



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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February 2014

# SYDNEY AMATEUR SAILING CLUB

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**Cover:**

*Reverie* and *Lahara* approaching the finish during a Sunday race

(Photo John Jeremy)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by B. E. E. Printmail (02) 9437 6917

# COMING EVENTS

February 2014

## SATURDAY 22 FEBRUARY 2014

Point score races for Super 30 Cup, Cruiser/Racer Division long and short series, Classic Divisions and Cavalier 28 Division

## SUNDAY 23 FEBRUARY 2014

RANSA Regatta

## SATURDAY 1 MARCH 2014

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser Racer Division long series and Classic Divisions

## THURSDAY 6 MARCH 2014

Classic Twilight Race

## SATURDAY 8 AND SUNDAY 9 MARCH 2014

Sydney Harbour Regatta

## FRIDAY 14 MARCH 2014

Last Friday Twilight race for 2013–14

## SATURDAY 15 MARCH 2014

Point score races for Super 30 Cup, Cruiser/Racer Division long and short series and Classic Divisions

## SUNDAY 16 MARCH 2014

Point score race for Division 6 and Gaffers Division

## SATURDAY 22 MARCH 2014

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser/Racer Division long series, Classic Divisions and Cavalier 28 Division

## SATURDAY 29 MARCH 2014

Point score races for Super 30 Cup, Cruiser/Racer Division long series and Classic Divisions

## SATURDAY 5 APRIL 2014

Point score races for Super 30 Cup, Super 30 Gold Cup, Cruiser Racer Division long and short series, Classic Divisions and Cavalier 28 Division. Summer Trophy Day

## SUNDAY 6 APRIL 2014

Point score race for Division 6 and Gaffers Division

## SATURDAY 12 APRIL 2014

Club Championship

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TENDER?**

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Allan or  
Dennis on  
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Sat: 0900-1800  
Sun: 0900-1700

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you can con-  
tact the fast  
tender on  
0418 678 819**



## SIGNALS FROM THE COMMODORE

There is an urban myth that Mrs Cosh once mentioned to Trevor that a light bulb in the house had blown. By the time she returned from the local hardware store with a replacement she discovered an upgraded substation at the end of the street, enhanced street mains and the kitchen toaster was on 3-phase power — and all to Trevor's specification. The bayonet cap incandescent was returned and on good advice the kitchen is illuminated with a set of aircraft landing lights.

I cannot confirm or deny this as I haven't been in the Cosh's kitchen, however having watched the extraordinary effort Trevor has undertaken in 'restoring' the tender crane for *Jack Millard* I am biased to believe the myth is true.

The experience of witnessing this undertaking has been a highlight. Trevor always had many willing hands and if someone mentioned a skill it was put to very effective use — the energy is infectious. If a part was unavailable, it emerged from the Cosh workshop.

Thank you Trevor and the wonderful members who very ably assisted you in The Amateurs spirit!

We have had a great start to the sailing season with our own fleets and interclub racing with the Super 30s at MHYC and the upcoming RANSA Regatta on 23 February. The incorporation of interclub division racing has received positive feedback for the competition and variety. We look forward to supporting these interclub events and welcome members suggestions and participation.

The Pittwater Classic Yacht Regatta is being held on the weekend of the 22/23 March and as the Pittwater yachts always make a great effort to sail down for Gaffers Day and are very competitive, it would be good to show some SASC sailing skill up there for the weekend. We will award average points to your pointscore if you participate in the regatta.

The 178 Australia Day Regatta was another Harbour spectacular with the SASC providing their highly-skilled race management to the event, thank you team. The history of the oldest continually conducted annual sailing regatta in the world has now been published and copies are available for purchase in the office.

I trust you have been having a very successful summer on the water and it may continue whether you are in twilight, pointscore or just cruising.

*Liam Timms*



# WORKS PROGRAM UPDATE

February 2014

The erection of the new Tender Crane has been completed thanks to an extraordinary effort by Trevor Cosh and a small team of dedicated helpers. A Standard Operating Procedure document has been prepared in relation to the crane's operation and any member who intends to operate the tender crane must familiarise themselves with it.

Work began on Monday 3 February on the replacement of the slipway rails. This is a significant task requiring the dismantling and removal of the old rails followed by the fitting of the new. The work is expected to take about two weeks to complete.

New winches are currently en route from China to replace the existing long-standing winches. The new winches are substantially safer than the old equipment with remote controls which will enable far better control and supervision when slipping members' boats. The winches are expected to arrive in mid-February. A good deal of preparation work will be required to remove the old winches and prepare new beds for their replacements, so we may require some volunteers to assist with this work. We will keep everyone posted.

Electricians will also be on the premises during February as we look to upgrade some of our electrical systems at both the Main Clubhouse and the Green Shed. This should improve both the efficiency and safety of both locations.

*Bruce Dover*  
Vice Commodore  
Photo John Jeremy

Trevor Cosh at  
work on the  
Tender Crane



Trevor Cosh and Jim Lawler preparing the Tender Crane for erection



Photos John Jeremy

Testing time



# LORD HOWE ISLAND PICNIC

February 2014

by  
*Michal  
Tomaszewski*

Some eleven years ago Nigel Stokes, owner of beautiful New Zealand designed and built yacht *Fidelis*, got annoyed with the bureaucracy surrounding the Gosford to Lord Howe race. He convened a meeting of interested yachties and proposed to have a picnic. Forget about the word “race”. Nominate a date and have it at Lord Howe Island’s Neds Beach.

There were to be only two rules; you had to get there by the afternoon of the nominated date and each crew member was to donate \$50 to the Lord Howe Island Public School. How and when you got there was up to you. The 2013 gathering was the eleventh annual Picnic at Lord Howe Island.

To facilitate allocation of the scarce moorings in the lagoon on the island Nigel emailed interested owners some months before the agreed date and liaised with the Island authorities. The school’s P&C volunteered to provide the food for the occasion and what a feast it turned out to be.

Those who had made the Tasman passage to Lord Howe know that, more often than not, it can be a pretty hairy trip. Unlike the race, the Picnic’s format allows you to leave the mainland when you have the right “window” in the weather and make the three-day crossing in relative comfort.

Tiare and I spent a week or more studying weather charts before we decided to take off on Thursday, 14 November with plenty of time to get to the Picnic on 19 November. The prediction for a SE wind at 15–18 knots turned out to be pretty correct but for the first 24 hours we got more and we were fairly close reaching on starboard tack.

My original plan was to sail up the coast on starboard tack for a day or so and then reach across for Lord Howe on the port tack as the wind swung more to the north. The breeze weakened but stayed more or less in the SE quarter. We decided to stay on the rumb line and steer close to 060 degrees.

As we progressed the wind headed us and weakened. The currents were fierce and very variable, at times 3.5 knots. Rather than chase the fickle breezes, we finished up motor-sailing a lot of the time in balmy conditions, accompanied by the Farrand boys’ guitar music.

Now in her fifties, *Maris* was always a beautifully maintained yacht but Tiare, over the last twelve months, has spent a huge amount of time and effort restoring her previous elegance. *Maris*, a Tasman Seabird designed by Alan Payne, was beautifully built of Huon Pine by

The navigator at rest





Tiare Tomaszewski and Marty Farrand at sea in *Maris* (above)

Errol Farrand off watch (below)



Jock Muir in Hobart for Jack Earl. Jack, Tiare's grand father, named her after his daughter and Tiare's mother, my wife Maris. The yacht was later owned by famous yachtsman and "Clean-up" man Ian Kiernan AM. Ian has also sailed her all over the Pacific.

*Maris's* owner/skipper Tiare Tomaszewski had a crew comprising New Zealander Marty Farrand, his son Errol and myself as navigator. Marty, a close friend of Kiernan, has sailed thousands of sea miles on *Maris*, both racing and cruising, including Sydney–Hobarts and the Gosford–Lord Howe Island Race. He first sailed to Lord Howe in his Van Der Stadt 28 footer at the age of 21 in the seventies. Tiare as well as having won two Gosford to Lord Howe races has also done Hobarts in *Maris*.

The picnic, prepared by the Lord Howe Public School's P&C, was as always a fabulous feast of king fish, barbecued steaks, salads and sweets. Clive Wilson, the ex-harbour master and an age-long friend of us yachties, was the MC. After some speeches, Tiare was presented with a beautiful 2013 Classic Yacht Trophy to which she responded with a very gracious address to the islanders and yachties.

To end, a bit of nostalgia. On the island I missed the many shipmates like Bob and Jim Lawler, Paul Slocum, Jim Davern, Chris Oh, Dal Wilson, Hugh O'Neill and too many others to name — some still walking and sailing the oceans, others no longer with us.

Tiare at Neds Beach with the Classic Yacht Trophy





Photo John Jeremy

The Ferrython, always a popular part of the Australia Day Celebrations on the Harbour, with the P&O cruise liner *Pacific Jewel* in the background



Photo John Jeremy

The Governor of NSW, Her Excellency Professor Marie Bashir AC, about to be greeted on board HMAS *Choules* having arrived by Sea Hawk helicopter (above)

The Governor taking the Salute to Australia on board HMAS *Choules* (below)

Photo Steve Oom





Photo Steve Oom

Salute to Australia — the 21 gun salute (above) and the flypast of RAAF Hawk jets (below)

Photo John Jeremy





RAN photograph

HMAS *Choules* moving to the review position as Flagship of the 178th Australia Day Regatta (above)

Her Excellency, the Governor of NSW, accompanied by the President of the Australia Day Regatta, Charles Curran, meeting Regatta guests on board the Flagship (below)

Photo John Jeremy





Photos John Jeremy

The RAN helicopter about to land on HMAS *Choules* to take the Governor to her next engagement (above)

The Tall Ships race (below)



# 178<sup>TH</sup> AUSTRALIA DAY REGATTA

February 2014

*Gretel II*, the famous Australian America's Cup challenger of more than 44 years ago, produced another fine sailing effort in the 178th Australia Day Regatta on Sydney Harbour, taking line and handicap honours in the Classic 1 Division.

*Gretel II* was one of several prominent yachts to sail to victory in Australia Day inshore and offshore races, with ocean-racer *Brindabella* winning on the Harbour and *About Time* taking out the Australia Day City of Sydney Sesquicentenary Ocean Race Trophy for the traditional Botany Bay race.

Former Sydney Hobart line-honours winner *Brindabella* (Jim Cooney) scored a double win in the Open Division 1 of the Harbour regatta and Julian Farren-Price's *About Time* won the Australia Day City of Sydney Trophy short ocean race to Botany Bay and return.

On a day of light to moderate breezes nearly 70 yachts and skiffs contested the Harbour Regatta which followed an aquatic spectacle of swimming races, the Ferrython, a Tall Ships race and spectacular Defence Forces events on and above the Harbour.

A fleet of 28 yachts contested the Botany Bay return race conducted by the Cruising Yacht Club of Australia, retracing the course of the First Fleet from its original anchorage in Botany Bay to Port Jackson in 1778.

*Gretel II*, owned by Michael Maxwell the current 'custodian' of the veteran but beautifully refurbished 12-metre class yacht, was skippered

All photos John Jeremy

*Gretel II* was a prominent starter in the Classic Division 1





*Warana*, *Tio Hia* and *Vanity* sailing past the P&O liner *Pacific Pearl* which was secured to the Point Piper mooring

by Peter McCorquodale and outsailed her opposition, which included smaller metre class yachts and former Sydney Hobart racers.

*Gretel II* took line honours from the 30 square metre yacht *Fagel Grip* (Jerry Lees) and former ocean-racer *Mister Christian* (David Salter) and on corrected time won from *Gusto* (Phillip Denison) and *Anitra V* (Philip Brown).

*Brindabella*, back from contesting her 21st Sydney Hobart Race, elected for the colourful atmosphere of the 178th Australia Day Regatta on Sydney Harbour rather than the traditional Australia Day race to Botany Bay and return.

Australia's best-known maxi yacht won a duel for line honours with Regatta President Charles Curran's 60-foot harbour racer *Sydney* and on corrected time won from Royal Sydney Yacht Squadron contenders *Huntress* (Philip Grove) and *Braveheart* (Bill Meiklejohn).

Other division winners in the Regatta were *Cherub* (Mark Pearse), *Akela* (Alan Mather), *Miss Pibb* (Hamish Jarrett), *Allegro* (John Taylor) and *Isea II* (Matt Collis) while the Historic Skiff race went to *The Mistake* (Jeremy Sharp).

Line honours in the Australia Day City of Sydney Trophy race to Botany Bay and return went to *Upshot* (Wayne Keavy) thus winning the Geoff Lee Trophy, donated by the late chairman of the Australia Day Regatta Management Committee, now headed by John Jeremy.



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Photo John Silgar



*Magic* clears away from the starting line as two other competitors pretend to raft up alongside the starter's boat *Mischief*

*The Mistake*, winner of the Historic Skiff Division (below)



On corrected time, wellknown CYCA and RSYS member Julian Farren-Price steered *About Time* to first place from *Pazazz* (Rob Drury) and *Outlandish* (Sean Barrett).

*About Time* added wins under IRC and ORCi in Division 1 of the Ocean Pointscore to its City of Sydney Trophy victory, winning IRC on corrected time from *Merlin* and *Brannew*. Under ORCi scoring, *About Time* won from Sydney Hobart competitor *Midnight Rambler*, skippered by Ed Psaltis, and Paul Clitheroe's *Balance*.



The start of the Historic Skiff Division (above)

*Braveheart* and *Sydney* hot on the heels of *Reverie*, *Vanity* and *Antares* (below)





*Anitra V* on the way home (above)

Australia Day Regatta guests coming ashore by LCVP from the Flagship, HMAS *Choules*



Dear Sir

## Mrs Thatcher

It is a favour of fortune, those special bonds we make through life. Sir James Hardy, when speaking at the SASC last year, referred to those he shared the '79 Fastnet with as blood brothers.

My first Hobart was aboard the S&S 34 *Morning Tide* in 1982 with James Davern, Denis Williams, Michal Tomaszewski, Greg Dwyer and Chris Oh. It was a picnic. We went again in '84, a very different story.

There were a group of Amateurs' vessels back then travelling to Hobart and beyond every year, among them were the abstemious Lawler clique, Father Hugh O'Neil and the Liberator of Hobart himself James Davern.

James, through the Amateurs, has, regardless of destination, raced many miles on a variety of yachts, north, south and east. He is a navigator par excellence, a thorough seaman, fast from the start — upwind and down and he has never taken a crew to sea in a yacht which was not prepared for 60 knot wind speeds.

However, only this week I discovered that Mr Davern has been awarded an OAM. In this the Dynasty of the Monk, news of said elevation came as something of a surprise. Goodwin Grech's ilk, tasked no doubt with ticking the boxes, appear uncharacteristically to have erred. Those closer to the Tasman are aware that accompanying James on every race and passed through hatches countless, is a metal receptacle, to which, in a rare moment of wit, one James Davern OAM, LM of the SASC, ascribed the moniker Mrs Thatcher.

*Sean Kelly*

*Supertramp II*

*[James Davern was awarded the Medal in the Order of Australia (OAM) in the Australia Day Honours list for services to television as a writer, director and producer. Congratulations Jim. Congratulations also to Peter Campbell, who now lives in Tasmania, who was also awarded the OAM for services to yachting as a journalist — Ed.]*

Dear Sir

I wish to express my thanks to Megan and Judy for making it possible for me and my son Chris to be on the ferry for the Gaffers day spectacular.

A day of fresh breeze, some say up to 35/40 knots with a number of capsizes and many other unforgettable scenes of well known craft and especially the Couta boats which we don't see often enough. One of our club yachts, Rob Evans' *Celeste*, was a great sight on a port tack, slicing and leaping to weather, whilst we in the ferry watched from some distance to leeward keeping a parallel course with her. I don't think Rob was on board and I heard she was being sailed by Hugh Treharne that day. She was strapped down with a reefed main and jib; a little water on the lee deck edge — a heart gladdening sight.

*Geoff Ruggles*

*Celeste on Gaffers Day*

Photo Kay Hill



## VALE GERVASE PEARCE

A familiar face to many at the Club since the mid 1990s, Gervase passed away on 23 December 2013, just short of his 57<sup>th</sup> birthday, after losing his battle with cancer.

An avid sailor and navigator during his 20 years in the Royal Australian Navy, he continued his passion until early 2013 while he was still able. Never having a bad word to say he was often at the Club and on the harbour ready to have a chat and listen. Three times he skippered an S111 from HMAS *Creswell* — *Lady Penhryn* — in the Sydney to Hobart Yacht Race.

Gervase Pearce



He sailed in other races such as the Sydney to Mooloolaba, the Coffs Harbour race and subsequent Hobarts including the treacherous 1998 race when he sailed on Warren Anderson's *Wide Load* (A16). His final offshore race was the 2004 Hobart on a Foundation 36 *White Hot*. In between he participated in twilight races and the Summer and Winter series when he was able, but the most cherished racing in recent days was the Amateurs' Friday night Twilights and Slocombe series on *Jellicle*, a J24.

His partner Elly, his three children, his extended family and the many friends and acquaintances he gathered around him over the years, will sadly miss him.

*Michael Jansen  
Jellicle*

## VALE PETER GRAY

SASC member Peter Gray passed away on 6 November 2013 at the age of 97 at Roden Cutler Lodge, Edward St., Gordon. Before he and his wife Barbara moved into a nursing home in 2013, he lived at Glebe for 19 years and before that at Wahroonga.

Peter was a SASC member from about 1980 onwards. One of his great pleasures in life was to sail on Sydney Harbour aboard his boat *Honey Bee*. He was well known in sailing circles and loved spending time at the SASC clubhouse at Cremorne.

He was booked in to come to the Gaffers Day in October 2013 but was unable to attend due to illness.

He passed away with the latest issue of *SASC News* on his bedside table.

*Ruth Duncan*



Photo John Jeremy

HMA Ships *Anzac* (left) and *Arunta* (right) high and dry at the BAE Systems facility at Henderson in Western Australia. The ships are being modernised during a major refit which includes the fitting of the very successful Australian-designed and built CEAFAR phased-array radar



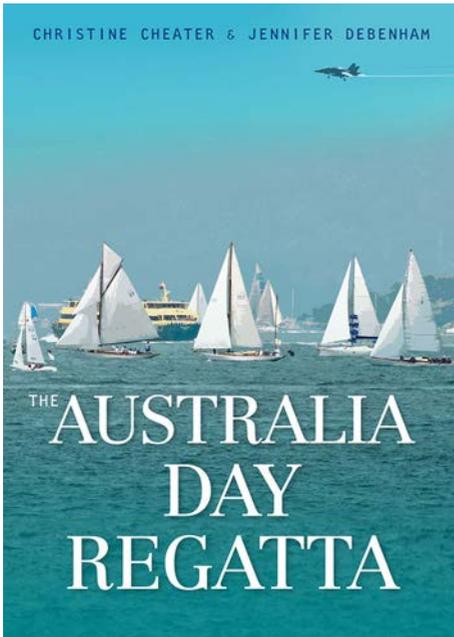
RAN photograph

The RAN's second LHD, to become HMAS *Adelaide*, left Ferrol in Spain in early December for Vigo for loading on a heavy lift ship for transport to Williamstown for completion. She arrived in Melbourne on 7 February and is expected to be commissioned late next year



Photo Steve Oom

RADM Tim Barrett cutting the 'book launching' cake on board HMAS *Choules* with Christine Cheater and Jennifer Debenham. Also present are Elspeth Menzies and Emma Driver (UNSW Press) with John Jeremy and Colin Davidson (ADR Management Committee)



On the Regatta Flagship on Australia Day the book *The Australia Day Regatta* by Christine Cheater and Jennifer Debenham, published by UNSW Press, was launched by the Commander Australian Fleet, RADM Tim Barrett AM CSC RAN. The book records the history of this remarkable event first sailed as the Anniversary Regatta in 1837 and sailed every year since.

The Regatta has reflected the evolving character of Australia and the nation's maritime history. Its history is a story of the development of sailing in Australia and the efforts of enthusiasts over 178 years to maintain a special Australian tradition.

The 300-odd page book is well illustrated with photographs and paintings from the 19<sup>th</sup> century to the present day.

Copies of the book can be obtained from the SASC office in exchange for \$70.00 (incl. GST).

# SYDNEY TO HOBART YACHT RACE

February 2014

On Boxing Day 2013 the editor had an unusual opportunity to view the start of the Rolex Sydney to Hobart Yacht Race from the pin-end start boat on line three.

The view inside the exclusion zone, so close to all the boats, was full of action and colour. We couldn't resist a photo gallery to convey some of the excitement of the occasion.



All photos by John Jeremy

*Wild Oats XI* manoeuvring before the start



*Giacomo* from New Zealand. She finished sixth over the line (above)  
Clipper Round-the-World race yachts before the start with *Ocean Affinity* from Queensland  
on their heels (below)





Syd Fischer's *Ragamuffin 100* (above) finished third on scratch

*Derry-Londonderry-Doire* (below) won the Clipper 70 Division





*Ragamuffin 100 coming close to the committee boat (above)*

*Brindabella manoeuvring amongst the fleet (below)*







The smaller yachts on start line 3 shortly after the starting signal

Mrs Hazel Merrington passed away recently. She was a very gracious lady and gave wonderful support to her husband Bill who did so much for our Club over many years. When we obtained possession of our clubhouse Hazel led a ladies committee which contributed greatly to making it what it is today.

My wife Lee was involved and I remember carrying our baby son down in a basket so that we could help with the various jobs. It was a very enjoyable era and I'm very grateful to Hazel for her friendship and contribution.

*Southerly*

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## ENERGY OF CHOICE TO 2040

Whilst we are all being urged to find ways to do without fossil fuels to combat climate change, the world will require all forms of energy over the next quarter century to meet a greater than one-third increase in demand which will be driven by population growth, improved living standards and expanded urbanisation, according to the report *Outlook for Energy: A View to 2040* recently released by the energy company ExxonMobil.

The outlook projects that oil and natural gas will continue to meet about 60 percent of energy needs by 2040. Liquid fuels — gasoline, diesel, jet fuel and fuel oil — will remain the energy of choice for most types of transportation because they offer a unique combination of affordability, availability, portability and high energy density.

In its annual forecast, ExxonMobil projects that future energy needs — expected to be about 35 percent higher in 2040 than 2010 — will be supported by more efficient energy-saving practices and technologies, increased use of less-carbon-intensive fuels such as natural gas, nuclear and renewables as well as the continued development of technology advances to develop new energy sources. Without gains in efficiency, global energy demand could have risen by more than 100 percent.

Driving increased energy demand is anticipated population growth that will reach nearly 9 billion in 2040 from about 7 billion today, and a projected doubling of the global economy — at an annual growth rate of nearly 3 percent — largely in the developing world where rising living standards will continue to lift millions of people out of poverty.

An expected 25 percent increase in demand for oil, led by increased commercial transportation activity, will be met through technology advances which enable deep-water production and development of oil sands and tight oil.

Natural gas will continue to be the fastest-growing major fuel source as demand increases by about 65 percent. Natural gas is projected to account for more than one quarter of all global energy needs by 2040 and it is expected to overtake coal as the largest source of electricity.

*MarineLink.com*

[*Clearly all the more reason to go sailing — Ed.*]

During a ceremony at the beginning of January 2014 in Bremerhaven, the Norwegian Cruise Line took delivery of the 145,655 gross ton cruise ship *Norwegian Getaway* from Meyer Werft after a building period of **only 15 months**. The ship, the second of two Breakaway-class ships, was being delivered just nine months after the launch of her sister-ship *Norwegian Breakaway*. The ship was to be christened in Miami on 7 February.

The cruise liner started the first voyage from Southampton to New York with around 1,500 crew members from over 60 nations. In New York the vessel acted as a hotel ship for the “Super Bowl”. After the christening ceremony in Miami the vessel will start its first seven-night cruise service into the eastern Caribbean’s islands of St. Maarten, St. Thomas and Nassau.

The ship’s 2,014 cabins on 18 passenger decks can accommodate 4,028 guests [i.e. passengers — Ed.]. 75% are outside cabins, many with a balcony.

The new ship is powered by MAN main engines of 62,400 kW which deliver the electric power to azipod propulsors for a maximum speed of 21.5 knots.

According to Meyer Werft two more new ships will be delivered to the company in October 2015 and spring 2017, *Norwegian Escape* and the *Norwegian Bliss*. These vessels are of the so called Breakaway-Plus class and will be a bit bigger than the previous two ships.

*[Shipbuilding of this type is a massive logistic exercise to get everything needed at the right place at the right time. A build time of only 15 months is remarkable for a ship of this size. Clearly the shipbuilder and the owner kept changes to the minimum and design decisions were ultra fast — Ed.]*



Meyer Werft Photograph

*Norwegian Getaway*

## **BERTHING AT THE MOSMAN BOATSHED**

The Mosman Boatshed, aka the ‘Green Shed’, is becoming a popular site for members to work on their boats in a sheltered and convenient location. It is appropriate that everyone be reminded of the conditions for berthing boats at the boatshed which are intended to let everyone have a fair go.

Club members who want to berth there on a casual basis for a stay of not more than one day for minor repairs or servicing are permitted to do so if space is available at no charge in the same way as applies at the piles off the main Clubhouse wharf.

If members want to moor their boats there for longer than a one day visit, then the following conditions apply.

1. You must book your place with the SASC office advising the date in and the date out.
2. Space may only be used by SASC member’s vessels which are actually being worked on (weather permitting).
3. The maximum time for which space may be booked is four weeks.

A daily charge is applied (per 24 hours or part thereof) as follows:

- \$15 per day for the first seven days
- \$20 per day for the second seven days
- \$25 per day for the third seven days
- \$30 per day for the fourth seven days

SASC members with bookings are permitted to leave the boat overnight without anyone on board. Members must ensure that their boats are safely secured and that their moorings do not obstruct access by others to the facility.

Members are reminded that if they are using any contractors to assist they are required to provide details of the contractor’s insurance to the Club prior to work commencing.

## **EASE THE TENDER LOAD**

Members and their crew can help ease the load on the tenders on race days by a bit of journey planning which would make life easier for the tender drivers and reduce peak-time frustration on the wharf.

Don’t leave your departure for your yacht to the last minute and try to get the crew together before leaving to make fewer trips to the same boat. A bit of planning will help everyone.

## NEW MEMBERS

We welcome the following new members:

George Argyrous - rejoined  
Andrew Bird  
Niall Carney  
Sean Jones  
Louisa Ryan

## THANK YOU

During the recent tidy up in our boatshed my father's 1937-vintage CQR anchor was found under a bench. Thanks guys.

*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	\$50.00
Burgee – X Large – 160 cm x 290 cm	\$132.00
YA Blue Book (2013–2016)	\$40.00
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 2014 edition. Contributions from members, which are always welcome, should reach the editor by Friday 28 March 2014. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



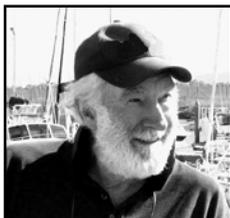
Photo John Jeremy

In the last edition of the SASC News David Salter recalled some of the famous yachts in the 1965 Sydney to Hobart yacht race. The archives have revealed this photo of the start on Boxing Day 1965. There were no exclusion zones in those days

# 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](mailto:sales@yachtsalesaustralia.com)**

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



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*...we've got the East Coast Covered!*

*\*See our range of Classics  
plus others at:  
[www.yachtsalesaustralia.com](http://www.yachtsalesaustralia.com)*