LHI or head home.

SPM is pulling together a deal again for the two nights on the Marina, including BBQ/ breakfast/lunch with dozens of oysters, wine tasting etc. for two people and \$50 per additional person

PLEASE MAKE YOUR OWN BOOKINGS @ NCYC MARINA & SPM

*For further details contact Chris Manion on 0417 814 603
or email chrismanion@bigpond.com*

GEAR FOR SALE

I have decided to “clear out the locker” at home, and elsewhere, so the following items are up for sale, to members before I post them elsewhere:

1. Hydralign two blade “Junior” feathering prop in very good condition with instruction manual and various spare keys: \$1,200
2. 1 inch prop shaft with standard taper to suit that same prop: \$200
3. Two Flexible couplings, one new new Polyflex and the other an older but good Vetus, both for 1” shaft: \$200 each
4. As new Heat Exchanger for Nanni 21 HP diesel engine, perfect core and new seals: \$1,200
5. Easymatic 8 to 1 mainsheet system (suits 8–10mm rope) brand new, never used: \$500
6. Collection of genuine Barlow 10” and 8” lockable chromed bronze winch handles, all in very good working condition: various prices
7. Profurl headsail furler on 7 mm wire with new main bearings, older but still suitable for cruising (or if you don't change headsails a lot whilst sailing) with spare sections and keyway locks to obtain 11 m + in length: \$750

**Contact Denis Williams on 0408 789 589
denis.williams@whiteheads.com.au**



Photo Alice Murphy

The first official duty for *Kareela* was to start and finish the Lion Island race. The day proved to be a useful trial with some teething problems revealed



Photo John Jeremy

Division 1 yachts starting in ideal conditions for the Lion Island race. There were seventeen starters in three divisions



Photo John Jeremy

That's Amore II shortly after the start. She won Division 1



Photos John Jeremy

Lonely starting in Division 2 of the Lion Island race



Colleen III was sailed in her first Lion Island race by James Bevis



Photos David Salter

EZ Street about to round the Lion Island mark which, as usual, was laid for the SASC by the Royal Prince Alfred Yacht Club



The crew of *EZ Street* looking rather serious, considering the ideal conditions



Photos John Jeremy

EZ Street finishing with an elapsed time of 4 hours and 58 minutes



Out of Africa had to navigate a fleet of Lasers at the finish. She won Division 3

STAINLESS STEEL HAS A LITTLE SECRET

by
Stuart Anderson

Most sailors, with some justification, will consider stainless steel a failsafe material. In many ways it is an ideal high-performance durable metal which will take large tensile and compressive loads associated with sailing in the harsh marine environment. However, under that bright shiny look lies a little secret. Stainless steel can corrode.

Austenitic steel, named after Sir William Roberts-Austen (1843–1902), is a steel with more than 8% nickel content. A typical marine grade 316 austenitic stainless steel, will consist of iron, chromium 18%, nickel 12% and molybdenum 3%, manganese 2% and 1% other elements. It will have an impressive tensile strength of 332 MPa.

The high corrosion resistance of austenitic stainless steel is a consequence of the natural formation of an adherent metal-oxide film of a thickness of 1–10 nanometres formed on its surface and is called a passive layer. This passive layer acts as a protective barrier, preventing the underlying steel from being attacked by corrosive elements such as water, chemicals, and salts. It provides excellent resistance unless the passive layer is destabilised.

The Achilles heel of the passive layer is the chloride ion and in a marine environment there are plenty of those as one kilogram of sea water contains 19.5 g of chloride ions. These and other ions make sea water millions of times more conductive of electrical current than pure fresh water. The chloride ion is very small and mobile and is able to disrupt the bonding in the passive layer and cause it to break down. Microscopically, the surface of the stainless steel is not perfectly smooth but is rough with minute surface imperfections. As soon as the passive layer breaks down the electrochemistry produces hydrochloric acid in these surface imperfections causing the formation of pits. As the pit develops the concentration of hydrochloric acid becomes stronger so

the pitting accelerates. The situation is made worse in narrow gaps or nut bolt threads where oxygen is depleted and the passive layer thins causing an extra aggressive micro-environment.

As these pit defects develop they act like small notches that lead to the stainless steel component having a smaller load bearing cross section. Over time the available cross section eventually cannot withstand the repeated cyclic stress and a fracture occurs. This is called corrosion fatigue.

The adjacent photograph, from Trevor Cosh,



shows a 20-year-old failed 12 mm stainless steel bolt taken from the chainplate of a yacht. There was no obvious sign that the bolt had corroded until the head fell off when it was being tapped into place on the bow roller of *Kareela*. The fracture occurred where the hexagon head and bolt shaft met, typically an area with high residual stresses and surface defects, and perhaps oxygen depleted.

Another issue with stainless steel is galvanic corrosion. This is where two different metals are in contact with each other in the presence of an electrolyte such as water. The water will complete the electrical circuit so that one metal corrodes in preference to the other.

Austenitic 316 stainless steel appears just before silver in the galvanic list of least active metals. At the other end of the list are the very active metals aluminium, zinc and magnesium. For example an aluminium fastener used to fix a stainless steel chainplate would corrode quickly. The problem can be avoided by isolating the metals from each other.

What can a skipper do to mitigate the hidden problem of stainless steel corroding? A lot depends on maintenance and one simple way is the regular fresh water washing of stainless components to remove chloride ions. This will greatly prolong their service life. If possible this includes washing the exposed parts of the keel bolts. The other sure way is to accept the little secret about corrosion and replace critical stainless steel items every 10 years or so.



Photo Lindy Danvers

A flock of hungry cockatoos descended on the lawn by the Club on Saturday 21 September. They paid no attention at all to passing sailors



Photos Geraldine Wilkes

The start of the Cavalier 28 Division on Saturday 7 September



Fagel Grip enjoying the sunshine on 14 September



Finesse about to finish on 7 September. That is not an unusual boom extension, it is the bowsprit of *Soren Larsen* behind



Photo Geraldine Wilkes)

Sydney 2000 just beat *Like Oxygen* across the finish line on 7 September



Photos John Jeremy

The Sunday series began on 22 September. This is the start of the Non-spinnaker Division



The first Sunday race began in a promising westerly, as *Camilla* and *Le Mistral* found



Gana (1371), *Isabella* (A17) and *Sana* starting in the Classic Non-spinnaker Division on 22 September



Trixie about to finish and win the Sunday Non-spinnaker race



Isis sailed in the Classic Non-spinnaker Division. Unfortunately the promising westerly died away and there were no finishers in that division within the time limit



Paper Moon and Yvonne approaching the finish on 22 September

TENDER DRIVERS WANTED

The Club has vacancies for tender drivers — paid or voluntary. If you, or someone you know, would like to contribute to the Club's activities by driving *Nancy K* or *Jack Millard* to provide an essential service for members, please contact the office.



Photos John Jeremy

The date is 20 January 1979 and the Club's then-new starters boat, *Captain Amora* is ready to sail for her first event. The boat was to give excellent service to the Club for 45 years



The Club's legendary starter, Jack Millard (L), with one of his crew — ready to start the first of many races for *Captain Amora*

NEW MEMBERS

OCTOBER
2024

We welcome the following new members:

Paula Beaumont	Hugo Darin
Monica Holland	Brian McMahon
Benjamin Patrick	Tomas Riano Avanzini
Hamish Thomson	

SASC SHOP

New stock available — all sizes!

SASC Branded Merchandise

Racing 'A' Flag	\$35.00
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	\$75.00
Polo Shirt Quick Dry (long sleeve) — white and navy	\$60.00
Rugby Shirts	\$82.00
SASC Caps	\$35.00

TENDER HOURS

Members are reminded that the normal hours of operation of the Club's tenders are:

Saturday/Sunday (EST) 0900–1700
Saturday/Sunday (DST) 0900–1800

WEDNESDAY TENDER SERVICE

The tender service which has operated on Wednesdays since October last year has been popular and will continue, from 1000 to 1600.

NEWSLETTER DEADLINE

The next *SASC News* will be the December 2024 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 November 2024. 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.



The Race Officer's view of *Double Dutch* (5719) leading *Out of Africa* (4579) and *Colleen III* (6668) to the finish of the Lion Island Race on 31 August
(Photo John Jeremy)

