



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2013

SYDNEY AMATEUR SAILING CLUB

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Cover:

Warana heading
for the start on 8
December

Photo Jim Nixon

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COMING EVENTS

February 2013

SATURDAY 23 FEBRUARY 2013

Pointscore race for Super 30 Division (long series), Division 2 (long series), Classic Divisions and Cavalier 28 Division

SUNDAY 24 FEBRUARY 2013

RANSA Regatta

SATURDAY 2 MARCH 2013

Pointscore race for Super 30 Division (long and short series) Division 2 (long and short series) and Classic Divisions

SUNDAY 3 MARCH 2013

Pointscore race for Division 6 and Gaffers Division

THURSDAY 7 MARCH 2013

Fourth Classic Twilight Race

SATURDAY 9 MARCH 2013

Sydney Harbour Regatta, Day 1

SUNDAY 10 MARCH 2013

Sydney Harbour Regatta, Day 2

FRIDAY 15 MARCH 2013

Last Friday Twilight Race

SATURDAY 16 MARCH 2013

Pointscore race for Super 30 Division (long series), Division 2 (long series) and Classic Divisions

SATURDAY 23 MARCH 2013

Pointscore race for Super 30 Division (long and short series) Division 2 (long and short series), Classic Divisions and Cavalier 28 Division

THURSDAY 28 MARCH 2013

Bob Brown Trophy Race to Pittwater

SATURDAY 6 APRIL 2013

Summer Trophy Day. Pointscore race for Super 30 Division (long and short series) Division 2 (long and short series), Classic Divisions and Cavalier 28 Division

SUNDAY 7 APRIL 2013

Pointscore race for Division 6 and Gaffers Division

SATURDAY 13 APRIL 2013

Club Championship Race

SATURDAY 27 APRIL 2013

Classic Regatta and Concours

NEED THE TENDER?

**Call Mike, Allan or Dennis
in Nancy K on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

**On race days
you can contact the fast
tender on
0418 678 819**



SIGNALS FROM THE COMMODORE

Sailing is in full swing after the Christmas break with Friday Twilights, Saturday and Sunday point score series — not to mention the occasional Classic yacht race on Thursday evenings. It is a pretty full race program and we must thank our race management team for their fine efforts and time.

This year will see the Gaffers Day regatta coming around again so mark your diaries for Sunday 13 October. This is the premier event that this Club holds on a two-to-three year basis and I am sure that our experienced organising team will pull together to produce as stunning a day as last time.

In the Gaffers Day theme a number of our Classic timber yachts have gone to a great deal of effort to prepare their vessels to sail down to Hobart to take part in the Australian Wooden Boat Festival a fantastic effort by all concerned. *Lahara* lead the way followed by *Mister Christian*. *Hoana* was well en route until a family matter forced her return. At the time of going to press *Malohi* was off the Tasi coast approaching Hobart. The SASC has quite a number of members attending this very popular boat show.

I had the privilege of representing the Club aboard HMAS *Sydney* for the 177th Australia Day Regatta. The Navy went to great lengths to ensure that we had a fantastic day and the weather did the right thing providing all the shipping, aircraft, etc. with the spectacular backdrop of Sydney Harbour at its best. Lucky the Queensland cyclonic rains started the next day.

You may have noticed a few changes around the Clubhouse, the most important one being the BBQs which are now driven by natural gas. This is both cheaper and safer than having gas bottles around the place (indeed our insurance company do not like them in the dinghy shed so please do not leave yours there).

Talking about the Dinghy Shed there seems to be a build up of miscellaneous pieces of equipment stored in various corners that are not authorised, this is both a danger as well as inconvenient to members moving dinghies in and out of the shed. I have instructed the Slipway Staff to remove these items. The Club has lockers for hire if you want additional storage space.

If you use the members' fridge in the dinghy shed be informed that at the end of each month the fridge is emptied.

Thank you for your continuing support of our Club and good luck for the current racing season.

Bill Hogan



177TH AUSTRALIA DAY REGATTA

February 2013

More than 43 years after her historic challenge for the America's Cup at Newport, Rhode Island in the USA, the International 12-metre class yacht *Gretel II* showed her class with a fine win in the 177th Australia Day Regatta on Sydney Harbour on 26 January.

Gretel II, the last 12-metre class yacht to be built of wood, challenged for the America's Cup in 1970, losing 4-1 against the US defender *Intrepid* in a controversial series.

Today there was no challenge to her supremacy on Sydney Harbour as the beautifully restored *Gretel II*, skippered by Michael Maxwell, outsailed the Classic 1 Division fleet, getting the gun and also winning on corrected time from two other 'metre' style yachts, *Antara* (Ian Kortlang) and *Defiance* (Nicole Shrimpton and Gordon Hinds).

The 177th Australia Day Regatta was sailed in a freshening 15-20 knot nor'easter, gusting to 25 knots, providing ideal sailing conditions for the 90 starters in the traditional Harbour Regatta. The racing fleet ranged from the 101-year-old Tasmanian One Design yacht *Weene* to state-of-the-art 18-foot skiffs and ocean racing yachts fresh from the Sydney to Hobart.

The flagship HMAS *Sydney* once again underlined the Regatta's association with the Navy that goes back to the earliest Australia Day (Anniversary Day) Regattas which commemorated the first settlement

by
Peter Campbell

*Cherub, Ranger,
Warana and
Vanity* starting in
Classic Division 2
of the 177th Aus-
tralia Day Regatta

Photo John Jeremy





Photo John Jeremy

Gretel II and Defiance with Cherub in the foreground

by Europeans in Sydney Cove. Commonwealth Private sponsored the Regatta for the tenth year and guests aboard included Defence Force chiefs, civic leaders, Commodores of yacht clubs, the Australian of the Year, Senior Australian of the Year and the Young Australian of the Year.

The Regatta, as always, was the centrepiece of colourful Australia Day celebrations on and around Sydney Harbour, with the cruise ship *Pacific Pearl* in Athol Bight, a Tall Ships race and the famous Ferrython. Overhead the RAAF Hawks enthralled the many thousands who were on the Harbour or viewing from the many headlands.

A further 21 ocean racing yachts raced for the City of Sydney Sesquicentenary Trophy in the short ocean race from the Harbour to Botany Bay and return with victory going to *Balance* skippered by Paul Clitheroe.

Balance won on corrected time from Laurence Freedman's *Expresso Forte* and Richard Cawse's *Vanguard* which beat Bob Steel's *Quest* for line honours by just seven seconds.

On the Harbour, Classic 2 Division saw another outright win, with the wishbone ketch *Sana* (David Mathlin) outpacing the 16 boat fleet to also take handicap honours from John Diacopoulos' 'couta boat, *Yeromais V*, and *Tio Hia* helmed by James Bevis.

Australia Day Regatta President Charles Curran watched from aboard the flagship HMAS *Sydney* as his 60-foot yacht *Sydney* took line and
Photo John Jeremy

Sydney at
the start of
No 1 Division





Photo John Jeremy

Warana, Tio Hia and Anonyma II

corrected time honours in Division 1, winning from *Akela* (Alan Mather) and *Scarlett O'Hara* (Robert Skol).

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Division 2 went to *Jedi* (Sandra Entwistle) from *Silky* (Tony Hirst) and *Ambitious* (David Matthews) with the Folkboat, *Dreamtime* (Lyndsay Brown and Jim Littlefield) revelling in the fresh breeze to win Division 3 from *Witchway II* (Jeff Finnegan) and *Vitamin Sea* (David Coleman). Sandra Entwistle had an Australia Day to celebrate and remember blasting around the harbour on her new J/70 *Jedi* in Division 2, revelling in the blustery 20 knot+ shifty conditions.

“There was plenty of harbour traffic and chop but we were still achieving high ‘teens boat speed on the downwind legs,” Sandra said after the race. “We were concerned before the start when we realised we were the smallest boat at 6.93m (22.7 ft) and racing against boats up to 38 feet with long beats in the course. However, she held her own upwind which is remarkable for a boat this size.

“From Obelisk mark the second time around with the next mark in Rose Bay, kite up and woosh the J/70 exploded down the reach. The crew were elated at how easy this boat was to sail even at these crazy speeds,” Sandra added.

Photo John Jeremy

Vanguard leading *Quest* to take line honours in the offshore race





Photo John Jeremy

Antara came second in the Classic Division 1

Only 16 seconds on corrected time separated the Division 1 non-spinnaker fleet winner *As You Do* (Ross Littlewood) and *Molly* (Frank Hetheron) with line honours winner *Margaret Rintoul V* (Graeme Wilson) a close third on handicap.

John Conroy sailed his Adams 10, *Star Ferry*, to an outright win in the Division 2 non-spinnaker fleet, second place going to *Flying Circus* (John Greenwood), third to *Waimota* (Peter Hamilton).

In the CYCA Ocean Pointscore results for the Botany Bay race, the IRC category went to *AFR Midnight Rambler*, skippered by Ed Psaltis, from *About Time* (Julian Farren-Price) and *Imagination* (Robin Hawthorn).

Under ORCi scoring, *AFR Midnight Rambler* also won, second place going to *Balance*, third to *About Time*. *Balance* won the Ocean Pointscore PHS category from *Vanguard* and *Imagination*.

Star Ferry (1008) won Division 2 non-spinnaker

Photo John Jeremy



**The 177th Australia Day Regatta
was proudly sponsored by**



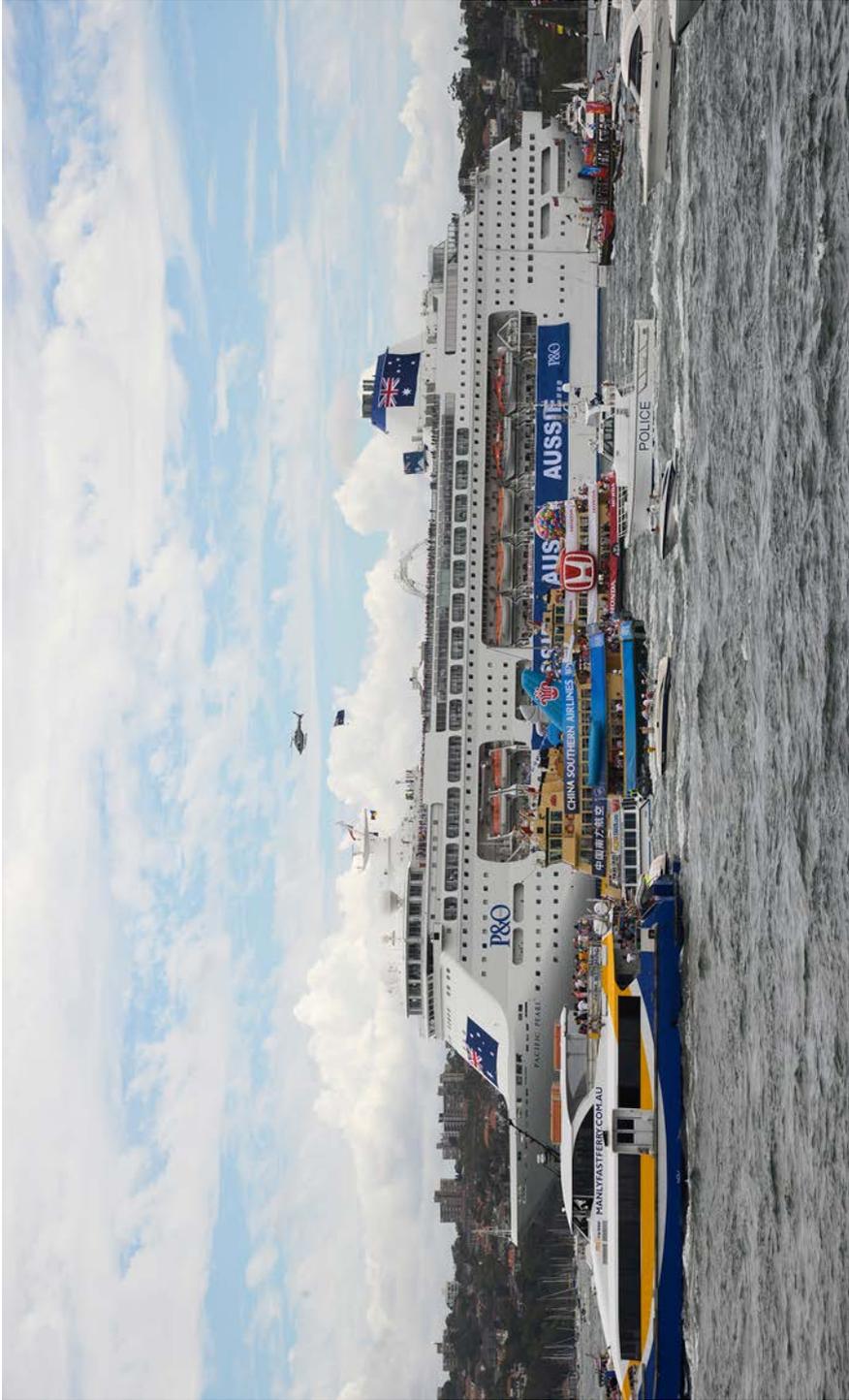


Photo John Jeremy

As usual the Ferrython attracted a large number of spectator craft on Australia Day



Photo John Jeremy

RAAF Hawk jets added to the spectacle of the day (above)

Chairman of the Australia Day Regatta Management Committee, John Jeremy, presenting the Commanding Officer of HMAS Sydney, CMDR Karl Brinckmann RAN, a plaque to recognise HMAS Sydney's role as Flagship of the 177th Regatta (below)

Photo Steve Oom





Photo John Jeremy

HMAS Sydney, Flagship of the 177th Australia Day Regatta. This was the fifth occasion on which Sydney has been Flagship

February 2013

**Australians of the Year on board
the
Regatta Flagship**



Ita Buttrose, Australian of the Year

Prof. Ian Maddocks, Senior Australian of the Year



Akram Azimi, Young Australian of the Year



Photos Steve Oom

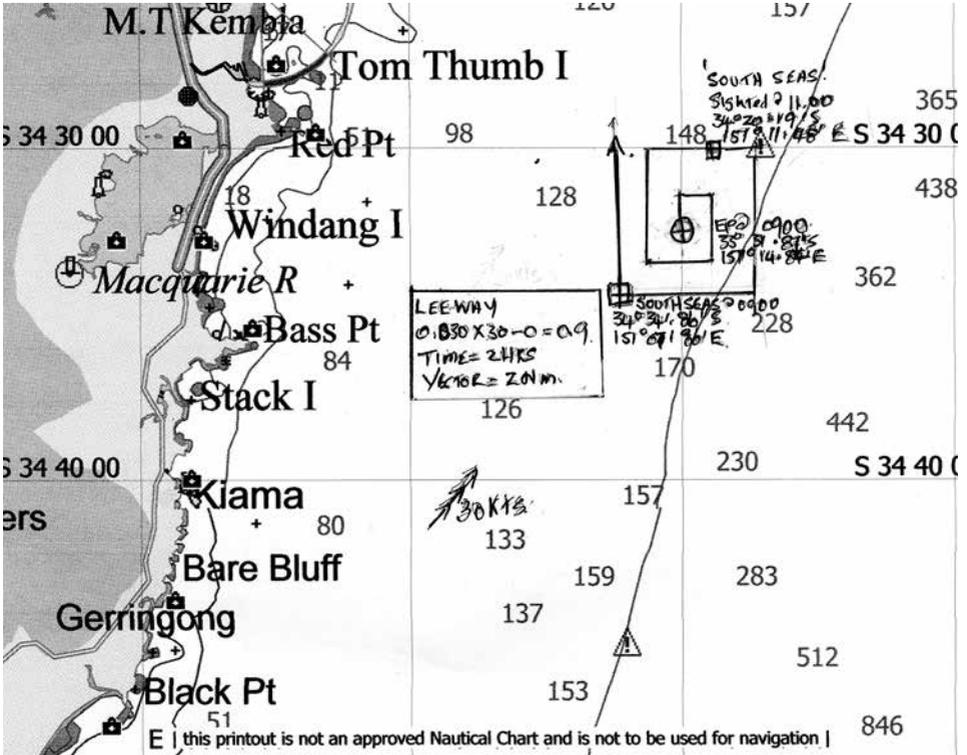
SAILING OFFSHORE THIS SUMMER?

How a Rescue is Conducted

by
Rod Gillespie

Ok! So you agree that it is a wise safety move to log your voyage with Marine Rescue and are heading off for a week or so in the pristine waters of Eden. A couple of days before setting sail you could fax in a voyage plan and then log on when departing. It is more likely that you will log on when leaving your mooring or, at the latest, when exiting the heads. Departure is 1300 on Friday. *South Seas*, a 30 foot sloop with two POB logged on with Marine Rescue Sydney after passing through Sydney Heads. Her ETA Eden was Sunday at 0600. First sked is with MR Shoalhaven with an estimated time of arrival on Saturday at 0600. At 0630 MR Shoalhaven calls *South Seas* three times on VHF Channel 16. The comms. log reads "Nothing heard". After three further attempts mobile phone contact is attempted with the phone going to voice mail. Adjacent MR bases at Pt Kembla and Ulladulla are alerted and they attempt to make contact. No contact is made and there is no return call by mobile phone. At 0705 a phone call is received by MR Shoalhaven. *South Seas* has been dismasted in heavy seas and her engine flooded. Current position by GPS is 34°34.86' S: 151°07.86' E; vessel drifting. No injuries or danger of sinking. A tow is requested. All details are

Incident chart



recorded with MR Sydney and available to all bases on the Electronic Offshore Tracking System as the vessel logged-in on departure from Sydney.

This episode ends well. As per State Rescue Board Standard Operating Procedures, the NSW Police Marine Area Command (MAC) is notified immediately and Marine rescue tasks a vessel. A search pattern is established with a starting position at 0900 of 33°03'1.87" S : 151°14'14.84" E which allowed for the vessel's expected drift. At 1100 *South Seas* is located at position 34° 20.19' S : 151° 11.96' E and towed to safety.

How is a search pattern established? The chart of this fictitious incident and the type of search pattern that would be used by a single Marine Rescue Vessel may be of interest.

Why was the MAC informed when Marine Rescue initiated the assist? Under State Rescue Board of NSW Standard Operating Procedures the following incidents require immediate notification to the Water Police.

- A MAYDAY is received,
- A request for assistance is received from AUSSAR (usually when an EPIRB has been activated),
- A person involved in an incident has died or sustained a serious/ life-threatening injury,
- Advice is received that a person is in a life-threatening situation,
- Advice is received that a vessel is seriously disabled and is in danger of sinking, or
- A vessel requires assistance in the offshore open waters environment.

AWARD FOR HOANA

The restoration of *Hoana* has won the Wooden Boat Association of NSW Hal Harpur Award for the best Repair and Restoration of a wooden boat.

Hoana

Hoana was nominated by Tony Curtis for the award which was presented to Martin van der Wal at a prize-giving at the Gladesville Bowling Club on 11 December.



Photo Elisa Krey

A TRIUMPH FOR THE HANDICAPPER

On Saturday 16 December in a fading breeze, the Race Management team in *Captain Amora* very presciently decided to shorten the race by one leg — the last work from Garden Island to Taylor Bay — and positioned themselves for a finish at the GI mark.

As readers will know, the Classics have a timed (handicap) start so that, as the race progresses, the back markers should reel in those who've started on zero or a low number. We enjoy racing that way because it's a "where you finish is where you are placed" situation.

Rarely do we get such an exciting final leg as we did that day. Under shy spinnakers, the first six boats — *Anonyma II*, *Celeste*, *Mister Christian*, *Antara*, *Bermudiana* and *Fagel Grip* — all crossed within a 1 minute 25 second spread! Given that it was a two-hour race, this was a genuine triumph of handicapping and very exciting for those involved because the placings decided the Spring Championship.

Mind you *Fagel Grip*, a 30 square metre with a huge Code Zero light-wind headsail, would most probably have mowed us all down if we'd been required to spend another 30 minutes or so ghosting slowly up to Taylor Bay.

David Salter



Photo John Jeremy

It can be a hard life. Charles Maclurcan ready for anything in *Captain Amora*

The Yachting Australia Racing Rules of Sailing (2013–16), containing the Racing Rules of Sailing with YA Prescriptions and the YA Special Regulations, is now available. The book contains significant changes to both the Racing Rules and Special Regulations.

The new Racing Rules became effective on 1 January 2013. The Special Regulations become effective on 1st July 2013

In the Special Regulations updates have been made to the requirements for Life Rafts, Resistance to Capsize, First Aid Kits, Bosun Chairs and Marine Radio equipment. These changes have been designed to improve safety standards or acknowledge the availability of more modern equipment and products on the market. The Special Regulations become effective from 1 July so that the current sailing season can be completed prior to implementing changes to safety requirements.

Within the Racing Rules section, a number of changes have been made which apply to rounding and tacking at marks, sailing the course, and receiving outside help. The summary below highlights the significant rule changes.

Definitions

Finish The wording has been amended to remove confusion created by current wording and Q&A E4. The new definition does not affect how a boat would finish in most circumstances.

Keep Clear The new definition provides a clearer explanation of “keep clear” while also allowing “wiggle room” to a starboard-tack boat sailing downwind overlapped with a port-tack boat.

Mark Removal of the words “temporarily of” from the definition. Significant intent of the change is to allow barging or clearance marks attached to the committee vessel to be treated as an extension of the Committee Vessel

Mark Room Definition re-written to provide additional clarity and remove ambiguity as to when a boat is “at” a mark.

Party Incorporating the amended definition of “party” promulgated by ISAF in 2011.

Room Insertion of the clause “including space to comply with her obligations under the rules of Part 2 and rule 31”. The intention is to make obligations clearer when multiple boats come together.

“New” Basic Principle Environmental Responsibility. Introduces the commonly applied practices of protecting the environment as a Fundamental Principle. Also reflected in the new rule 55 — Trash Disposal.

Rule 14 (b)

Changes the wording “shall not be penalised” to “shall be exonerated”.

Rule 18.2(c)(2)

Insertion of clause “if she becomes overlapped inside the boat entitled to mark-room, she shall also give that boat room to sail her proper course while they remain overlapped.” Moves “proper course” from definition of mark room to rule 18, and clarifies the obligation on a boat required to give mark room.

Rule 18.2(e)

“or by tacking to windward of the other boat” has been added. Provides protection for a boat when another boat tacks late into an inside windward position.

Rule 18.3

Has been re-written to simplify the rule and confirm it applies when an incident is between more than two boats.

Rule 18.5

Has been deleted and replaced with new rule 21.

Rule 20

Rule has been completely re-written. New wording makes it clearer that the hailed boat must act even if the hail is improper and includes hailing an additional boat.

“new” Rule 21

Exoneration. Brings together the exoneration clauses for boats taking room or mark room and now includes exoneration for boats compelled to break rule 31.

Rule 22.3

Rule has been clarified to apply to a boat moving astern “through the water” rather than “over the ground”.

Rule 28

Rule has been re-written and combined with the revised definition of “finish” provides a clearer description of the requirements for sailing the course.

Rule 41

Re-written to allow a boat to receive assistance for a crew member who is sick, injured or in danger provided she doesn't gain a significant advantage.

Rule 42.3(c)

Rule has been clarified by removing the requirement that sails had to be adjusted by a sheet or guy.

“new” Rule 42.3(e)

Rule permits pumping a sail to correct an inverted batten until it is no longer inverted provided the action does not “clearly propel the boat”.



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Photo John Sligar

SASC NEWS

Rule 42.3(g) & 42.3(i)

Now permit the sailing instructions to allow for propulsion to be used to get clear of a grounding or collision provided the boat does not gain a significant advantage in the race.

Rule 44.1

Rule has been re-written for clarity. Intent and provisions have not changed.

“New” Rule 48.2

New rule requiring boats to comply with IRPCAS Rule 10 relating to Traffic Separation Schemes.

Rule 49.2

Rule now requires boats to comply with the ISAF Special Regulations requirements for lifelines where their class rules do not specify requirements.

Rule 50.4

Rule has been reworded for clarity.

“New” Rule 55

New rule that specifies that competitors shall not intentionally put trash in the water.

Rule 61.1(a)(3)

New provision which clarifies that a protest for not sailing the course need not be hailed or red flagged but shall be notified to the offending boat before it finishes or at the first reasonable opportunity after she finishes.

Rule 62.1(a)

Inclusion of redress for an improper action/inaction of an equipment inspection committee or measurement committee for an event.

Rule 62.2

Added requirement that a request for redress shall identify the reasons for making the request and that the request shall be lodged within the protest time limit or two hours after the incident whichever is the later.

Rule 63.6

Rule has been amended to clarify that a protest committee shall take evidence of the parties present.

Rule 64.1

Rule has been reworded to include exoneration and clarify its scope. Rule 67 has been deleted. Provisions now solely included in Appendix P.

Rule 69

Has been completely rewritten for clarification. Clarifies the standard of proof required and the required MNA (Yachting Australia) actions.

Rule 70.1(b)

Specifies that a boat may appeal when she is denied a hearing required by Rule 63.1.

Rule 76.1

Amended to provide that a boat may seek redress when she considers that her entry has been improperly rejected or excluded.

Has been re-written for clarification and to provide for the keeping of a website based register of measurement certificates.

Rule 86.1(b)

Now includes rule 76.2 in the list of rules that the sailing instructions cannot alter.

Rule 89.1

Amended to better clarify who may be an organising authority.

“New” Rule 90.3(c)

New rule that requires the race committee to correct a boat’s score when an error has been detected and to publish the amended results.

Rule 91(b)

Amended for clarity and includes reference to the authority and responsibilities of an International Jury.

Copies of the new ‘Blue Book’ are available from the SASC Office.

All yachts are required to carry a copy while racing.

CLEAN THE HULL BY FLICKING A SWITCH

At Duke University in North Carolina engineers have developed a hull coating which dislodges bacteria when an electrical current is applied.

The material works by physically moving at the microscopic level, knocking the bacteria away. This avoids the use of bacteria-killing paints, which can contain heavy metals or other toxic chemicals that might accumulate in the environment and unintentionally harm fish or other marine organisms.

“We have developed a material that ‘wrinkles,’ or changes its surface in response to a stimulus, such as stretching or pressure or electricity,” said Duke engineer Xuanhe Zhao, assistant professor in Duke’s Pratt School of Engineering. “This deformation can effectively detach biofilms and other organisms which have accumulated on the surface.”

The researchers tested their approach in the laboratory with simulated seawater, as well as on barnacles. These experiments were conducted in collaboration with Daniel Rittschof the Duke University Marine Lab in Beaufort, N.C.

Keeping bacteria from attaching to ship hulls or other submerged objects can prevent a larger cascade of events that can reduce performance or efficiency. Once they have taken up residence on a surface, bacteria often attract larger organisms, such as seaweed and larva of other marine organisms, such as worms, bivalves, barnacles or mussels.

The project is funded by the US Office of Naval Research and the MRSEC. Other members of the Duke team are Phanindhar Shivapooja, Qiming Wang and Beatriz Orihuela.

[I seem to remember that an antifouling paint based on Teflon was developed in the 1970s. It worked very well, nothing could stick to it. Unfortunately, it was also hard to make it stick to the hull — Ed.]

MALUKA DOMINATES THE CLASSIC FLEET

Maluka, a longer example of the Ranger type, last raced on a Saturday with the SASC in 1938. My father designed her as a safe ocean cruiser so she was not as fast as a harbour-racing version.

One Saturday in early December her owner, Sean Langman, raced her in Classic Division 2 after a lapse of 74 years. Sean has greatly modified the rig since her last Saturday race. It was a great thrill for me to witness her racing from far behind in *Ranger*.

The wind was some 15 knots at the start — by the last working leg it was 25 knots. *Maluka* won recording the fastest elapsed time by 5 minutes and 39 seconds and beating *Vanity* by 7 minutes and 16 seconds. On the day Classic Division 1 sailed a different course and no comparison could be made with those yachts. Records show that *Vanity* often beats some Division 1 boats on elapsed time in those conditions.

Southerly



Photo Jim Nixon

Maluka before the start of the Classic Division 2 Race on 8 December 2012



Photo John Jeremy

Maluka shortly after start of the 2012 Sydney to Hobart Yacht Race



Photo John Jeremy

The Sydney Heritage Fleet's tug *Waratah* keeping an eye on the Tall Ships Race on Australia Day



Damen photo

A visitor to Sydney in February 2010 (below), the Dutch three-masted sailing ship *Stad Amsterdam* has begun a major refit in Holland by Damen Shiprepair. Although she is only 13 years old, the ship has been worked hard. The refit will include the replacement of some hull plates, most piping and electrical wiring and all standing rigging. Navigation equipment and accommodation are being improved. The work is expected to be completed by June 2013. There is no escaping the demands of maintenance!

Photo John Jeremy





RAN Photo

The first modules for the RAN's second air-warfare destroyer, the future HMAS *Brisbane*, arrived in Adelaide from BAE Systems in Williamstown in January (above)

Seas pounded the mine countermeasure ship USS *Guardian* (MCM 5), which ran aground on the Tubbataha Reef in the Sulu Sea on 17 January 2013. The grounding and subsequent heavy seas constantly hitting *Guardian* have caused severe damage and the 23-year old ship has been declared a total loss. The ship will be dismantled in sections. An error in an electronic chart is likely to have

US Navy Photo

contributed to the accident



NEW CRUISE SHIPS ORDERED

February 2013

Cruising by ship continues to be a very popular pastime world wide as evidenced by the increasing number of large ships visiting Sydney. Orders for new ships continue.

The first 504 t unit for a new ship for Costa Crociere was recently placed in the building dock at Fincantieri's Marghera shipyard in Italy. For delivery in October next year, the ship will have a gross tonnage of 132,500, a length of 306 m, beam 37.2 m and she will carry 4,947 passengers with a crew of 1,253. She will be the tenth ship built for Costa by Fincantieri since 2000 and the project will employ about 4,000 people. The ship will cost about €550 million.



Fincantieri photo

Placing the first block for the new Costa cruise liner

Royal Caribbean International has ordered a third ship of the Oasis class from STX France for delivery in mid-2016 with an option for another for delivery in mid-2018. Detailed design of the new ship started in early 2013 and production will begin in September. The ship will be one of the largest ever built at Saint Nazaire and will require some 10 million manhours of effort to complete. She will be 225,282 GRT, 361 m long and 66 m in beam. Passenger capacity will be 5,400 in 2,700 staterooms. The Oasis-class ships of Royal Caribbean International are intended to serve the American market.

Oasis of the Seas





Photo Peter Scott

Club directors at work — fitting new fenders to *Nancy K* during the Christmas holidays



Photo Megan Keogh



Photo David Salter

At least four SASC yachts will be on display at the Australian Wooden Boat Festival in Hobart in February — *Lahara*, *Malohi*, *Mister Christian* and *Fidelis*.

Malohi departed from the SASC on 30 January (above)

Mike Warner made sure his engine was in order before *Lahara* set sail for Tasmania (left)



Photo Rebecca Main

A competitor's eye view of *Vanity* during the first race of the Summer Season — taken from *Antares* (343)

NEWCASTLE LOOSES FLOATING DOCK

February 2013

On 21 December 2012 the Newcastle floating dock *Muloobinba* left the port for Singapore under tow of the Dutch tug *Bluster*.

Muloobinba was built by Hitachi Zosen in Japan for the NSW Government and was launched on 4 November 1977. It arrived at Newcastle under tow in January 1978 where it began work at the State Dockyard at Carrington. The dock was 195 m long overall with a breadth of 42.6 m. It was fitted with two travelling cranes each capable of lifting ten tons. The lifting capacity of the dock was 15,000 tons.

When the State Dockyard closed, the dockyard's repair facility and the dock were acquired by the Newcastle company Forgacs, who continued to operate the dock until quite recently.

Muloobinba has been sold for further service in the south-west African port of Walvis Bay, Namibia. It will be towed there after a refit in Singapore.

Included in the sale was the 80 ton floating crane *Samson* which was built at Green Point in Sydney in 1945 as *Silverwater V* for the Commonwealth Ministry of Munitions. Laid up at Cremorne Point dolphins on completion, *Silverwater V* was transferred to the NSW Government in 1948 and arrived for service at the State Dockyard in February 1949. *Samson* left Newcastle docked in *Muloobinba*.

With the departure of *Muloobinba*, only two large docks remain on the Australian east coast — the Captain Cook Dock in Sydney and the Cairncross Dock in Brisbane. The latter is also operated by Forgacs.

Muloobinba in
October 1999

Photo John Jeremy



NEW MEMBERS

We welcome the following new members to the Club:

Jay Lazarus
Peter Merke

YA MEMBERSHIP CARDS

Many members have still to collect their YA membership cards from the table outside the office. Those who haven't are urged to do so promptly. If members log on to the YA web site they can update their personal details so that the cards are sent to their personal address in future rather than to the Club.

THREE GENERATIONS

Mark Sproule recently joined the SASC. His father, uncle and grandfather are also members. It is possible that this is the first time that three generations of the one family have been current members of the SASC. If any other family has achieved this distinction I'm sure the Editor would like to know.

Southerly

SASC SHOP

(AKA The Office)

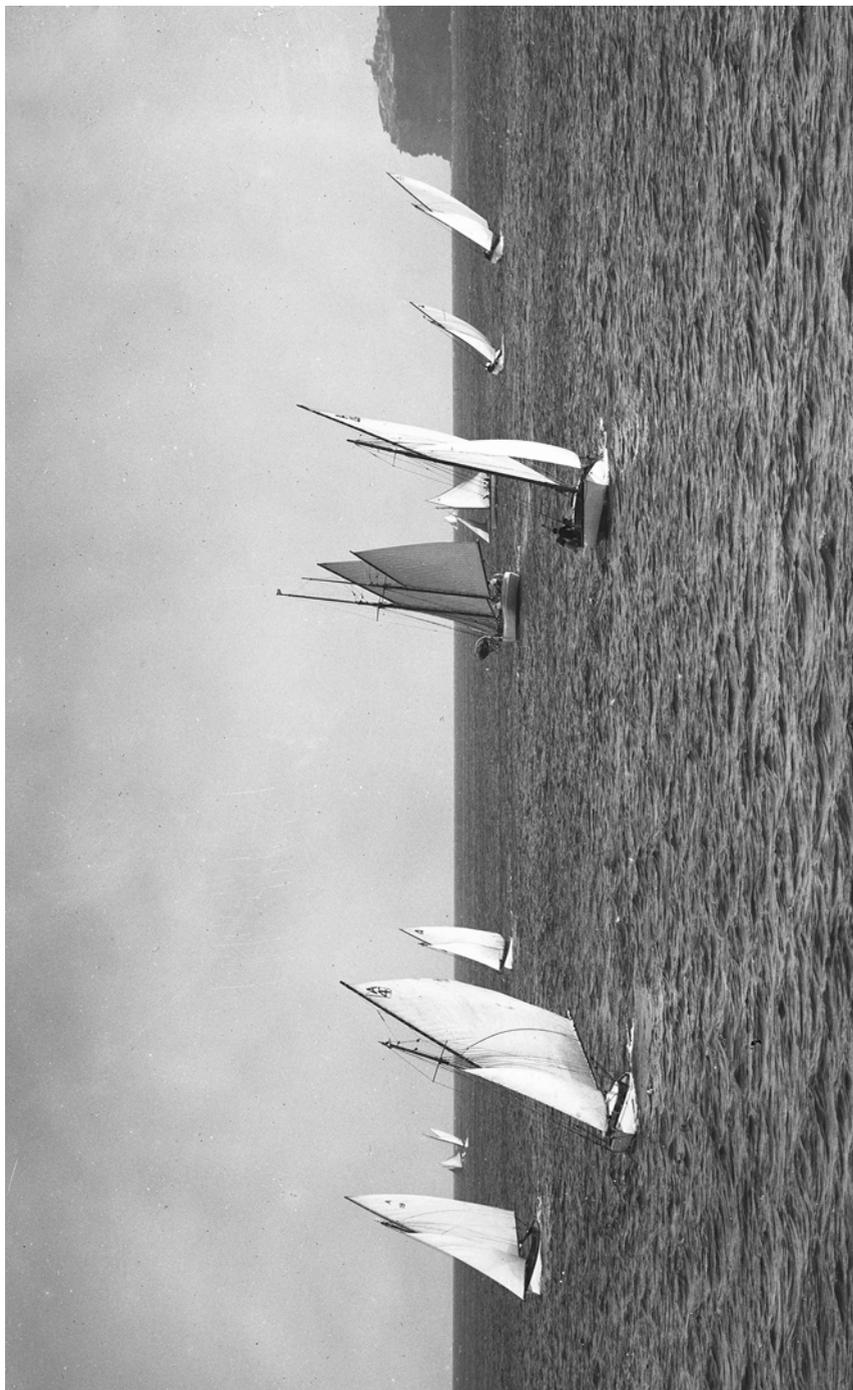
The following items are available in stock:

Racing 'A' Flag	\$15.00
Burgee – Small – 25 cm x 42.5 cm	\$21.00
Burgee – Medium – 30 cm x 54 cm	\$30.00
Burgee – Large – 60 cm x 90 cm	\$60.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2009–2012)	\$37.50
Laminated Course Map	\$5.00
SASC Patch	\$6.00
Club Tie	\$25.00
Tee Shirt	\$25.00
Polo Shirt (short sleeves)	\$36.00
Polo Shirt (long sleeves)	\$40.00
Rugby Top	\$49.00
Sweat Shirt	\$40.00



NEWSLETTER DEADLINE

The next *SASC News* will be the April 2013 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 March 2013. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Australian National Maritime Museum

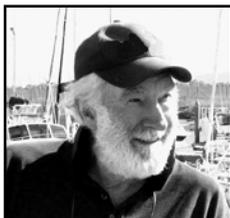
The SASC fleet approaching the North Harbour during a race in the early 1920s. Identifiable yachts include *Wanderer* (A19) E C Gale, *Sirius* (A47) J Wright, *Gillena* (A14) R Moore, *Vegabond* (A40) C Stewart, *Curlew* (A33) H B Pickering. One sail number hard to read could be A48, *Ruhia*, A E Arnott.

Sydney Yachting Centre has joined forces with Yacht Sales Australia...

(Official Brokers to the SASC)

Yacht Sales Australia is the coming together of three successful boat brokerages – Sydney Yachting Centre and Australiawide Boat Sales (Scarborough QLD and NSW) into one dynamic entity - *Yacht Sales Australia*. This exciting development brings together over 30 years boat broking experience, offering buyers access to high quality new and used yachts and power boats. **We're the only Brokers to run a listing and sales register classic yachts!** Our team are all dyed in the wool long term boaties, with passions ranging from racing, cruising and refurbishing boats of all descriptions. We're only too happy to use this knowledge to guide and assist owners and buyers alike when listing or looking for your new or used boat.

The YSA Team of Brokers



Jeff Rowe



Clive Gregory



Geoff Pearson



Matt Pyne

List your boat with us for quick results. Every sale earns income for your Club.

For a complimentary valuation on your boat or to list, call 9969 2144 or email: sales@yachtsalesaustralia.com

...we're still at Middle Harbour Yacht Club



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