



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



April 2012

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Maggie Stewart

Cover:

Lahara and U2 in a close contest during the Friday Twilight race on 24 February

Photo John Jeremy

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COMING EVENTS

April 2012

SATURDAY 28 APRIL 2012

Classic Rally

SATURDAY 19 MAY 2012

Winter series point score — race 1

SATURDAY 2 JUNE 2012

Combined Clubs Race — SASC/RSYS/RANSA

SATURDAY 16 JUNE 2012

Winter series point score — race 2

SATURDAY 23 JUNE 2012

Winter series point score — race 3

SATURDAY 30 JUNE 2012

SASC Annual Prizegiving

SATURDAY 7 JULY 2012

Winter series point score — race 4

SATURDAY 21 JULY 2012

Winter series point score — race 5

**NEED
THE TENDER?**

**Call Mike, Allan or Dennis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

GENERAL MEETING

**NOTICE IS HEREBY GIVEN THAT THERE WILL BE A
GENERAL MEETING OF MEMBERS ON WEDNESDAY
16 MAY 2012 AT 2000 AT THE CLUBHOUSE, 1 GREEN
STREET, CREMORNE, NSW**

At the meeting members will be asked to consider and approve the subscriptions for the following year. The Board proposes and recommends the following fees for 2012–2013:

Joining Fee	\$580
Subscriptions	
Ordinary	\$497
Absentee/Country	\$245
Associate	\$190
Intermediate	\$65
Junior	\$45

P. Chapman
Honorary Secretary

Another racing season has drawn to a close. As I write this we have the interesting situation in that the Club Championship race was abandoned after the start. Not surprising, as a number of vessels had not cleared the start line some 40 minutes into the race and some of those which had managed to start were drifting back towards the start line again. Don't you hate those westerly winds? There's an interesting dilemma — do we reschedule the race or do we deprive ourselves of a drink from the Kelly Cup this year?

A big thank you to the whole start team for getting us through another season's racing with very little dispute. The Club Captain, Peter McCorquodale, Maggie Stewart and the handicapper have worked tirelessly to ensure everything works smoothly each week. Top Yacht has confused most of us enough so that we do not bother to complain.

The Easter holiday period is the signal to dust off the Cat. 4 safety requirements and join the Bob Brown race to the Basin at Pittwater. I am assured that it is not going to rain this year, so pack the swimmers and bring the barbecue tucker. Even if you are not able to race, join the gang at the Basin for the barbecue and the prize giving on Good Friday afternoon. I hope to see you there. The traditional bottle of rum for the winner will remind previous competitors and us all of Bob Lawler, who was an ardent supporter of this race. A thank you in advance to Tony Clarkson and his crew for organising the finishing line and to Herschel Smith for volunteering for tender duties at the Basin.

As many Club members are painfully aware a large working bee began work on the Green Shed last year. The upgrade of this facility will be continued this year so that members can use the space to work on repairing vessels and spars. This will relieve some of the pressure for space at the main Clubhouse. As the usage increases it will become necessary to manage the Green Shed premises a little better than is presently the case. If you have some time to spare and an affinity for looking after men's sheds please let me know (hogan@tpg.com.au). We're looking for a coordinator and contact point for matters relating to the Green Shed. In the meantime, if you have any equipment there (masts, poles etc) please ensure that it is clearly marked as there's always the danger that something not well marked may be thrown out during future working bees.

You will be pleased to know that we were successful in our application for a grant from the Department of Sport and Recreation to help pay for the renovations to the Green Shed — \$10,200 plus GST. Bruce Dover, our Rear Commodore, made the application on behalf of the Club. Applying for government funds is time-consuming and tedious work, so thank you on behalf of us all Bruce.

While we're on the subject of working bees, the main deck area of the Club will require a small amount of refurbishment this year. We'll be looking for some help with that in the near future.

Enough about working bees. The Winter racing season starts on 19 May. I hope to see you on the water then.

Bill Hogan

PAUL SLOCOMBE TROPHY SERIES

April 2012



Photos John Jeremy

Not many boats competed in the Paul Slocombe Trophy Series this year, but competition was still fierce. The series was won by *Jellicle* (above, with *Shambles*). *Clewless?* (below) came second with *Shambles* in third place





Photo John Jeremy

Cherub before the start



Photos John Jeremy

All the weight is aft as *Shambles* approaches the finish in a race on 21 February (above)

The wind was light the following week and it was a struggle to finish the shortened course before time ran out. *Jellicle* made it but *Cherub* did not (below)





Photo John Jeremy

Brian Guest and Kevin Dixon ready for action in *Captain Amora* with Cameron Edwards astern in *Jack Millard* during a Paul Slocombe Series race



SASC ANNUAL PRIZEGIVING

The annual prizegiving will be held at the SASC Clubhouse,
1 Green Street, Cremorne on

Saturday 30 June 2012

The prizegiving will commence at 1200 sharp and will be
followed by a 'happy hour' and lunch

Cost \$55 per head (incl. GST)

Put the date in your diary now!

**Bookings essential — please telephone Megan or Judy on 9953 1433
no later than Friday 15 June 2012**

RANGER MIXES WITH FARR 40s

April 2012

On Sunday 4 March I competed in the Gaffers Division — as always it was a wonderful event. As we were undermanned and I was still recovering from a hospital visit I sailed long legs to windward to minimise changes of tack — the north-east wind was gusting at over 20 knots. As a result I approached both windward marks on port tack.

The Farr 40s were racing — a magnificent spectacle and the standard of sailing was exceptional. The whole fleet was so closely matched that I was amazed. Sailing a windward-leeward course, their top mark was a little to the north west of the Beashel Buoy, my mark, and suddenly they came up on me from leeward and I had nowhere to go. Immediately I luffed head to wind, A1 can be held there for some time, and they all passed safely.

Later on, as *Ranger* was approaching the Eastern Channel mark, the 40s came at me on a starboard run, spread out in very close company. Again I luffed into the wind and they all passed safely, some on one side of me and some on the other. Both incidents occurred very quickly and, as far as I could tell, I did not prejudice any of the 40s. Not one person in the crews called out to me; as good sailors they could see that I was doing my best to keep clear. It is possible that less competent people would have been abusive.

In recent seasons the speed differential between the clunkers and the goers has widened enormously. The boat speed of the 40s is phenomenal. As a result situations occur ‘out of nowhere’ and it can be difficult for the slower vessel to respond correctly. I congratulate the Farr 40s on their expertise and attitude.

Ranger in a tricky spot during the Farr 40 series

Southerly

Photo Erin McKnight





Photos John Jeremy

Farr 40s in action on Sydney Harbour during their recent Australian Championships





Photos John Jeremy

The Harbour was much less crowded for the SASC fleet (above) than usual on Friday 24 February with the Squadron Twilight cancelled because of the Etchells World Championships

Tio Hia enjoying the beautiful sailing weather (below)





Photo John Jeremy

The Holy Gale



Photos John Jeremy

Aquarello and Spectre (above)

Clewless? and *Jellicle* with *Etchells* passing on return to the Squadron from sea (below)





Photos John Jeremy

The fleet approaching the Beashel Buoy as the Etchells return to the Harbour (above)

Captain Amora on station (below)



CHAPMANS AFLOAT

April 2012

The second last race of the 18 footers' season was the last opportunity of the season to get three generations of Chapmans out on the water for photos. Russ was accompanied by fellow starters Tony Barry and John Jeremy, each with camera in hand on *Captain Amora*.

Eldest son and Club secretary Peter was watching with his crew from their Adams 10 *Spectre* while his sons Will, sheet hand on *The Kitchen Maker*, and Andrew skippering *Fisher & Paykel* provided the entertainment. Daughter Alison was not able to sail her 29er due to an ankle injury and so assumed the drink duties on the *Captain*. [What drinks? — Ed.] Tony Barry has prepared a video of the occasion which can be seen on YouTube — search for The Sailing Chapmans

The Kitchen Maker with Will Chapman as sheet hand

Peter Chapman

Photo John Jeremy



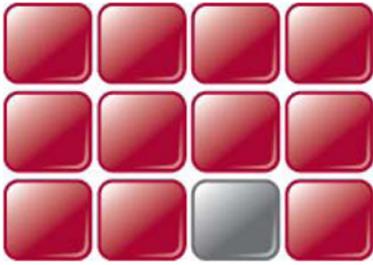


Photos John Jeremy

Fisher & Paykel — skipper Andrew Chapman (above)

The Chapman fleet (below)





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Photo John Jeremy

Wathara during the Sydney Harbour Regatta



Photos John Jeremy

The Sydney Harbour Regatta was conducted by the Middle Harbour Yacht Club with the assistance of other major Sydney yacht clubs, including the SASC, on the weekend of 10 and 11 March. Not many SASC yachts took part, although there were some well-known names in the Classic Division (above)

The America's Cup class yacht *Spirit* was dismantled on 10 March providing an obstacle for competitors before the start of the second race of the day on course area D (below)



SASC TASMANIA CRUISE 2013

David Salter reports on the beginnings of an informal club offshore project

Many members of the Amateurs have an interest in wooden boats and the traditions of classic yacht design and construction. The club has always been informally represented at Australia's most significant celebration of those crafts, the biennial Hobart Wooden Boat Festival. Yachts on the SASC register that have participated in the festival recently include *Lahara*, *Vanity*, *Maluka* and *Paper Moon*. Many club members make the trip down to Hobart every two years to inspect the fleet and enjoy the special atmosphere that surrounds the festival and boating in Tasmanian waters.

Now, the owners of a group of SASC classic yachts are planning to sail their boats to Hobart for the February 2013 festival as a "cruise-in-company" under the club burgee. Confirming their intention to undertake the 1,300 n mile round trip are *Lahara* (Mike Warner), *Anitra V* (Philip Brown), *Malohi* (Maurie Evans), and *Mister Christian* (David Salter and Ben Gray). Any owners or crew who might like to join the cruise fleet would be more than welcome.

It is important to stress that this is an entirely informal project. The SASC is not the organising authority and each yacht will be sailing independently and be responsible for its own crew, equipment, itinerary, insurance and shore arrangements. That is not to say, however, that the participants in the Cruise won't sometimes act as a group or benefit from shared information. An initial planning meeting of owners and crew was recently held at the Club (over lunch, of course), and the organisers in Hobart have already signaled their enthusiasm for hosting a fleet of SASC yachts at the festival.

The dates of the festival itself are 8–11 February 2013. Applications for an exhibitor berth in Hobart are expected to open in April. We anticipate allowing 10 days for the passage South — in easy stages planned around favourable weather windows. Most yachts will also wish to indulge in some relaxed cruising in SE Tasmanian waters, either before or after the festival.

Owners and crew seeking further information or wishing to register their interest in taking part can contact David Salter at davidelva@alpha.net.au or on 0419-174-723.



OSWALD BRETT

Marine Artist

April 2012

Australia's pre-eminent marine artist, Oswald Brett, is celebrating his 91st birthday with the publication of his autobiography, a beautifully illustrated account of a life dedicated to ships and the sea. Bruce Stannard reports.

Oswald Longfield Brett is that rarity in the marine art world, a painter with a profound personal understanding of ships and the sea. Having spent much of his long life voyaging across the oceans of the world, he has intimate first-hand knowledge of the power of wind and water and their subtle, and sometimes savage influence upon the ways of a sailing ship. John Stobart, the doyen of American marine artists, describes Brett as "one of the finest marine painters of the 20th century." "Os Brett's ships" Stobart says "always look as if they're about to sail right off the canvas. I salute him not only as a staunch friend and distinguished fellow artist but also as an able bodied seaman of the Old School, one who has a natural affinity with all the elements that animate the life of a ship."

I could not agree more. Oswald Brett's paintings never fail to set my heart racing. Whether he is portraying a noble square-rigger running full and by or a gritty coastal steamer punching into a lumpy head-sea, he invariably captures the moment with authority and accuracy giv-

A squally afternoon on the Tasman Sea. The barque *James Craig* off Sydney shortening sail in a strong southerly breeze. The vessel is speaking Howard Smith's steamer *Burwah*, circa 1920



ing us a vivid glimpse of a way of life that has now vanished from the oceans of the world.

Oswald Brett, who will be 91 in April, is still busy at his paint-spattered easel. In his ship-shape studio in an upstairs room at his home in New York Brett is surrounded by the kind of nautical treasures one expects to find in a great maritime museum. Paintings by some of the most revered figures in American marine art, Charles Robert Patterson, Anton Otto Fischer and John Allcott, hang in a library that contains thousands of books — all of them dealing with ships and the sea.

Although he has lived in the United States for the past 66 years, Brett is intensely proud of his ancient Australian lineage, a family heritage that goes all the way back to the First Fleet in 1788. He grew up on Sydney Harbour paddling about Watsons Bay in a tiny cedar canoe and mooching around the towering hulk of the great mid-19th century emigrant clipper *Sobroan* in Berry's Bay, always keenly observing and sketching the magnificent ocean liners and the cargo ships that in the pre-war years made Sydney one of the busiest port cities in the world.

In December 1935 when Captain Alan Villiers sailed into Sydney in his full-rigged ship *Joseph Conrad* the lanky 16-year-old Brett immediately went aboard and was quite prepared to run away to sea in her. Captain Villiers, who was to become a life-long friend, would have taken the

Running the Easting. The full rigged ship *Joseph Conrad*, Captain Alan Villiers, Tasman Sea 1936





Marine artist Oswald Brett aboard the *Endeavour* Replica, 2011

boy had his parents not baulked at the idea of their only son embarking on so perilous a voyage as a Cape Horn passage in sail.

But the sea had in a sense already claimed the young Brett's mind. A talented child with a natural gift for drawing he discovered early that he could easily make money by painting the ships he saw on the Harbour. When he flunked out of high school his father, a serving army officer and strict disciplinarian, insisted that if he was to pursue a career in art and not end up in a garret he had better undertake some formal training. Brett enrolled in an art course at the East Sydney Tech and never looked back. He became a close confidant and disciple of John Allcot, the English seaman/artist who settled in Sydney in the 1920s and became the most successful marine painter Australia has ever had. Under Allcot's tutelage Brett completed the five-year art course in three and at the age of 18 signed articles aboard a freighter bound for the fabled islands of the South Pacific. It was the beginning of a lifetime of voyaging that saw him crew aboard the mighty Cunard liner *Queen Elizabeth* throughout the Second World War when in her drab grey livery the ocean monarch took Australian troops to the Middle East and American soldiers to England for the eventual liberation of Nazi occupied Europe.

In England young Brett was not backward in coming forward where his sea heroes were concerned. He wrote to the Poet Laureate, John Masefield who wrote back inviting him to visit him at his home in Oxfordshire. Brett, who spent a memorable day with the great man,

SASC NEWS still recites reams of Masfield's immortal sea poetry. The illustrious British war artist and marine painter Charles Pears, was another who invited him home, this time to Falmouth the historic Cornish seaport where in the 19th century so many of the great windships had anchored for orders.

During the war years Brett often fetched up in New York, but instead of roistering in waterfront bars with his shipmates he took himself to Manhattan's antiquarian bookstores where he started collecting books on maritime history. His highly-specialised personal library must now rank as one of the finest of its kind in the world.

Other great 20th century marine artists like Charles Robert Patterson and Anton Otto Fischer invited him to their studios. The paintings he bought off the artist's easel are still on his walls in New York.

It was in Manhattan during the war years that he met and married the New York fashion designer Gertrude Steacey. They settled on Long Island where they raised a son and a daughter. With no formal qualifications, work was hard to come by in the immediate post-war years but Brett was and remains a highly talented calligrapher, a skill which was to land him a job as a graphic designer in a Madison Avenue advertising agency. He continued to paint and gradually a series of highly-significant commissions came his way. New York's Seaman's Bank for Savings ordered ship's portraits for its branches; the famous New York tugboat operators, McAllister Brothers commissioned portraits of their many tugs. Douglass Cadwallader Fonda, a wealthy Nantucket collector, commissioned eight historic ship portraits and one day there came a telephone call from the US State Department. President Macapagal of the Philippines wanted to present the United States with the iron hull of the square rigger *Kaiulani*, the last sailing ship built in America. Could he paint her portrait for presentation to President Lyndon Baines Johnson? Yes, he could. That splendid painting now hangs in the LBJ Library in Austin, Texas.

In 1971 Columbus Line came to him with the kind of proposal that any red-blooded marine artist might kill for. He was told he could travel the world whenever and wherever he liked as a guest in the Owner's Cabin on Columbus ships in return for a painting of each of the vessels in which he voyaged. Os Brett made 20 such voyages over 31 years in which he logged well over 240,000 miles.

His ocean voyaging came to an end in 2002 but at the age of 91 he thinks nothing of travelling by air down to Florida to spend time with his old friend John Stobart and out to Australia where his paintings hang in the major public museums and art galleries and where he still has a legion of friends and admirers. Oswald Brett's life serves as a beacon for all those with a dream of the sea. "Don't wait for your ship to come in," he says firmly, "swim out after it."

OSWALD BRETT Marine Artist is published by Maritime Heritage Press and is available online at www.maritimeheritagepress.com The price: \$60.00 includes GST, postage and packaging.



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Photos John Jeremy

Sydney Harbour was sparking for the popular Sunday series race on 4 March. *Sana* and *Reverie* before the start (above)

Ranger seems to be going the wrong way at the Gaffers start (below)





Photos John Jeremy

Magic approaching the finish (above)

Sana at full power (below)



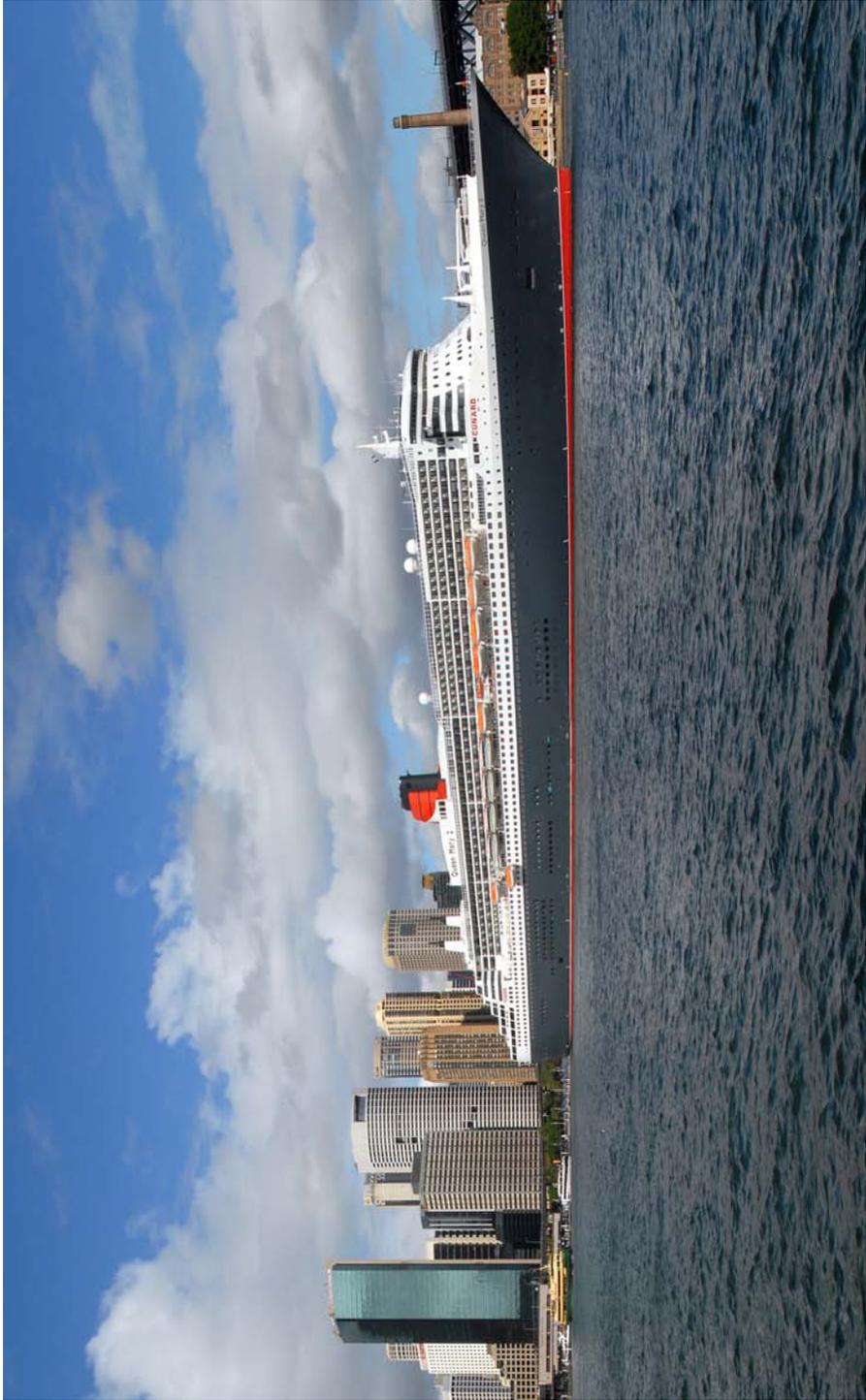


Photo John Jeremy

Queen Mary 2 berthed at the Overseas Passenger Terminal for the first time on 7 March 2012

Sydney Summer – sunshine and north-easterly winds (well, usually), yachts decorating the harbour, hot-water boats in a desperate hurry to go who-knows where, and cruise ships. Whilst most of the commercial shipping has moved out of Sydney to Port Botany or elsewhere, Sydney is a popular cruising destination and more ships are being based here to serve the local market. In the year ended 30 June 2010 there were 116 cruise ship visits to Sydney and the number of visits has been predicted to increase to around 500 annually by 2030, only 18 years away. Most significantly, the size of the ships is increasing and it is expected that by 2030 56% of the visiting ships will be too large to make use of the facilities west of the Harbour Bridge.

The liner *Queen Mary 2* has berthed several times at Fleet Base East at Garden Island although for her most recent visit improvements in Circular Quay enabled her to berth at the Overseas Passenger Terminal (OPT). The cruise ship industry has been pressing the Commonwealth Government to permit regular use of the wharves in Woolloomooloo Bay by cruise ships, sharing the facilities with the RAN. The Commonwealth commissioned an independent report into the matter and the Hawke Report was released recently (it is available for download at www.defence.gov.au — the link is on the home page).

Not surprisingly, the report concludes that the use of Fleet Base East by cruise ships on other than an occasional ad-hoc basis is not compatible with the needs of the RAN which must take priority at all times.

Sana and The World sharing the Harbour on Sunday 4 March

Photo John Jeremy





Photos John Jeremy

Shambles dwarfed by the out-going *Volendam* near the separation mark off Bradleys Head on the evening of 28 February (above)

Queen Elizabeth at the Overseas Passenger Terminal (below)



The inquiry examined several options to relieve the situation. As Option 1, in the short term it is suggested that improvements at the OPT coupled with the use of the Athol Bay buoy could be sufficient, perhaps coupled with the construction of dolphins in Athol Bay, connected to the shore near Taronga Park (although this proposal could result in considerable traffic problems in Mosman).

In the long term, the options include supplementing the use of the OPT and Athol Bay with a berth at Port Botany; developing additional facilities at Glebe Island for the RAN to enable cruise ships more regular access to FBE (at a cost of at least \$143 million); leasing the FBE berths to the Sydney Ports Corporation (SPC) and constructing a new, fully-serviced wharf facility on the eastern side of Garden Island for exclusive naval use (at a cost of at least \$342 million and completion not before 2025 at the earliest) and disposal of the FBE berths to the SPC and the construction of a new naval base on the east coast, probably in Queensland, for the amphibious ships and large fleet auxiliaries. This last option would need to be considered in conjunction with the present Force Posture Review and is a long term option, estimated to cost at least \$1 billion for core base facilities only. As the Hawke Report notes “It does not include land-acquisition costs or any associated compensation required for compulsorily acquiring appropriate land holdings and dislocating existing activities. It does not include numerous indirect costs such as additional Defence housing, personnel relocation costs

Oriana is one of the more modestly-sized cruise ships to visit Sydney

Photo John Jeremy





Photo: John Jeremy

Costa Deliziosa, seen here departing on the evening of 21 February, is typical of the modern cruise ship which cannot pass under the Sydney Harbour Bridge. She was moored in Athol Bay for part of her visit



Photo John Jeremy

or additional operational costs that might be borne by Defence due to separation from other Defence (Navy) shore-based technical training and operational-support facilities located in the Sydney basin area, and the industrial base. It also does not include any industry relocation costs and implications.”

The present facilities at Garden Island in Sydney are regarded as essential Defence assets and there is no suggestion that Garden Island would cease to be occupied by the Navy.

The Hawke Report’s recommendations do not provide a clear way ahead to resolve this problem. Indeed, the report states: “Taken overall, it would appear that for all but Option 1, the return on investment to accommodate a seasonal cruise industry in Sydney may not warrant the massive capital investment and major capability implications that would arise from dislocating the Navy either partially or permanently from its continued use of the Fleet Base berths.

“The enduring requirement to maintain a credible and effective national Defence capability, including through a highly-professional, versatile and well-trained, maintained and equipped Navy, and a highly-visible presence in the nation’s largest recruiting pool, is of paramount importance.”

One cannot help reflect on how much easier this problem would be to solve if the Woolloomooloo Bay finger wharf and the western shore berths there had remained in public hands rather than being sold off for units and hotels.

This fine berth will be lost to the Barangaroo development. A replacement is under construction in White Bay

NEW MEMBERS

We welcome the following new member:

J B Rouselot

We regret to advise that Pat Rodgers, a members since 2004 who sailed in the yacht *Camilla*, passed away on 31 March.

TWILIGHT PRIZEWINNER

Congratulations to Robert Keessen and Dennis Wood of *Antares*, winners of the trip for two to Lord Howe Island. The draw was conducted on the evening of the last Friday Twilight race after another excellent series. Our thanks go to Concise Systems for their generous sponsorship of this great prize.

SASC SHOP

(AKA *The Office*)

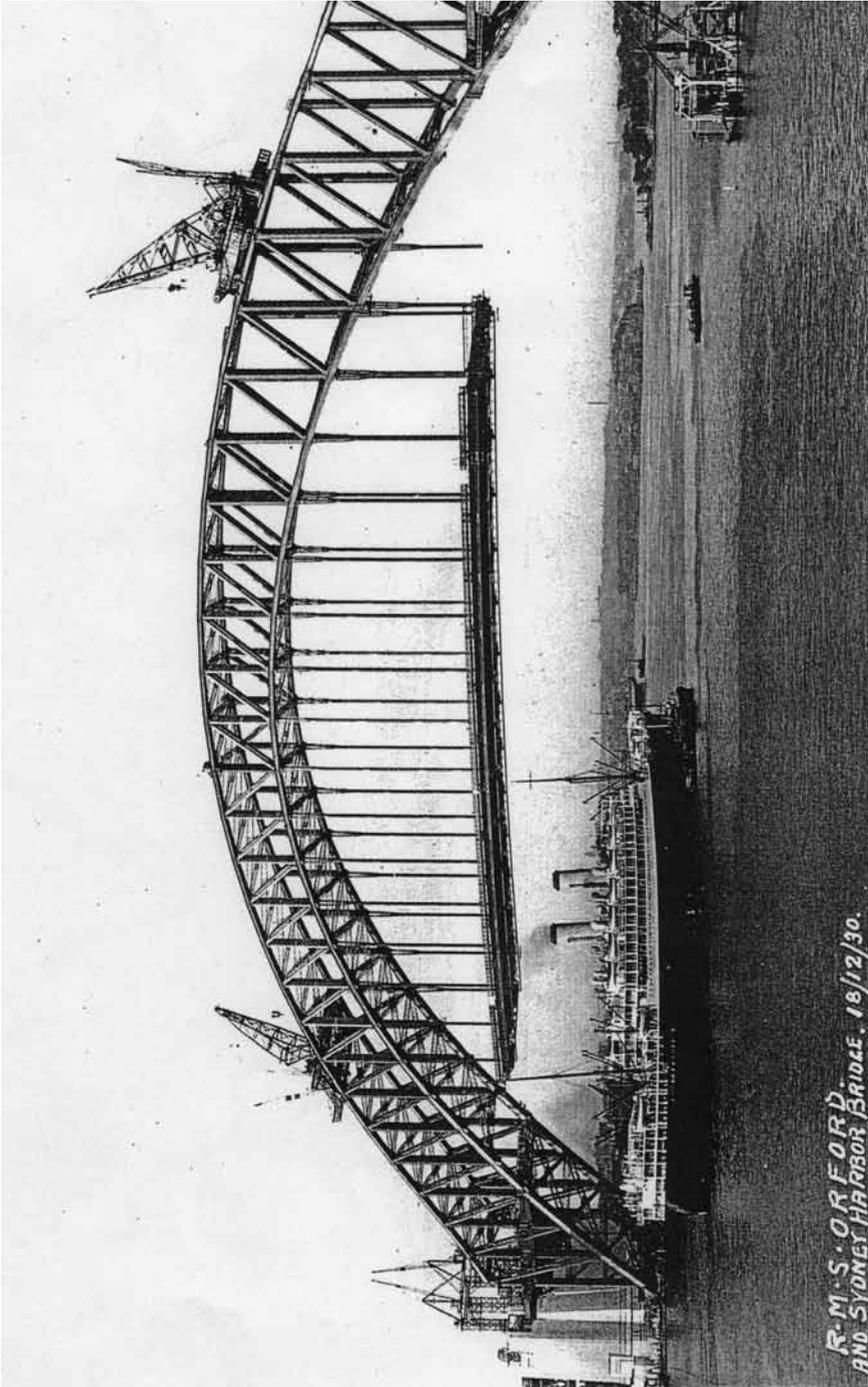
The following items are available in stock:

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 June 2012 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 May 2012. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



R.M.S. ORFORD
AND SYDNEY HARBOUR BRIDGE. 18/12/30.

Photo John Martin Collection courtesy Bill Allen

Our magnificent Sydney Harbour Bridge recently celebrated its 80th birthday so what better for this edition than a photo of the old coathanger under construction. The clearance for shipping was perfectly adequate then and for many decades to come until the 21st Century



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