



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2012

SYDNEY AMATEUR SAILING CLUB

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Captain	Peter McCorquodale
Honorary Treasurer	Tony Clarkson
Honorary Secretary	Peter Chapman
Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Maggie Stewart

Cover:

*Steak n Kidney
and Gretel II*
heading for a very
close finish during
the Classic Rally
on 28 April
Photo John Jeremy

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COMING EVENTS

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

SATURDAY 18 AND 25 AUGUST 2012

Safety Audits at the Club

WEDNESDAY 22 AUGUST 2012

First compulsory skippers briefing

THURSDAY 23 AUGUST 2012

Second compulsory skippers briefing

SATURDAY 1 SEPTEMBER 2012

Opening Regatta

SATURDAY 8 SEPTEMBER 2012

Lion Island Race

SATURDAY 15 SEPTEMBER 2012

First pointscore race for 2012–13, all Divisions

**NEED
THE TEN-
DER?**

**Call Mike, Al-
lan or Dennis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700

SAFETY REQUIREMENTS 2012–2013 SEASON

Safety Audits will be required for
Category 7 certification

**SAFETY AUDITS AND FIRE EXTINGUISHER
SERVICE AT THE CLUB**

Saturday 18 and 25 August 2012



Another season ended with a strongly-contested Club Championship. Well, that was the plan anyway! Huey intervened and the start team put us out of our misery by abandoning the race as many of the starters had not cleared the start line after 40 minutes of racing. The Club tried to give the competitors the opportunity to re-race a couple of weeks later but the possible turnout was not commensurate to such a prestigious race as the Club Championship, so the records will show that the Kelly Cup was not awarded this year.

The Bob Brown race to Pittwater is traditionally the end of the racing season. This year, unusually, (for the second consecutive year) the rain did not arrive until well *after* the race and barbeque was over. The race results show the winner as *Cocomo* skippered by Mark Durran. Bob Lawler was an enthusiastic competitor in the Bob Brown for many years and it was a pleasure to have his widow Laureen at the barbecue. Bob's son and daughter-in-law, Mick and Sharon, also joined us for the prize giving.

The winter race series has commenced and the first race was blessed with wonderful sunny, crisp weather and light winds. The whole series has been lifted by the attendance of two 12 metres, *Australia* and *Steak n Kidney*. This will certainly liven up Division 1! Because of the skill of the SASC start team most competitors finished when the course was shortened to take account of the prevailing conditions.

We at SASC have been fortunate to gain two NSW Government funded grants. The first one, as reported in the last *Signals*, was due to the efforts of the Rear Commodore Bruce Dover. It was for the sum of \$10,200 plus GST from the Sport and Recreation Facility Grant Program (SRFGP) administered through Sport and Recreation, a division of the Office of Communities. The grant is for recent improvements at the Mosman Boatshed. The second grant was due to the efforts of Club Director, Sean Kelly. Quote, "NSW Government's Community Building Partnership (CBP) program offers congratulations on your organisation's successful application, number CBPP-6010-11160-11-12 for Slipway Waste Water Treatment System Upgrade.

"Government officers will be in contact with you shortly to resolve any outstanding issues and, if satisfactory, a draft contract offer will be forwarded to you by the end of April for funding of \$21,400 for your organisation.

"I wish you every success with your project, which I am sure will provide improved local infrastructure for the benefit of your community."

Whilst talking of Government interaction with the Club I am sure that all members will be pleased that after a long application period the Club has received a draft lease agreement from Crown Lands for a new lease of 40 years. Once agreed and confirmed this removes any uncertainty about our tenure.

The other major activity around the Club is the working bee organised by Trevor Cosh which I will unfortunately miss due to overseas family commitments in June. My thanks, in advance, to all those who will take the time to participate. I am sure the results will be clear for all to see.

Bill Hogan

VALE BILL MERRINGTON

June 2012

Past Commodore Arthur William (Bill) Merrington passed away on 2 May 2012 at the age of 98 years. Bill joined the SASC as a junior member in 1932 — his membership later lapsed but he rejoined in 1946 when sailing in his father's new yacht *Eventide*, the yacht Bill continued to sail with the Club until quite recently. Bill became a director of the Club in 1958 and held office as Vice Commodore before becoming Commodore from 1960 to 1964. He was made an Honorary Life Member in 1964 and continued to serve on the board for 43 years, a remarkable record which may take some time to beat. During his time as Commodore, the Club acquired the present clubhouse and boatshed in Mosman Bay, which has now been the home for the Club for fifty years. The story of Bill's early years with the SASC and the purchase of the Cremorne premises is best told in his own words:

“The Amateurs has been part of my life since my father, A. M. Merrington, purchased *Wanderer*, an early Ranger-type design, in 1928. Of course he immediately commenced racing with the Amateurs — at that time there were only two clubs racing regularly — the Amateurs and a consortium of three clubs under the RSYS. There are now about fifteen clubs in this area.

“In those days we went to work on Saturday morning then raced home,

Photo John Jeremy

Bill Merrington on board *Eventide*



SASC NEWS changed and hurried down to the starting line at Kurraba Point. The course was invariably to Manly with the finish at Kurraba Point.

“The membership fee of the Amateurs then was £1 annually. Monthly meetings were held in the city and the first one I attended was held in the Royal Empire Society Tea Rooms in Pitt Street.

“Racing was suspended in the war years and the Commodore, H. S. Lloyd, kept the Club alive. In the post-war years there was a rush to the waterways and several new clubs were formed — very often the instigators were ex-Amateur members. The Middle Harbour Yacht Club originated from our members who kept their yachts at the Spit, hurrying down to the Spit by tram, boarding, sailing round to our starting line, racing around the course, finishing at Kurraba Point and then sailing back to their mooring at the Spit. The MHYC openly poached our members. Aggressive marketing made it the largest in Sydney. Incentives were offered by introducing a new member reward. In spite of all this the Amateurs continued to prosper due to the dedication of its members. In 1946 my father commissioned *Eventide*, designed by George Griffin and built by Jim Perry at the Spit. I resumed sailing with him then.

“In 1958 I joined the Committee of the Club. I was elected Vice Commodore in 1959 and, on the retirement of Tony Furse became Commodore in 1960. For many years there was agitation from many members for the Club to obtain suitable premises and Grant Crichton, Tony Furse and I inspected many sites. The Cremorne Club was one of them. It was then a cards and billiards club with three billiard tables occupying most of the area. On our second visit one billiard table had been removed and in its place two vertical posts were supporting the badly white-ant infested beam supporting the roof. The Cremorne Club was in the control of a solicitor who held power of attorney for several members. He did not want to relinquish his authority.

“North Sydney Council had a great interest as they were landlords (until the authority was vested in the Department of Lands) and the Mayor of the Council was very friendly with the tenant.

“Our honorary solicitor made application to the Department of Lands for a lease. The Government Gazette advertised for objections to the closure of the foot of Green Street — there were none. The Commodore and our honorary solicitor appeared before the Lands Department Court and our application was resolved in our favour. Meanwhile the Club was converted into a Company Limited by Guarantee to safeguard its members.

“In December 1961 a committee was formed to fully consider the changes which were involved and report to the directors the action to be taken. A special meeting of members was called and held at History House where members were advised of the steps taken. Our secretary was an enthusiastic photographer and he gave a slide-show of the premises from all angles. The members endorsed the action which we had taken and an appeal for donations was well supported and many debentures being taken out.

“The adjoining boatshed was acquired from the Clover Equipment Co. and with it came 15 mooring sites. At the special meeting it was announced that the next meeting would be held at Cremorne in two months time. It was felt, however, that the members would take exception to the general condition of the clubhouse and two members offered to see to the necessary repairs. After six weeks nothing had happened.

“A search through the register of members revealed that a recently-joined member was a structural engineer, C.R. Longworth, whose office was in Ridge Street, North Sydney. A phone call was made and he was delighted to assist. I picked him up that morning and we went down to the Clubhouse where it was quickly revealed that we had found someone who knew what was required. He would prepare a design for a new beam to support the roof which I could collect the next day and take to Structural Steels who would deliver the finished beam that Friday. At the appointed time the truck arrived and the driver levered the beam off the truck. It landed on the side of Kareela Road with a resounding thump.

“On Saturday Jim Middleton arrived in charge of two carpenters with two Trewaller jacks. A deck load of suitable Oregon arrived on Bob Wild’s *Tilliara*. Work was commenced lifting up the roof and shoring it up and by the end of the day everything was ready to receive the new beam. On Sunday the whole Board turned up, putting their shoulders to the beam, carrying it down the steps to pass it through an open window on the south-western side of the clubhouse and up on to the two king posts. With much creaking the roof was carefully lowered in place. Our next meeting took place as arranged.

“The boatshed was of archaic construction. The floor and walls were supported by an undressed log resting on a pile driven in at the outer end, the inner end resting on the shore. There was no front closure and removing gear from it was a local sport. In April 1964 the Committee recommended the construction of a new boatshed. The directors applied to the bank for a loan which was granted and every director signed the guarantee. A design was selected and a contractor arranged. We required a member to look after our interests and Colin Crisp volunteered to do the job. He ultimately became a director, Flag Officer and Commodore and also gave valuable service to the AYF as President.

“With the boatshed we had acquired 15 mooring sites but found that the existing moorings were inadequate for our requirements. One of our members, Les White who was a friend of John Jackson, had a metal fabrication business in Lidcombe. It had an overhead travelling crane and he offered his facilities to us to assemble mooring blocks. He made up 15 circular moulds about 4’ 6” in diameter and 1 foot deep. We procured sufficient $\frac{3}{4}$ ” stud-link chain from Stride Bros in Glebe. A group of members went up to Lidcombe one night and assembled the mooring blocks. Next day a load of ready-made concrete was poured into the moulds. When they were cured they were loaded on to a semitrailer and transported to Erskine Street Wharf where they were loaded on to a lighter and laid in Mosman Bay. We now had 15 serviceable moorings.

“There was still no sign of the official lease which had to be approved by the North Sydney Municipal Council, Maritime Services Board as well as the Lands Department. I was pouring out my woes to the secretary of the Victoria Park Bowling Club which had a similar experience and he advised me to see Bob Wilson at the Lands Department — his father and the secretary’s father had taught at school together. I made the call as soon as I could and was advised that the delay was due to the fact that the MSB’s approval had not arrived. He rang his contemporary there who advised that there was no objection. “Would you confirm that?” he asked. The lease duly arrived. Bob Wilson was the secretary to the Under-Secretary of the Department of Lands. He retired in 1977 as President of the Sydney Water Board.

“In July 1962 various committees were formed to take charge of the racing, boatshed and

SASC NEWS clubhouse affairs. The original Finance and Administration Committee comprised Bill Merrington (chairman), Jim Middleton (secretary), Bob Warren, Nick Cassim, Brian Woods, Bill Oxley, Ken Hammond, Tony Furse and Ron Lee. This altered as the Committee met 61 times and the Club officers changed. It was disbanded in 1972. A minute book was kept and is in the Club archives. There are 70 pages of minutes compiled at that time.

“The first social event at Cremorne was a cocktail party for members and their wives. Hazel Merrington was the chairperson of the Ladies Committee comprising Margaret Warren, Julie Cassim, Jess Middleton, Ros Furse, Jean Jackson, Jean Wild, Marg Upward, Eleanor Wrobel and Rae Cameron. The Ladies Committee fully catered the occasion. John Shorter supplied the crockery (including exquisite Royal Doulton cups, saucers and plates), the ladies the cutlery, table linen as well as adequate food.

“On the Wednesday night prior to the event Jim Middleton hired a floor sander, removed the decades of floor polish and grunge and finally coated the floor with Estapol. The ladies heels left their mark. David Rayment painted the kitchen wall and a refrigerator, which served the Club well for many years, was donated by Gwen Bristow, Hazel Merrington’s sister. We also made up trestle tables from tongue-and-groove cypress pine, some of which I noticed are still in service. A fully-rigged Sabot was donated by Keith Spence of Lane Cove and was raffled on that night.”

Bill Merrington’s funeral was very well attended by SASC members, including at least eight past Commodores. Bill Merrington made an outstanding contribution to the Sydney Amateur Sailing Club and his cheerful laugh echoing around the Clubhouse will be fondly remembered for many years.

With thanks to James Merrington for the extract from Bill’s memoir.



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**

THE RETURN OF THE TWELVES

June 2012

A warm autumnal day saw twenty classic sloops gather on the Harbour for the fifth edition of the Classic Rally, run by the SASC in conjunction with the Classic Yacht Association of Australia.

The previous evening, owners and their partners had enjoyed an elegant cocktail party with a backdrop of the flood lit *Gretel II* and the 1920's 8 Metre *Defiance*.

Sir James Hardy spoke fondly about the 1970 *Gretel II* Challenge when he was skipper, much to the enjoyment of current owner Michael Maxwell.

Race day commenced with a traditional Concours d'Elegance where gleaming varnish and spotless teak decks greeted the judges. After this hotly contested beauty pageant, uniformed crews swarmed on to the tenders, hoisted sails and the thoroughbreds threw off their years and descended on the start line.

Steak n Kidney, Australia and *Gretel II*, 12 Metres of America's Cup fame, hunted each other for advantage, while wooden yachts from the Twenties to the Sixties gave each other no quarter.

The 1907 Anniversary Cup was won by the 8 Metre *Juana* (Graeme Wood) with *Steak n Kidney* (Hugh Treharne) second and *Gretel II* (Michael Maxwell) 24 seconds behind for third!

Gretel II won the Concours d'Elegance with *Antara* second and *Carina* third.

The Classic Rally is held to commemorate the 100th Anniversary of the creation of the International Metre Rule and also as a tribute to the late Olin Stephens, the leading designer of Metre boats from the 1930s to the modern times.

Ian Kortlang

Photo John Jeremy

Not a frequent sight at the SASC — two 12 m yachts. *Gretel II* at the pontoon and *Australia* at *Captain Amora's* mooring





All photos John Jeremy

Defiance and *Gretel II* alongside the pontoon ready for inspection (above)

Gretel II gleamed in the morning light (below)





John Crawford and Garth Stewart judging *Defiance* for the Concours d'Elegance (above)

Juana and *Karalee* awaiting their turn (below)





Australia looking for a berth (above)

Wathara, Defiance and Carina (below)

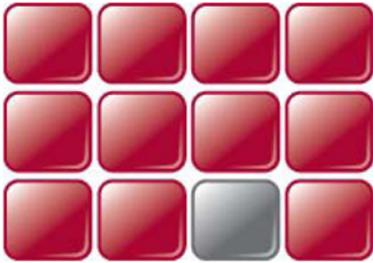




Gretel II



Josephine



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Hurrica V sneaking past *Captain Amora* (above)
Defiance and *Carina* (below)





Juana, Defiance and Karalee heading for Obelisk Bay (above)
Juana approaching the finish line (below)





*Australia and
Steak n Kidney
before the start*

Another View of the Day

On Saturday 28 April a regatta for metre-type yachts was held by the SASC. In the morning there was a stunning display of these vessels at and near the Club. There was an award for the best-presented yacht which was won hands down by *Gretel II*.

The event was sailed in a light northerly with a Mark Foy start — a flying start would have been a disaster, full marks to the SASC for continuing to use this system when appropriate. During the last seventy five years I have witnessed many yacht races, this was far and away the most impressive I have ever seen.

Full marks to all concerned in promotion and participation in this superb event. The happiness and interest at the Club was as usual a joy to observe. I believe the SASC is unequalled in this area.

Southerly

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OTHERS CAN DO IT

While we conduct endless enquiries, procrastinate and take so long to make decisions about cruise ship terminals that the best sites become residential developments before we make up our minds, others just get on with the job. Singapore's new cruise ship passenger terminal saw its first ship arrive in late May.

The 28,000 m² terminal, which was built at a cost of 500 million Singapore dollars (about \$A400 million) and is operated by the SATS-Creuers Cruise Services, effectively doubles Singapore's berth capacity.

The terminal has the capability to dock ships of up to 220,000 GRT and measuring up to 360 m in length with a hull draft of up to 11.5 m. It also has a spacious arrival and departure hall comprising 80 check-in counters and up to 40 immigration counters, as well as a large ground transportation area, which allow the handling of up to 6,800 passengers at any one time.

The 138,000 GRT *Voyager of the Seas* was the first ship to berth in Singapore at the new terminal. With a capacity of 3,840 passengers and 1,176 crew, she is the largest ever to homeport in Singapore.

Melvin Vu, chief executive officer of the SATS-Creuers Cruise Services, said the company will be trying to have passengers disembark from their ships and leave the terminal swiftly to continue on with their holiday itinerary, as cruise terminals are built to cater to large numbers of passengers in a short period of time.

"The opening of the Marina Bay Cruise Centre Singapore marks a momentous development for the cruise industry in Singapore and we look forward to receiving guests from all over the world," he said. "Singapore's strategic location coupled with the terminal's state-of-the-art facilities and proximity to the city and Singapore Changi Airport will anchor the country's position as Asia's leading cruise hub."

PARTNER WANTED

Partner wanted to take up one-third share in *Camilla*, a Northshore 27 on a Club mooring. We sail in the Sunday Pointscore Series.

Available for use at any time by negotiation.

Contribution \$14,000

Contact Neil Galbraith
Tel: 9803 0333, Mob: 0411 478 834



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IMPORTANT NOTICE 2012–2013 SAILING SEASON

As has been the practice for the last couple of years, all skippers, or at least one member of their crews, will be required to attend a briefing at the SASC prior to the start of the new season. The briefing will cover the conduct of SASC events, safety issues, Harbour regulations and incident reporting requirements.

Attendance at a briefing will be mandatory. Yachts will not be accepted as entrants in SASC series without evidence that the skipper or at least one of the crew has attended a briefing. Evidence of attendance at a similar pre-season briefing conducted by another Harbour club will, however, be accepted.

It is expected that there will be at least two briefing sessions to provide skippers alternative opportunities to attend. The dates will be well advertised at the Club and to as many members as possible by email.

Sydney Amateur Sailing Club

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, 1 Green Street, Cremorne on
Wednesday 8 August 2012 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2012.
2. To elect Officers and Directors.
3. To elect Auditors. Crowe Horwath, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board

Peter Chapman

Hon. Secretary

FIRST WINTER SERIES RACE

June 2012



Photos John Jeremy

The first race in the SASC winter series was sailed in light winds on 19 May.
The start for Division 2 was busy (above)

Steak n Kidney crossing the start line (below)





The afterguard keeping a close eye on the cockpit crew in *Mister Christian* (above)
Celeste was gleaming in a new coat of varnish (below)

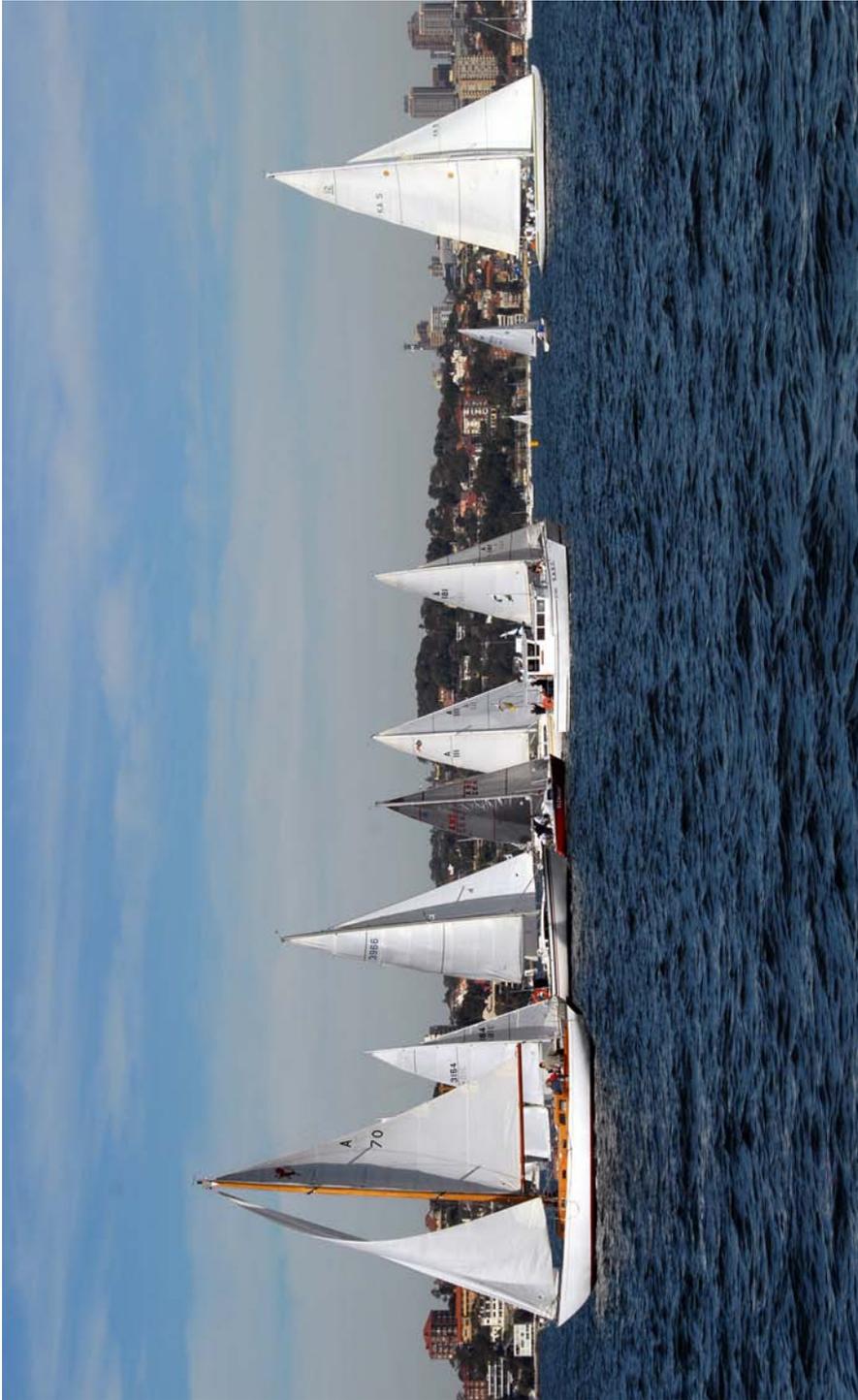




The Classic Division start (above)

Captain Amora getting underway to select a suitable spot for the finish (below)





The SASC fleet at the start of the first race in the 2012 winter series



Weene, Vanity and Mister Christian on the way to the first mark

WORKING BEE AT THE CLUB



An enthusiastic team of volunteers gathered at the Club on 26 and 27 May and completed a long list of work under the guidance of Trevor Cosh. Repairs to the main wharf were extensive (above and below)

Photos John Jeremy





Practical plumbing in the garden (above)

Repairs were also carried out to the wall of the Boatshed beside the slipway (below)



STRANGE THINGS PEOPLE DO UNDER THE WATER

An international team of aquanauts will travel again to the bottom of the Atlantic Ocean to simulate a visit to an asteroid in the 16th expedition of NASA Extreme Environment Mission Operations (NEEMO). This year's NEEMO mission will begin on 11 June. It will build on lessons learned from 2011's NEEMO 15 mission and test innovative solutions to engineering challenges allowing astronauts to eventually explore asteroids.

“We’re trying to look out into the future and understand how we’d operate on an asteroid,” said Mike Gernhardt, NASA astronaut and NEEMO principal investigator. “You don’t want to make a bunch of guesses about what you’ll need and then get to the asteroid to find out it won’t work the way you thought it would. NEEMO helps give us the information we need to make informed decisions now.”

This NEEMO expedition will focus on three areas: communication delays, restraint and translation techniques, and optimum crew size. The crew of four will spend 12 days living 63 feet below the Atlantic Ocean’s surface on the National Oceanic and Atmospheric Administration’s Aquarius Reef Base undersea research habitat off the coast of Key Largo, Florida.

An aquanaut at work

NASA Photo



MEMORIES OF A DAY AT SEA

June 2012

My uncle Tom, a chief petty officer (artificer) in the RAN invited me to be one of many boy relatives to go on speed trials at sea on his ship (HMAS *Australia*, a cruiser) in which he had been serving for some years. It was regularly a curious matter to me that every time he was back from an overseas voyage there would be another ‘cousin’ — in the end four, and all girls which with my two sisters I thought was pretty poor judgement. Later, of course the matter was resolved and understood! These appearances usually followed the arrival of postcards of exotic places like Cairo, Gibraltar — pictures of camels, the Sphinx, pyramids etc. — all fascinating to young eyes.

by
Geoff Ruggles

So to Garden Island for what was a most thrilling and eventful day. There were about 50 of us from a variety of suburban origins who were given virtual freedom to scamper all over the ship — asking questions, getting strange and funny answers, our eyes filled with wonder at the size of the guns (8-inch) and the confines of the turret in which the gunners worked. The three funnels were already quite hot when passing by and were later to have all the paint peel off from the heat of the boilers at full speed.

She left the wharf and so to outside the heads and to our track about 10 miles off to proceed 30 miles north, turn 180 degrees and sail 30 miles south, all at full speed. We boys had been told this was the day’s plan when we boarded but the reality when this massive ship thundered her way through the seas, vibrating and shuddering was at once thrilling and surprising.

The cruiser HMAS
Australia in the
1930s

Photo RAN Historical Collection



SASC NEWS

My uncle was concerned to show me many features of the construction of the ship such as the arrangement of the frames where exposed to view.

I am relating an impression or memory of 75 years ago so would appreciate corrections from ex-naval types if any are reading this. What I was told was that the upraised flange on the frames was built to face forward so in the event of action at night without lights crew could find their way to stations [*See note* — Ed.]. Other points of interest were the names given to the numerous pipe works such as ‘up-comers’ and ‘down-goers’ [*Probably boiler uptakes and downtakes* — Ed.] and the colour coding of pipes.

We were also taken down to the shaft area where the massive steel shaft was spinning whilst we watched in awe at it’s size and knowing that there were three more. On deck we went to see how fast we had been going, but that was a question not allowed so it had to be guessed with some odd ideas amongst us. The funnels were now extremely hot and sailors were actively scraping the burnt paint away. Since they don’t move I suppose they must be painted again.

A final recollection has to do with the circumstances of the times where the Depression was just beginning to lessen its severity. Our arrangements for lunch included seating at a mess table about 30 feet long, groaning with roast meats, vegetables of many kinds and tea by the gallon. I can boast that I did my proper duty there.

Back on deck again as we made our way towards Sydney heads a spectacular sight appeared — the square rigger *Pamir* was making her way northwards inshore from us off Bondi. A most fitting finale to a magic day,

Note: The change in orientation of the frames in the forward and aft part of the ship was to facilitate riveting — Ed.

MAY GENERAL MEETING

Some 55 members attended the general Meeting of the Sydney Amateur Sailing Club held at the Club on Wednesday 16 May. Twenty six members sent their apologies.

The Commodore welcomed a new member, Bruce Coombs, and presented him with copies of the Club’s history *The Amateurs — The Second Century Begins*.

Peter McCorquodale reported on the successful season of sailing despite the unfortunate abandonment of the Club Championship race. Entries in the Super 30 Division were strong, with 34 boats entered although not all started. The Paul Slocombe Trophy Series was not well supported and would be reviewed.

Vice Commodore Liam Timms gave a comprehensive update on recent slipway developments, including the installation of the waste-water treatment plant which was working well and the Commodore also reported on progress with negotiation of a long lease with the Lands Department.

The main business of the meeting was the consideration of the proposed joining fee and subscriptions for 2012–2013, which were approved by the members present.

We take it for granted that our seas are largely safe from man-made hazards, but that is not the case everywhere.

Despite the many years which have passed since the end of the 20th Century's two World Wars, sea mines from those conflicts remain a hazard. NATO warships have recently been conducting annual mine clearance off the coast of Estonia.

Some 150,000 mines were laid in the Baltic Sea during the two wars, including about 80,000 in the Gulf of Finland. Since 1994, some 700 mines and other explosive devices have been discovered off the coast of Estonia.

This year 19 ships from ten countries, including nine NATO member states — Belgium, the Netherlands, France, the three Baltic states, Estonia, Latvia and Lithuania, the United States, and Canada, and Sweden took part in the work.

NATO began its Open Spirit 2012 mine clearing exercises in Estonia's territorial waters in May. The Open Spirit drills have been held annually since 1997 in Estonia, Latvia and Lithuania's coastal waters. The exercises, aimed at discovering and defusing WWI and WWII-era mines, ran until 25 May in the Baltic Sea off Estonia's coast.

Mine-clearing exercises like this are held regularly in European waters during summer. Operation Open Spirit was begun in 1997 by the German navy.

The German minesweeper *Rottweil* at work in the Baltic this year

Photo Madis Veskimeister



NEW MEMBERS

We welcome the following new members:

Megan Brennan
Robert Reznik

We regret to advise that Vin Gallagher, a member since 2006 who sailed in the yacht *Wathara*, passed away on 19 May 2012.

WHERE ARE THE FILMS?

Some years ago I was informed that a member had obtained movies from the estate of the late Dr Grace Johnson. These items featured yacht racing on Sydney Harbour, mostly of SASC events in the 1960s. If anyone has these films please inform the Club — they would be of great interest.

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 August 2012 edition. Contributions from members, which are always welcome, should reach the editor by Friday 27 July 2012. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



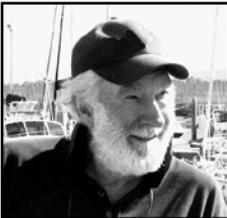
Photo courtesy Bill Allen

The ferry *Lady Edeline* coming alongside the new Musgrave Street Wharf in September 1967. The clubhouse, in the background, was then painted an interesting shade of light blue

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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