



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2016

SYDNEY AMATEUR SAILING CLUB

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Executive Secretary	Megan Keogh/Judy Wogowitsch
Racing Secretary	Bernadette Kerrigan

Cover:

Cherub about to cross the finish line during a race in the Ranger/Couta Sprint Series on 30 April
(Photo John Jeremy)

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COMING EVENTS

June 2016

SATURDAY 18 JUNE 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

SATURDAY 25 JUNE 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series, SASC Trophy Race

SATURDAY 2 JULY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

SATURDAY 9 JULY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series, SASC Trophy Race

SATURDAY 16 JULY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

SATURDAY 23 JULY 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series, SASC Trophy Race

SATURDAY 6 AUGUST 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

SATURDAY 13 AUGUST 2016

Point score race in the RSYS/SASC/RANSA Combined Winter Series

SATURDAY 20 AUGUST 2016

Last point score race in the RSYS/SASC/RANSA Combined Winter Series

NEED THE TENDER?

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

Sat: 0900-1800
Sun: 0900-1700

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

SAFETY REQUIREMENTS 2016–2017 SEASON

SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 20 August 2016

Saturday 27 August 2016

Ring the Club for a booking



A wonderful time for sailing at the Amateurs as the latest opportunity, the new combined Winter Series, has come to life. It is a great outcome for the Sydney Harbour sailing clubs and is building a stronger sailing community through doing the simple things well.

The Amateurs is the epitome of doing the simple things well. We operate a small footprint for a big impact and we are acknowledged for this. I received the following correspondence in April this year:

I am Commodore of [...] and we are exploring options for more professional management of our operation and everyone I speak to points me in your direction for advice.

Would you be available for a discussion about the duties, role descriptions of the people the Amateurs employs to keep the club running?

Any advice you can give would be greatly appreciated.

Regards,

The Commodore”

Simply, it is the people of the Amateurs and the character and manner in which they carry themselves that makes The Amateurs that place.

The great capability of the Amateurs has been noticed by the America's Cup as they now consider sailing it in a two-year cycle just like Gaffers' Day. I can hear Bill Gale OAM already — they copied the gaff rig with those fancy new mains so it's only natural that they would look to copy the successful two-year format.

Immediately after the General Meeting on 18 May we indulged in David Salter's interview of Sean Langman. Sean shared his very personal voyage anchored around sailing. It was great to hear the highs, the lows, the sacrifices and the determination and motivation of the man and how that has ebbed and flowed over the years. The intimate setting of the Amateurs has captured many great stories over the years and I trust will go on to inspire many more.

Three years and 18 Signals later I write my last and I want to thank the very special people of the Amateurs. Being Commodore has been one of the great experiences of my life and I am thankful for the experienced and capable Board who have acted professionally, decisively and always in the best interests of the members and staff of the Club. My thanks also to Megan, Judy, Alice, Rod, Roy, Peter, Mike, Alan, Mitch and all the others who have looked after us so well over the years.

I must make special mention of the Flag Officers who have been very supportive with spades of good humour.

Lastly, John Jeremy AM, thank you for your extraordinary effort bringing the Amateurs to life with your photos, editing and publishing of the *SASC News*. It continues to be a highlight and it is always a delight to read cover to cover, long may we all enjoy it!

Liam Timms

CONGRATULATIONS CAPTAIN MANION

June 2016



Photo John Jeremy

Captain Chris Manion receiving his pennant from Commodore Timms
at the general meeting on 18 May 2016



SASC ANNUAL PRIZEGIVING

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

Saturday 2 July 2016

The prizegiving will commence at 1200 sharp, lunch will follow

Cost \$60 per head (incl. GST)

Bookings essential — please telephone Megan or Judy on 9953 1433
no later than Friday 17 June 2016

MAKE A BOOKING NOW!

AN EVENING WITH SEAN LANGMAN

Sean Langman is one of the most versatile sailors in the world. Who else races everything from Rangers and 18-footers to maxi yachts and ocean-going trimarans? At the same time he's taken a small rigging firm and built it into a comprehensive boat services and hospitality organisation that stretches from the Central Coast to Southern Tasmania. He's also one of the few people competing at the elite level who still honours the Corinthian traditions of the sport which we value so much at the Amateurs. Sean Langman spoke with David Salter after the recent General Meeting.

DAVID SALTER: Welcome, Sean. Let's get the biographical housekeeping out of the way first. Tell us about your childhood.

SEAN LANGMAN: My father, for want of a better word I call him a 'spy' now, because he spent quite a bit of time in Papua New Guinea in the guise of being a policeman, but with military training. He still had charts of Australia with 'Southern Irian Jaya' on them. But my parents needed to leave Papua New Guinea so they took a boat pretty much like a pearling lugger called the *Shirleen* and sailed her down and ended up in Rushcutters Bay, which ultimately became my home. The family story is that I was born on board, although on my birth certificate it does say 'Manly Hospital'. [Laughter] So right from an early age I lived on a boat.

David Salter
interviewing Sean
Langman

Photos John Jeremy



SL: Oh, I had a fantastic childhood. I didn't realise how poor my parents were, but kicking around the waterfront, on boats — as far as I'm concerned I was as wealthy as the next person. I always aspired to be around sailing boats — loved sailing boats — but never actually dreamed that I'd own even one. I was adventurous, and my parents allowed that to happen, and I think that's held me in good stead for all these years.

DS: Were you much good at school?

SL: I was hopeless. I drew pictures of boats in every margin of every book. [Laughter] I recall going home and showing my father something I was really excited about — a square-top mainsail a bit like what Bill Gale now calls a gaff rig — a square-top main and an upside-down keel, and I thought that was really funky. And a few years later someone stole my thunder! [Laughter]

DS: You got into the workforce pretty quickly.

SL: I'd like to have been a naval architect, and I suppose that's the big hangover of my life now. That's what I wanted to be — doing yacht design — but I became a shoe salesman, so that didn't really work out. [Laughter] But then I was offered a job to sweep floors at Allspar, so I went from a job as a shoe salesman where I was getting \$68 a week down to \$40 a week. But I never used to collect my pay because they were paying me to work on boats, which I thought was a bit bizarre.

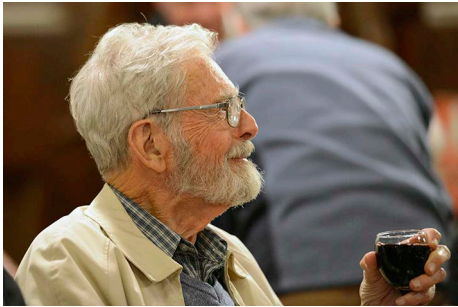
DS: How did you acquire the Noakes rigging business?

SL: I learned a lot at Allspar because there were so many people to learn from. I was allowed to work on the floor, I was allowed to spray paint, I learned how to weld, and I started to do more and more rigging. I became Head Rigger at Allspar at just on 19 years of age. But I couldn't see a future in that business from the way things were evolving on the waterfront.

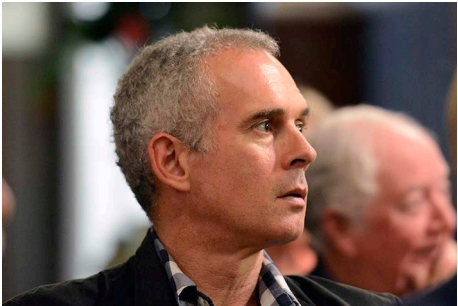
Around that time the crane at the Cruising Yacht Club became available, so I went and saw Peter Shipway. I said, 'Peter, I'd like to put in a bid for the crane.' He said, 'Kid, you're just a kid, I can't give you the crane.' So I said, 'Look, what if John Noakes went for the crane?' and he said, 'Oh, John Noakes would get it, for sure'. So I said, 'This is not for general knowledge, but I've just bought into John Noakes Rigging and on behalf of John Noakes I'd like to go for the crane.' So I left that meeting and ran — as fast as I could — and went up to this very tall, sick gentleman and said 'Hello, my name is Sean Langman and I've just bought part of your business.' [Laughter] John said, 'You'd better come home and meet my wife.' And that was it. As some of you will know John was quite ill with cancer, died a year later, and the rest is history.

DS: I've sailed with you, and against you, and watched you race many times. You can be a pretty competitive person out there on the water. Where does that come from?

SL: Oh, the desire to be the best at what you're doing. I think that's where it's come from. I like to win on the water fairly. I think that's one thing that's great about sailing in Australia, and especially in this club. Australian yachtsmen are very fair sailors. Cheating doesn't really come into our vernacular. I've competed internationally and in a lot of the places you go to they've got cheating down to a fine art. When you go out and race you should do your level best to win that race. That's the way I look at it.



Faces at the General Meeting
on 18 May 2016



DS: But is it the sheer impetus to win — to lift the trophy — or is it more that you want to prove that you're the better sailor, or that you've got a better boat?

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SL: It's the boat more than anything. My job when I'm steering a boat — which I like to do, or sailing on the boat if I've been part of the creation of that — my job is to do the best I can for the creator. And the creative part of me has got that desire to win, more so than the person who's enjoying doing the sailing. So, if there are any psychiatrists in the room, there's three parts of my personality.

DS: At one stage I think you owned 14 boats, not all of them racing machines. You still have quite a fleet. Which one do you enjoy sailing the most?

SL: I like them all, and I love what you can do with them. When we race the gaffers here on *Vagrant*, when I'm in the moment, I'm a 12-year-old. My father sold it when I was 12 and I cried for a month, and said I'd get it back one day. So when I sail her I'm 12 again, and I think of my Dad talking about the reverence he had for Bill and Cliff Gale. Well, I did *then*, right? [Laughter] When I see *Vagrant* I go, 'Mate, that's all you ever wanted, that's all you ever needed.' That's why I enjoy her so much — it's the one boat that grounds me.

DS: If I can talk a bit about the offshore racing, I suppose the really big one that keeps getting away is line honours in the Sydney-Hobart. You've been very close a few times. Is that still unfinished business as far as you're concerned?

SL: If I ever get to compete in another Sydney-Hobart I'd like an Australian design innovation to beat the likes of *Comanche*. I'd love to do that. We've got a boat that we've drawn — a full-foiling 100 footer. But I'm not going to put Cathy's house on the line or bankrupt the company like I've done in the past — actually we've never been bankrupt but I've taken the company to the brink through this absolute blind passion to win that race. So yes, I've had more seconds than anyone else — thanks for reminding me! [Laughter]

DS: The boatyard racket can be pretty tough. Do you enjoy the push and shove? Do you think it's made you a tougher person?

SL: Oh, it's certainly made me tougher. You've got to divorce yourself from just trying to be the sort of guy you want to meet at the sailing club and go sailing with. You've got to be a businessman. I had a lawn-mowing business when I was very young and the big mistake I made with that was that I got pre-paid, and ended up with too many clients. This was in Townsville where in the wet season the grass grows while you're watching it. I ended up with too many clients, and young people who really didn't want to do the work. I'd already got the money, ordered sails for my boat, and I hadn't done the work. That was a big lesson. Now I don't take deposits on jobs, but I get paid on completion. 'No cash, no splash' works pretty well.

DS: There've been quite a few disappointments too. I'm thinking particularly of the Woolwich Dock experience. Take us through that — you're among friends here — you can be as libelous as you like.

SL: Look, simply, Woolwich Dock has been a great thing. As much as it's been hurtful in business, it's been one of my greatest achievements. I tried, tirelessly for over a decade, to win that site with John Crawford. It was one of those things where I was going to win the bid or die trying — I put everything into it. But I realised that once I won the bid my

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business was getting to the size where it was becoming unmanageable — seven boatyards, 180 workers — it was just getting to such a size that I was really casting around for partners.

Then my relationship started with Iain Murray and the Oatleys. That didn't work so well. The lesson with that sort of thing is you're better off using banker's money than partner's money. We ended up with a development that cost significantly more than was budgeted. I'm still a shareholder in the site but I'm not on the board. It's got a restaurant, The Deckhouse, and I'm a half shareholder in that, and it's done very well.

DS: You've never been bashful about letting the world know your opinions about various issues in the sport. Are you happy with how it's being managed?

SL: I wouldn't say I'm *unhappy* with it. I don't have a better solution. Certainly, there's a big emphasis on the Olympic level and the elite level, which a lot of people in the sport resent because they're channeled an amount of money. I think the thing that's closest to home is the Sydney-Hobart yacht race. People complain about the level of coverage they get but I ask the question: 'Why are you doing the race?' For many years I got a lot of coverage but I was working on a 10-to-1 return for the sponsors. If I didn't have those sponsors I couldn't achieve what I was trying to achieve in the sport. So I would ring journalists and give them stories, and get a return. Then you'd hear someone in the bar saying 'How come your picture's on television all the time and mine's not?' and I'd say 'Well, I've got to sing a lot for my supper — simple as that.' But then when we head off on *Maluka* I'm not looking for publicity, I'm just looking to go for a sail. I've often said that I'm the most fortunate sailor on the planet because I get the opportunity to do both, and haven't pigeonholed myself in either.

DS: But you have changed, philosophically, your position on big boat racing. At one stage you were right at the hi-tech end — water ballast, powered winches — anything to make the boat go faster. Now you're much more of a purist.

SL: Yeah, well what happened to me was that in 2005 I chartered *Nicorette* off Ludde Ingvall and headed off for Hobart in this thing where the engine ran 24 hours a day and there were no winch handles and you pushed buttons. Half of the crew was part of our youth development sailing program. Anyway, we ran out of fuel heading up the Derwent and all the youth crew started to cheer. I said, 'What's with you lot?' We had a busted boom, we're coming fourth, but the kids were all cheering — they thought it was the best thing ever. And I said 'What are you so happy about?' and they said, 'Well, at least we can go sailing now.'

And I thought, 'All these young sailors, I'm supposed to be teaching them something and they're actually teaching me in the end.' Teaching me that I'd sold out. I'd sold out my soul, and I'd sold out what everything about the sport meant to me. So I became very anti stored-power.

DS: The strain of a full sporting program while also running a business has put a lot of marriages under incredible pressure. Cathy seems to cope. Would you care to share the secret of a happy sailing family?

SL: Huh... [Laughter] Look, the simple answer would be 'inclusion', but Cathy might say that's not necessarily the case. I was fortunate that I met someone that I fell in love with whose father had his own business and worked very hard. I worked hard too. So it is, no

doubt, a juggling act but it's really a case of you've got to have someone incredibly special that supports you to be able to do the level of things that I've been able to enjoy.

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DS: Sean, if you hadn't devoted your life to boats and sailing, what else do you think you might have become?

SL: It's impossible to answer that. I think in the end I've become a better businessman than I have a sailor. It's a thing that I now realise. There are new challenges with what we'll be doing with our company. I'm not using the 'I work hard just to go sailing' cop-out now. I'm working hard to look at what else can happen. But obviously there'll be a boat there somewhere.

It's been such an incredible journey with yachting for me. The people you get to see and meet and in Australia, as Australians, we get these opportunities. It doesn't matter where you're born you get these opportunities and yachting has been able to afford that. So I don't think that if I didn't have the upbringing that I had – if I didn't get involved in boats – then I wouldn't have been able to enjoy those experiences.

DS: Sean Langman, thank you very much.



Sydney Amateur Sailing Club ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne on Wednesday 3 August 2016 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2016.
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 Scott
Hon. Secretary



Photo John Jeremy

The start line for the Club Championship race on 9 April was quite busy

CLUB CHAMPIONSHIP 2016

June 2016



Photo John Jeremy

Most classic yachts decided that a conservative start was prudent for the Club Championship race in the crowded conditions. The Kelly Cup was won by *Antares* (343) and *Shambles* won the Tara Ipo Trophy



Photo Bruce Kerridge

Wathara came third in the race, winning the Brooker Trophy



Photo John Jeremy

Caprice at the Club on Sunday 22 May 2016

CAPRICE RESTORED

June 2016

The gaff cutter *Caprice* was built in Tasmania of Huon Pine in 1900 by Charles Lucas for a Mr Webster. She was designed by A. Blore based on an original design by William Fife and she was raced in Hobart by her owner until he sold her, about 1908, to a Mr Starkey, who brought her to Sydney. She was raced on Sydney Harbour and later on Pittwater until she was sold in the mid-1920s to the Stone brothers and sailed with the SASC by Arthur Stone.

Arthur Stone sold her in January 1929 to John Cooke, great-grandfather of the present owner, Tony Pfeiffer. She was raced for many years with the SASC, mostly skippered by the late Harry Pfeiffer, Tony's father, with Harry's brother Jack. Given a Bermudan rig in 1928, she was very fast and beautiful and was very successful but John Cooke kept the new rig and refitted the original gaff rig before her sale. After one season being sailed by Harry and his sons the rig was again replaced by a new Bermudan rig.

Caprice was not raced for many years because Tony was racing Dragons but she was always lovingly maintained. The boat has now been returned to gaff-topsail rig by Sean Langman to breathtaking standard — bronze fittings throughout, wonderful wooden blocks, the 1929 mast cut down, boom from an old flagpole and an old gaff from Cliff Gale's *Ranger*. A lot of the complex rigging was done by Sean personally, I was on the point of tears when I saw it — I felt I would like to hug her.

On Sunday 22 May Tony and his lovely wife Pat hosted a rechristening lunch at the Club. Present at the gathering were a number of very famous yachtsmen such as Michael York and John Winning who 'cut their teeth' sailing with Harry Pfeiffer in *Caprice*. Members of the Pfeiffer family, people who worked on the restoration and some very interested yachties were also present. We were all treated to a superb barbeque lunch — it was a day which we will always remember. All my life I have harassed owners to race with the SASC, it would make me a very happy young man to see *Caprice* and *Rana* competing in Classic Division 1 on Saturday afternoons. They would make a very strong statement on the harbour.

Southerly



Caprice with Harry Pfeiffer on the helm in the early 1950s

CLASSIC & WOODEN BOAT FESTIVAL 2016

Yachts from the Amateurs fleet were well represented in the Classic & Wooden Boat Festival hosted by the Australian National Maritime Museum in April. David Salter reports.

The atmosphere was a pleasant blend of Gaffer's Day (but without the sailing), and the Hobart Wooden Boat Festival (without the crowds, scallop pies and bad coffee). After two years of planning the re-born Classic & Wooden Boat Festival finally returned to Sydney and was declared a success both by the participants and the organising authority, the Australian National Maritime Museum. Staged at a difficult venue and with limited dock space (and despite some rain), the festival attracted more than 16,000 visitors over its three days — well above the target set by ANMM staff.

The boats on “in water” display were divided between the existing pontoons around the museum and the facility across the water at Cockle Bay (which had been hired for the weekend by the Wooden Boat Association). A small steam ferry carried people between the two venues although most visitors chose to walk around the Darling Harbour foreshore. This disconnect between the two venues is an issue that will need to be tackled before the event is next staged in 2018.



Photo John Jeremy

The Classic & Wooden Boat Festival was opened by The Hon. Gladys Berejiklian, Treasurer of NSW, seen here (right) with The Hon. Peter Collins (member of the ANMM Council), Jessica Watson and Kevin Sumption (Director of the ANMM)



Photo David Salter

Never shy about seizing the limelight, *Mister Christian* took pole position below the imposing bow of HMAS *Vampire*



Photo David Salter

A herd of Halvorsens in serried ranks made an impressive sight from the Museum wharf



Photo John Jeremy

Nigel Stoke's *Fidelis* alongside at the ANMM with some smaller companions



Photo John Jeremy

The steam yacht *Ena* gleamed in the morning sun at the ANMM

SASC-registered yachts exhibited at the Festival included *Cherub*, *Lolita*, *Kelpie*, *Lahara*, *Malveena*, *Fidelis*, *Mister Christian*, *Maris* and *Anitra V*. ‘Friends of the Amateurs’ who also showed their boats included Mike Maxwell (*Gretel II*), David Champstaloup (*Caprice of Huon*) and Ian Hansen (*Smoky Cape*). Phillip Brown’s *Anitra V* took rightful pride of place beside a row of motor cruisers on the Halvorsen Club wharf. On the Saturday evening John Westacott generously hosted an elegant cocktail party on the aft-deck of HMAS *Vampire*.

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The activities and displays on land were much the same as the Hobart festival but on a smaller scale. There were classic skiffs and speedboats to admire, a working steam engine, shipwright craft demonstrations, plenty of trade stalls and a “Quick & Dirty” boatbuilding competition for the youngsters. Once again, the difficult layout of the Museum environs forced some awkward limitations on this aspect of the festival that will have to be sorted out if the event is to generate a true carnival atmosphere.

The ANMM commissioned research during the Festival that yielded some very positive data. 92% of respondents surveyed said they would recommend the Festival to others and 88% said they would visit another Festival at the same location. 500 visitors stayed two nights in Sydney to attend the Festival and there were 40,000 views of the Festival page on the ANMM website.

The next festival is two years away — on 13, 14 and 15 April 2018 — a weekend which falls within NSW school holidays and after the Summer racing season has concluded. Given that the 2016 event was fully subscribed, the organising committee is already exploring ways to increase the capacity for “in water” participation.



Photo John Jeremy

Part of the Naval Heritage Collection, this recently-restored motor boat was built at Cockatoo Island in 1916 for the first HMAS *Parramatta*

THE DAY THE USUAL SUSPECTS INVADED COCKATOO ISLAND

On a truly delightful autumn day, the “usual suspects”, a posse of senior members on a quest for a long lunch, added a new luncheon location to the regrettably short list of waterside eateries in Sydney: restaurants that not only cater for the hungry sailor but also for his boat. Cockatoo Island now joins the list. The island, with a history that goes back to the convict era, has been opened to the public and, even better, has a marina where a boat can be moored while lunch is consumed and the island is explored.

So, on a truly delightful autumn day, the Amateur’s invasion fleet set sail for the island. The little marina provided a perfect LZ (landing zone) and Foodz by ML provided the rations. The rations were superb, cold roast beef perfectly cooked, roast chicken, salad of all descriptions and a wonderful compilation of fruit, chocolate and cheese for dessert.

Rations consumed with a bottle or two of red, it was on with the invasion. Led by our very own walking encyclopedia of all things Cockatoo, a route march round the island settled the lunch, improved the mind and worked up a thirst for the voyage home.

For those who may wish to follow in the wake of the usual suspects a berth must be booked through the marina office 9940 0172. Foodz by ML 0412 008 203.

Rob Evans

The SASC visitors
secured at the
marina in Timber
Bay, Cockatoo
Island

Photos John Jeremy





Pre-lunch drinks at Cockatoo Island. Dal Wilson seems to have found something interesting on his wrist



Mustering for the after-lunch tour of the island



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Estimates of how much oil is spilt into the oceans varies widely but a report published in 2002 by the National Research Council of the US National Academy of Sciences estimated that the worldwide annual release of petroleum (oil) into the environment averages about 1.3 million tonnes. The same report lists the main categories of sources as: natural seeps (46%), discharges from the consumption of oils (marine and land based) 37%, accidental spills from ships (12%) and extraction of oil (3%). Other studies have claimed different, but similar, proportions.

With that amount of oil entering the marine environment one might well ask 'Why aren't we up to our necks in it?' Luckily for all of us, nature has a way of taking care of these problems — oil-eating bacteria — as described in the following report.

Heriot-Watt scientists have cracked the genetic code of the marine bacteria which helped 'eat' the oil spilled in the Deepwater Horizon disaster, information which could aid clean-up efforts for any future major spill.

Dr Tony Gutierrez, Associate Professor of Microbiology at Heriot-Watt, was in the US at the time of the disaster and was able to perform experiments with samples from oil-contaminated waters of the Gulf of Mexico shortly after the spill occurred, samples that contained key species of bacteria that fed on the oil.

Experiments with the samples revealed that certain bacteria had thrived on the oil that gushed into the Gulf, devouring the oil as a preferred food source.

In a paper published in *Nature Microbiology*, Dr Gutierrez and his colleagues from the University of Texas and University of North Carolina at Chapel Hill reveal the genetic pathways which these bacteria use to consume the oil, what conditions they thrive in, what oil hydrocarbons they can eat, and how they work in concert during an oil spill.

"Oil is a very complex fluid that contains thousands of different types of hydrocarbon chemicals, many of which are toxic and difficult to break down. But some of these bacteria can," said Dr Gutierrez.

"Understanding which bacteria are important to breaking down oil could help lead to the design of emergency response plans that are more effective and environmentally friendly in combatting a major spill.

We knew that certain bacteria will respond to and thrive during an oil spill and help break down oil, but we didn't know how this was coordinated.

By reconstructing the genomes of these bacteria we've discovered the pathways they use to breakdown the different types of hydrocarbon chemicals in oil, including some of the highly-toxic ones, and the way the bacteria work as a community to degrade the oil.

Different bacteria have different appetites for different hydrocarbons, but they can work beautifully in concert together to clean up polluted water."

The findings from this UK and US collaboration also reveal an ability of these bacteria to move towards oil droplets and to use scarce nutrients, suggesting that these microbes are like sentinels in the ocean that are well-adapted to respond quickly to the influx of oil in the event of a spill.

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The team also identified the bacteria which work best at different depths.

Oceanospirillales, for example, degraded alkanes in the deep-water oil plume, whereas Rhodospiralles and Cyclocasticus were responsible for degrading polycyclic aromatic hydrocarbons (PAHs), which are recognised as some of the most toxic chemicals in oil.

Dr Gutierrez said “Following an oil spill, dispersants are commonly used to break up the oil into very small droplets, making it easier for the bacteria to break it down.

“Our findings show that some of the bacteria that responded to the spill in the Gulf are also able to degrade dispersants, potentially rendering them ineffective after they have done their job.

“Future oil spills are pretty much a certainty. This new information provides evidence that the incredibly diverse bacterial community that is ever present and living in the ocean stands at the ready, like an army of soldiers, to help degrade oil in the event of a spill. The hope is that our findings will allow us to exploit their oil-degrading potential on a wider scale, such as through more effective bioremediation strategies.”

Dr Gutierrez is currently working to understand the diversity and abilities of oil-degrading bacteria in UK waters where future oil spills might occur, with a view to designing effective bioremediation solutions, including evaluating the effectiveness of using chemical dispersants.

Joseph Fonseca

Marinetechology.com



US Navy photograph

A controlled burn of some of the oil spilled into the Gulf of Mexico during the Deepwater Horizon incident in 2010



Photos John Jeremy

Almost no wind and lots of smoke haze — *Josephine* prepares for the first race in the Combined Clubs Sydney Harbour Winter Series on 7 May 2016



Waiting for the wind — *Hoana* and the fleet almost becalmed off Double Bay



After a long wait a light easterly breeze developed, as *Weene* demonstrates, enough for a start



No 1 Division starting in the first race of the winter series on a harbour shrouded by smoke



On the run to Naval 2. Unfortunately the very light wind did not last long enough and of the over 80 starters in the first winter race only 20 managed to finish



Photos John Jeremy

Vagrant ready for the first race in the Ranger/Couta Sprint Series on 3 April

RANGER/COUTA SPRINT SERIES

June 2016



The Club conducted a six-race series for Ranger class and Couta boats on 3 and 30 April. The series was designed for the fun of racing, there were no prizes, although *Vagrant* was a clear winner



Concentration in *Vanity* after the start of the third race on 3 April



Bill Gale kept a close eye on the proceedings from *Arinda*



Commodore Liam Timms (right) at work on the foredeck of *Vanity*



Eloise waiting for some wind on 30 April



There were some close starts by the six competitors during the series



Cherub, Vagrant, Makama and Vanity approaching the finish of a race on 30 April



The happy crew of Ranger after a finish



Peter Scott taking a horizontal view of progress in *Cherub*



A motor boat making things a bit more difficult for *Ranger* in the very light breeze at the finish of the last race on 30 April



Photo Philip Brown

A typical scene at the Club on a Saturday morning late in the season. Classic competitors *Vanity*, *Mister Christian* and *Lahara* get ready for a day's racing



Photos John Jeremy

Trevor Cosh at work dismantling the old No 1 slipway cradle on Friday 20 May 2016



By midday on Sunday 22 May the work was complete — Bruce Dover, Sean Kelly and Denis Williams completing the clean up

HMAS SUCCESS TURNS THIRTY

On the evening of Friday 22 April 2016 a reception was held at Garden Island in Sydney to celebrate the thirtieth anniversary of the commissioning of the RAN's fleet underway replenishment ship HMAS *Success* on 23 April 1986.

HMAS *Success* was built by Cockatoo Dockyard and was the largest naval vessel constructed in Australia at that time and the last ship to be built in Sydney. Cockatoo Dockyard was closed at the end of 1992.

HMAS *Success* was the first ship to be built for the RAN to a French design. She was based on the second of the class to be built for the French Navy, *Meuse*, but incorporated some 41 Australian design changes and 140 material substitutions.

HMAS *Success* has always been very busy with operational commitments including a long deployment to the Middle East during the 1990–91 Gulf War, service at Bougainville, East Timor, border protection duties, Southern Ocean operations, RIMPAC exercises (she has missed only four of fourteen during her time) and, most recently, the search for MH370 in the southern Indian Ocean and six months in the Middle East on Operation MANITOU last year.

Since commissioning HMAS *Success* has deployed overseas every year except for 2012 and 2013. She has spent over 70,000 hours underway at sea and had steamed 909,670.34 nautical miles by the time she began a major refit by Thales at Garden Island last year. That refit, completed on time with sea trials just before her anniversary celebrations, will set the ship up for six more years of service until she is replaced by one of the two new underway replenishment ships to be built for the RAN by Navantia in Spain.



RAN Photograph

HMAS *Success* conducting a dual replenishment at sea with HMAS *Anzac* and HMNZS *Te Kaha* in the Mediterranean Sea on their way to Centenary of Anzac commemorations in Gallipoli and Greece in April 2015

USS ZUMWALT DELIVERED TO THE US NAVY

June 2016

One of the most futuristic warships yet built recently completed acceptance trials for delivery to the US Navy. USS *Zumwalt* (DDG 1000) not only looks different, she incorporates many new technologies for which she is, in effect, the trial ship.

The 15,610 ton DDG was originally conceived about 20 years ago to support Marines ashore from the littorals with twin 155 mm guns firing guided rocket-assisted projectiles more than 60 miles. However, that role is becoming more difficult as potential adversaries' anti-ship guided weapons have taken a generational leap over the last decade.

Designed to operate close to shore, *Zumwalt* shares several features with stealth aircraft — like avoiding curves in the design — to keep her radar cross section low. Ship functions which would ordinarily occur on deck are hidden below low-profile hatches in the ship's tumblehome hull which has been designed to reduce the radar signature of the 610 foot long ship to about that of a 50 foot fishing vessel.

While *Zumwalt* is technically a multi-mission ship, much of the design of the ship supports the two 155 mm BAE Systems-built guns forward of the superstructure.

The most unique feature of *Zumwalt* is her integrated power system — she is an all-electric ship. The ship's four gas turbines — two Rolls Royce MT-30s and two Rolls Royce MT-5s auxiliary gas turbines — are capable of producing 75 MW of power for the ship. At 18 to 20 knots, the ship has a surplus of almost 58 MW.

USS *Zumwalt* will be commissioned in October. Perhaps appropriately for such a space-age warship, her first commanding officer will be Captain James Kirk USN. Two further ships in the \$US22.5 billion program, *Michael Mansoor* (DDG 1001) and *Lyndon B. Johnson* (DDG 1002) are under construction by Bath Iron Works, Maine.



US Navy photograph

USS *Zumwalt* (DDG-1000) at speed in the Atlantic Ocean during her acceptance trials on 21 April 2016

There are no new members to welcome in this edition of the SASC News.

SASC NEWS IN COLOUR

Don't forget that the *SASC News* is published on the Club's web site in full colour. If you haven't had a look yet, do so today. Past editions are also available.

LOCKERS FOR RENT

Some lockers are available to rent in the main boatshed. The cost is \$80.60 (incl. GST) per quarter, paid in advance. One month's notice is required to vacate.

Please contact the office if you are interested.

SASC SHOP

(AKA The Office)

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$32.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Polo Shirt – Navy Short Sleeve S M L XL	\$36.00
Polo Shirt – White Long Sleeve S M L XL	\$40.00
Rugby Top – XXL Only	\$49.00

Gaffers Day Merchandise

Wide Brimmed Canvas Hats – S M L XL	\$35.00
Ladies' Tees – 8 10 12 14 16 18	\$30.00
Posters – Various Years each	\$ 5.00
Posters – Package of 5 various	\$20.00

Books

The Amateurs — The Second Century Begins	\$40.00
Ranger Sprint Series (limited stock)	\$65.00
The Australia Day Regatta	\$35.00
YA Racing Rules of Sailing	\$40.00



NEWSLETTER DEADLINE

The next *SASC News* will be the August 2016 edition. Contributions from members, which are always welcome, should reach the editor by Friday 29 July 2016. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Caprice sailing on Sydney Harbour in the 1950s

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