



# SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club

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August 2001

ABN 30 000 409 727

Green Street, Cremorne, NSW 2090

Telephone (Office)	(02) 9953 1433
Facsimile	(02) 9953 0898
Boatshed	(02) 9909 2185
Members	(02) 9953 6597
Racing (Monday & Friday only)	(02) 9953 6597
Email:	office@sasc.com.au
Commodore	Charles Maclurcan
Vice Commodore	Chris Oh
Rear Commodore	Randal Wilson
Honorary Treasurer	(vacant)
Honorary Secretary	Tony Saunders
Executive Secretary	Faye Buckley

**CONTENTS****Cover:**

Boats gathered at  
the Rozelle  
Marina for the  
Classic Yacht  
Association's  
Concours  
d'Elegance on 17  
June.

Coming Events	3
Signals from the Commodore	4
New Safety Regulations	5
Centenary of Federation Naval Review	7
New Rule 46	8
Classic Concours d'Elegance	9
Volunteers Needed	12
Endeavour Yacht Regatta	13
Classic Division Plans	13
SASC Annual Prizegiving	14
Hidden Mysteries of the Deep	16
Annual General Meeting	21
New Members	23
From the Archives	24

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Editor: John Jeremy

email: news@sasc.com.au

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# COMING EVENTS

AUGUST 01

## SATURDAY 25 AUGUST 2001

Safety Equipment Audits and Fire Extinguisher inspections at the Club.

## SATURDAY 1 SEPTEMBER 2001

Safety Equipment Audits and Fire Extinguisher inspections at the Club.

## SATURDAY 8 SEPTEMBER 2001

Opening of Season Regatta, OK Dinghies Flag Ale Cup.

## SATURDAY 15 SEPTEMBER 2001

First point score race of the Spring Season for Division 2 and Classic Division. Non-point score race for Division 1. OK Dinghies race 2.

## SATURDAY 22 SEPTEMBER 2001

First point score race for Cavalier 28 Division (and Cavalier 28 Short Series), second point score race for Division 2 and Classic Division. First race in Division 1 and Division 2 Short Series. OK Dinghies race 3.

## SATURDAY 29 SEPTEMBER 2001

Idle Hour race. Endeavour Regatta first day.

## SUNDAY 30 SEPTEMBER 2001

Endeavour Regatta second day.

## SATURDAY 6 OCTOBER 2001

Centenary of Federation Naval Review (no races).

## SATURDAY 13 OCTOBER 2001

Lion Island race. Second point score race for Cavalier 28 Division. Third point score race for Division 2 and Classic Division. OK Dinghies race 5.

## SUNDAY 14 OCTOBER 2001

First point score race for Gaffers and non-spinnaker Divisions.

## SATURDAY 20 OCTOBER 2001

First race in the Logan Cup series. Second point score race for Cavalier 28s, Division 1 and Division 2 Short Series. Third point score race for Cavalier 28 Division and fourth point score race for Division 2 and Classic Division. OK Dinghies race 6.

**NO NEED  
TO  
SHOUT!**

**Call Robbie  
on  
0418 678 690**

Friday 1700-2100  
(during Twilights)  
Sat: 0900-1800  
Sun: 0900-1700



This is the very first comment that I am making in our Club News. I am assuming the role of Commodore at the start of a very busy period in the Club's affairs. Now that our lease has been renewed it is time to see to long-term maintenance matters. First off the rank is the commissioning of a new pontoon. To this end a contractor from Queensland has been selected to present a refined design to an experienced group of members in a position to assess the longevity of the proposal. Very shortly I expect that the Board will receive a recommendation from the Development Committee on this project.

The Mosman Boatshed will shortly assume a new and meaningful role as the headquarters for SCEGGS Redlands School sailing program. However, we need to refit the building with some up-to-date facilities. Unfortunately, it is heritage listed and therefore we require Development Approval from the Mosman Council to proceed. The job will involve pumping sewage about 30 metres up to a nearby manhole. Drawings have been prepared and so far the scheme has been presented to Waterways to gain their approval. I hope to hear the chatter of youthful voices about the place soon and we will enjoy increased income from the building.

Sailing administration is becoming ever more complex. Sadly in an effort to fund the inevitable manpower to keep it happening, various authorities have introduced schemes by which they generate income. These schemes do not always sit happily with the average harbour racer and all the Clubs may find themselves in a position where their members feel a little alienated. The SASC is in a very good position to monitor what is happening. Whilst it is tempting to think that we can operate as a law unto ourselves, organizing races as we see fit, it is not this simple. Society dictates that considerable care is taken in these matters and with legal ramifications in mind it could present an unacceptable risk to step outside regular yachting organization procedures. The racing rules book and its appendices have been prepared by people with considerable experience. Abandoning our association with the YA and its publications could be seen as irresponsible. I am committed to keeping the SASC much as it is, and whilst I know the value of the yachting organizations I intend to see that they interfere with our affairs as little as possible.

Sadly Vic Dibben, our Honorary Starter for the last decade or so, is retiring. What a great job he has done. The procedures and equipment have never been in better order or condition. Thank you very much Vic.

One last item. The Club would welcome some new volunteers. Race officials are needed to take an active part in our program, particularly on Saturdays. Experience is not essential but it is desirable that you have raced a yacht at some time. I can speak from experience that the satisfaction gained from running successful events is immense. Training will be given. There are lots of other areas where volunteers will be welcome over the next few months. Contact Faye in the office to put your name down and help contribute to a great Club.

*Charles Maclurcan*

As most SASC members and competitors are aware, the International Sailing Federation revises the racing rules that govern our sport every three years. As adopted in Australia, these Racing Rules of Sailing include prescriptions and special regulations of the Australian Yachting Federation, and are published by them as the familiar 'Blue Book' (which is actually now blue and yellow). The rules applicable for 2001 to 2004 take effect from 1 July 2001, and include safety requirements which are binding for all member clubs, including the Sydney Amateur Sailing Club.

*by  
Bob Lawler*

In a memorandum to all clubs, the Yachting Association of NSW has advised:

'The new rules have required that a number of changes be made to the way clubs and owners inspect boats and the role of the club "safety inspectors" in the process. These changes will also assist boat owners to better understand and comply with their obligations under the rules.

Rule 1.02 — "Owner's Responsibility", puts the responsibility for the safety of boat and her crew on the owner or his representative. It is critical that boat owners are aware of their obligations and at all times and maintain their equipment to the appropriate level for the category of race in which they are competing.

## **Special Regulations Equipment Auditors**

There are no longer any Safety Officers. Clubs (throughout the YA) will appoint Equipment Auditors to assist boat owners to comply with the AYF Special Regulations and their other obligations. These Equipment Auditors are generally volunteers providing their time free of charge to support the club and its members to ensure safer sailing. Unreasonable demands should not be made on their time nor should they be required to arbitrate disputes nor analyse boat design issues.

## **Training and accreditation of Equipment Auditors**

The YA will conduct workshops from time to time to ensure that club appointed Equipment Auditors receive the appropriate training and Accreditation. Clubs interested in holding a workshop in their local area should contact the YA office.

## **Special Regulations Equipment Compliance Forms**

New equipment Compliance Forms are now available from the YA office to reflect the new rules. The new compliance forms have two columns. First the owner or his representative should carry out an initial inspection and sign top indicate that the boat complies with the category of race



for which the boat is entered. Secondly the Equipment Auditor should carry out an equipment audit and, if appropriate, sign the form.

### **Inspection Process**

1. Boat owners should obtain an Equipment Compliance form from their club or the YA office.
2. The owner or his representative should carry out the initial inspection and sign the appropriate box.
3. The owner should make an appointment through their club, (in much the same manner as the old safety inspection), for an equipment auditor to carry out an equipment audit.
4. The owner and the equipment auditor together should conduct the inspection together.

### **After the Inspection**

It is the owner's responsibility to ensure that the boat continues to comply in every respect with the category the boat is competing in. Owners should remain familiar with the AYF Special Regulations and ensure that all equipment remains on the boat, is kept in good working order and equipment is replaced or repaired if necessary during the season.

The onus is NOT on the race organiser, the Club or the Equipment Auditors to perform ongoing checks or to confirm compliance. The responsibility remains with the boat owner — the audit only verifies that the equipment is on board at the time of the inspection.'

## **SAFETY EQUIPMENT AUDITS AT THE SASC**

Most SASC members sail in events that require compliance with Category 7 Safety Regulations, the following notes have been prepared by way of assistance and early warning.

In recent years SASC has allowed the process of self inspection and compliance declaration for this category however, the Board has decided to reintroduce formal inspection and compliance audits because:

- a) It would appear that some competitors have not complied completely with the rules;
- b) The new rules place new emphasis and responsibility on the owner, and
- c) Interpretation of Club responsibilities is such that owners must be made fully aware of their responsibilities and liabilities.

Equipment audits for Category 7 will be carried out at the SASC on 25 August and 1 September. Category 7 Compliance Forms have been included with this edition of the SASC News, and they are available for download from the YA or SASC web sites. This form must be completed and signed off for each item by the owner prior to inspection by the Club's Equipment Auditor.

Some of the rules changes effecting Category 7 are listed below:

1.01 (a, b, c) Purpose and use of rules.

1.02 Owner's responsibility defined.

3.15 (d) This is a new requirement regarding permissible fuels for cooking, lighting

and heating. It should be noted that metholated spirits has an acceptable flash point and is therefore allowable.

**AUGUST 01**

3.23 (c) Inboard engines must have permanently installed fuel tank.

3.23 (d) A separate starting battery is required if the battery electric starter is the only means of starting the engine.

3.23 (h , i) Requirements for fuel tank shut-off valves, tanks and fuel lines that are binding for Category 7 yachts.

4.04 A Fire blanket must be carried by all vessels that are required to carry fire extinguishers. Fire extinguishers must be inspected or replaced with new units BEFORE audit.

Any questions about the above changes may be referred to the SASC Chief Equipment Auditor (Dal Wilson) who will obtain formal AYF rulings if necessary. For those members who may be contemplating upgrading to Category 4 through to Category 1, it is suggested that up-to-date interpretation of new rules be discussed with the Club's Equipment Auditors (Dal Wilson or the other AYF accredited equipment auditors, Charles Maclurcan, Chris Oh and Bob Lawler) before purchase of equipment.

## **CENTENARY OF FEDERATION NAVAL REVIEW**

In October Sydney Harbour will be the venue of one of the most spectacular maritime celebrations and fireworks displays ever seen. The Centenary of Federation Naval celebrations will take place between 2 October and 6 October, with some 45 warships from twenty nations taking part. There will be about 10,000 Australian and foreign naval personnel in Sydney over the period.

Highlights of the week include:

- Fleet Entry of RAN and foreign warships on Tuesday 2 October between 1330 and 1600.
- Move of RAN units into the stream in the east harbour between 0700 and 1100 on Friday 5 October.
- Move of foreign warships into the stream between 0700 and 1100 on Saturday 6 October.
- Fleet Naval Review between 1330 and 1600 on Saturday 6 October. HMAS *Melville* will be the reviewing ship with His Royal Highness Prince Phillip, Duke of Edinburgh on board.
- Fleet Air Arm fly-past starting at 1500 on 6 October, with helicopter SAR displays.
- Fireworks display between 2000 and 2030 on Saturday 6 October. Fireworks will be fired from nine barges (two west of the bridge) and there will be air dropped incendiaries from five helicopters.
- A competition for the Best Dressed Recreational Vessel on Saturday 6 October.

More information will be posted at [www.sasc.com.au](http://www.sasc.com.au) as it becomes available.

The Racing Rules of Sailing 2001–2004 Rule 46 requires that ‘any crew member that sails in more than three races in any one sailing season shall be a member of a club affiliated to an MYA, and a Youth, Silver or Gold member of their MYA and the AYP.’ (MYA means a State/Territory Yachting Authority like the Yachting Association of New South Wales).

It is not intended that ‘social races’, twilight yacht racing, corporate and promotional races be restricted by Rule 46. It is the intention of the prescription to ensure that as far as reasonably possible, all sailors competing in what would be described as ‘normal’ competitive sailing do contribute financially to the sport. Clubs can seek dispensation by making an application to the YA of NSW in accordance with this policy, and the SASC will be seeking exemption for Friday Twilight races and special events like Idle Hour Day and the Bob Brown Trophy Race.

The YA of NSW has created a new category of membership (the Bronze YANSW Crew Club Membership) to provide a means for clubs to allow non-club members to comply with Rule 46 for a small cost. A club may chose to ‘sponsor’ crew to this ‘club’ which will be administered by the YA. Whilst the SASC would like to see as many crew as possible to be full members of the SASC, the Club will offer to sponsor persons crewing in SASC yachts for Bronze YA of NSW Crew Club membership. Application forms and promotional material outlining the benefits of YA membership will be available from Faye Buckley or Maggie Stewart at the Club. The cost will be \$40 per year, of which \$12.50 will be retained by the SASC to cover expenses.

With the annual subscription notice members of the SASC were advised that they would be invoiced for YA membership if they had paid that membership through the SASC last year. They were also given the opportunity to nominate another club through which they had paid their YA membership. A considerable number of members have made no election in this regard, and are reminded that they must obtain YA membership through the SASC or advise the details of the other club through which they have obtained YA membership if they are to be eligible to compete in SASC events.

A beaming Bill Gale in a gleaming *Ranger* at the Classic Yacht Association’s Concours d’Elegance on 17 June.  
(Photo Charles Maclurcan)



The inaugural Classic Yacht Association's Concours D'Elegance was held on Sunday 17 June at Sydney's Superyacht Marina, Rozelle Bay. Driven by the enthusiasm of SASC member Rob Evans, the event was hailed a success by all participants. Classic yachts as well as vintage sports cars were on display, bringing together some of Sydney's custodians of history.

Most of the 47 boats arrived at the marina on Saturday afternoon and docked overnight. In the evening skippers and crew dined at Liquidity Restaurant.

On Sunday morning about 20 vintage and veteran sports cars lined the boardwalk. Classic boat owners and vintage car owners mingled, discovering they had a lot in common.

The judges of the boats, Ken Beashel and Geoff Tyers were looking at originality, finish and general condition. Prizes from Logans were awarded to -

### **Best Yacht at Show**

1. *Antara* - Ian Kortlang
2. *Cyan* - Bill & Deidre Manning
3. *Varuna* - Dr John Musgrove

### **Most Original Yacht**

1. *Joanne Brodie* - Norm Hyett
2. *Hoana* - Martin van der Wal
3. *Varuna* - Dr. John Musgrove

### **Best Class Yacht at show**

1. *Cherub* - John Westacott
2. *Etrenne* - Cathy Hale and Simon Sedubin
3. *Caress* - Graham Nock

### **Best act of the Day**

John Diacopoulos and his crew for the best boat party.

### **Cleanest Bilge**

Michael Maxwell with the magnificent *Carina*.

### **Best Head**

Phil Kinsella with *Sylvia's* wooden bucket.

(Report from [www.BoatingOZ.com.au](http://www.BoatingOZ.com.au))





Yachts gathered at the Rozelle Marina for the Classic Yacht Concours d'Elegance on 17 June.  
(above)

Past Commodore Nick Cassim's *Lolita* at the Rozelle Marina. (below)  
(Photos by Charles Maclurcan)





Phillip Brown's *Anitra V* at the Concours d'Elegance. (above)

A happy gathering in Ken Pryor's *Struen Marie*. (below)  
(Photos by Charles Maclurcan)



**VOLUNTEERS NEEDED**

Volunteers are needed to join the SASC Race Management team. Any members who would like to contribute to the success of SASC racing on Saturdays, Sundays, Tuesdays or Fridays by becoming a member of the starting team would be very welcome.

Prior experience is not essential — training can be arranged. For those who may wish to benefit from a formal training opportunity, the YA of NSW will be conducting a Race Officer Camp on 25 and 26 August at the Point Wolstoncroft Sport and Recreation Centre, Lake Macquarie.

Interested members should contact Faye Buckley at the Club on 9953 1433.

**DINNER AT THE CLUB**

*THE SYDNEY AMATEUR SAILING CLUB ADAMS TEN COMMITTEE WOULD LIKE TO INVITE MEMBERS AND THEIR GUESTS TO*

*A FORMAL TABLE D'HOTE DINNER AT THE CLUBHOUSE*

*TO RAISE FUNDS FOR THE CLUB'S ADAMS TEN*

**DATE: FRIDAY 24 AUGUST 2001**

TIME: 7PM FOR 7.30 PM SERVICE

COST TO MEMBERS: \$40.00 PER PERSON (INCL GST) PLUS DRINKS

Fiona Fitzgerald will be Chef for the evening

This is a rare opportunity for members to enjoy the Club and its unique location, in a friendly social atmosphere.

Bookings can be made through Faye Buckley at the Club on 9953 1433 during business hours

The SASC will be conducting the 2001 Endeavour Association Regatta on the weekend of 29 and 30 September. One race will be held on Saturday 29 September finishing at Store Beach. Competitors will join the SASC Idle Hour Race fleet for the usual refreshments ashore. There will be two races on Sunday, followed by the prize giving at the SASC on Sunday night.

Many of the participants will be rafted up at the Amateurs on the nights of Saturday 29 and Sunday 30 September.

If there any members who are planning to leaving Mosman Bay moorings for the weekend it would be appreciated if they could tell Rod Phillips or Michal Tomaszewski as it may be possible to let an Endeavour use their mooring over the weekend.

About twenty boats (a mixture of 24, 26, 27 and 30 footers) are expected to take part.

## CLASSIC DIVISION PLANS

The Classic Division is planning an active 2001-2002 season. To highlight all participants, classic yachts will be encouraged to identify themselves by flying the SASC ensign from the backstay of starboard shroud during races. The ensigns can be obtained from John Vaughn (telephone 9958 3246). Gaffers are also asked to fly their gaffer's day pennants from the peak, and it would be great if bermudans also flew their pennants.

New member Charlie Chan has purchased *Yarrowonga*, a very attractive 34' 10" double-ender designed by Archie Barber and built in Huon pine in 1939. Charlie is very keen to race with an all girl crew — all of whom are very experienced.

There will be a change to Course A for the Classic Division in the new season. The course will go to the Beashel Buoy from the start, then to Shark Island, Lady Bay YA mark, Naval 2 and finish. This course should be safer than the old one with boats to windward of others coming off the Steel Point mark on the first run, and clear of the flocks of Lasers coming out of Rose Bay. The final run will avoid a gybe at Bradley's Head which will be safer in that busy piece of water. The length of the new course is very close to the old one.

by  
*Bill Gale*

*Yarrowonga*





Some 170 people attended the Annual Prize Giving at the Mosman Returned Servicemen's Club on Friday 22 June. The collected trophies gleamed ready for the winners. (above)

Commodore Tony Clarkson presenting the Awanui Trophy to Garth Stewart (*Pinchgut*) as Tony Waugh keeps an eye on proceedings. (below)





Nigel Berlyn and John Barclay (*Reverie*) received The Brothers Trophy for the Logan Series.  
(above)

Seen at the prize giving, a fleet of Past Commodores (or is it a confusion of Race Officials?). Past Commodores John Morris (Friday Starter), John Jeremy (Sunday Starter) and Vic Dibben (SASC Honorary Starter).



Throughout history, any ship or artefact lost in deep water has been regarded as lost in the most complete sense, never to be seen again. With the technology available today, it is increasingly apparent that no part of the earth's surface is sufficiently remote to prevent a 'lost' object from being found, and if the interest is sufficient, at least examined, if not recovered.

For most people, modern capabilities for underwater exploration were most graphically illustrated by Dr Robert Ballard's discovery of the wreck of *Titanic* in 1985, using technology originally developed for more mundane tasks like recovering lost nuclear weapons from the sea floor. Since then, steadily improving technology has revealed much more that was previously considered lost for all time. Ballard's subsequent discoveries have included high-profile wrecks like *Lusitania*, the aircraft carrier *Yorktown*, and the ships (including HMAS *Canberra*) lost in the battle for Guadalcanal. Other less well known discoveries have included ancient trading vessels in the Mediterranean that have shed new light on early navigators and shipbuilders.

A new phase in maritime archaeology is emerging. In the United States the study of the recently recovered Confederate submarine *Hunley* and the remains of her crew is only just beginning. As recently as 16 July, the engine of the Civil War warship USS *Monitor* was recovered from the wreck site off Cape Hatteras, North Carolina. The ironclad *Monitor* made history when it fought the Confederate ironclad *Virginia* (ex *Merrimack*) at Hampton Roads in March 1862. *Monitor* sank while being towed to North Carolina on 31 December

The engine of USS *Monitor* after recovery on 16 July. The \$US5.5 million project has been funded by the US Navy and the National Oceanographic and Atmospheric Administration.

(US Navy Photo)



1862. Lying in 230 feet of water, the wreck (located in 1973) is deteriorating and the engine has been recovered, along with other items, to preserve the history of this important ship. After about ten years of preservation in a specially constructed holding tank, the engine will be restored and displayed at the Mariners' Museum in Newport News.

There is a strange fascination in the discovery of old wrecks, and people often see their exploration as an opportunity to answer questions about the how and why of their loss. *Titanic* is a good example, and there is probably no more studied wreck in history, with the most thorough forensic examination of all the details of her sinking.

In June this year, another search began in the North Atlantic for a ship with a special place in the history of the Royal Navy in World War II, the battlecruiser *HMS Hood*.

In March 1916 the Admiralty approved the design of a new class of battlecruiser, large ships with a speed of 32 knots and mounting eight 15-inch guns in four turrets. All four ships were laid down between September 1916 and November 1916, but the design was subjected to considerable modification as the lessons from the Battle of Jutland in May 1916 were absorbed. In the view of many people, the design remained weak, particularly in armour protection. The first ship of the class, *Hood*, was launched on 22 August 1918 by her builders, John Brown & Company, Clydebank.

The other ships of the class, *Anson*, *Howe* and *Rodney* were cancelled in 1919 and broken up on the slips, but *Hood* was completed in January 1920 and commissioned on 15 May. She was the last ship designed and completed for the RN as a battlecruiser, and the longest capital ship ever in the Royal Navy. She soon became the pride of the fleet, and occupied a special place in British national pride for the next two decades.

*Hood* had a displacement of 46,680 tons, was 860 ft 7 inches long overall, 104 feet in beam, and was powered by steam turbines that developed 151,280 shp on trials for a speed of

*HMS Hood* off the Australian coast during the 1924 World Cruise.



32.07 knots. She was armed with eight 15-inch guns, twelve 5.5-inch guns, four 4-inch guns and six 21-inch torpedo tubes.

The ship was a very handsome and well-balanced design, with great 'presence'. She was the largest warship in the world during the first ten years of her life, and cruised all over the world. She visited Australia in 1924 with HMS *Repulse*, which was carrying the Prince of Wales during his visit to the Dominions. She was refitted from time to time, but by the late 1930s, was clearly out of date and her machinery was on its last legs. Plans were developed for a major modification (rather along the lines of that given to *Repulse's* sister ship *Re-*



HMS *Hood* in 1924.

*nown*) that would have replaced all the main and auxiliary machinery and improved the armour protection. The approaching hostilities intervened, and just how *Hood* might have emerged from the planned three-year modernisation, which was to start in 1942, is somewhat a matter of speculation.

Early in the war *Hood* served with the Home Fleet, patrolling the northern approaches to the British Isles and taking part in searches for the German battlecruisers *Scharnhorst* and *Gneisenau*. Later she joined Force H in Gibraltar as Flagship before returning to the Home Fleet in August 1940.

On 22 May 1941, *Hood* sailed from Scapa Flow in company with the brand-new battleship *Prince of Wales* and a number of destroyers to support the cruisers *Norfolk* and *Suffolk* in the Denmark Strait (between Greenland and Iceland) following reports that the German battleship *Bismark* and her escort cruiser *Prinz Eugen* were at sea and headed for the North Atlantic.

The German ships were sighted on the morning of 24 May, and action commenced at 0552 at about 25,000 yards range. At about 0555, *Hood* and *Prince of Wales* altered course to port to bring their after turrets to bear. The third salvo from *Bismark* had hit the boat deck in *Hood* and started a fierce fire near the main mast. *Hood* was hit again by the fifth salvo from *Bismark*.

Ernie Bradford, in his book *The Mighty Hood*, describes the next few minutes:

AUGUST 01

‘The fifth salvo, hurtling through the air, was history. The *Hood* and *Prince of Wales* were swinging fast to port and their ‘A’ arcs were just opening. From one of the *Hood*’s after turrets a salvo had just fired. Then the great flame and the high sobbing scream burst. At a range of 16,500 yards the *Hood* had received her death blow. A pillar of fire soared into the air — a thousand feet high. Guns and turrets were plucked from their mountings and tossed aside like toys. Masts collapsed, hundreds of tons of steel rained on to the water, and the northern sky was split by thunder. She heeled to port. Her back broke. Her bows and stern lifted like two giant tombstones to her dead.

Captain Leach, following close astern, had to alter course to avoid the wreckage. As the *Prince of Wales* came abreast of the *Hood*’s fast-disappearing bows, the water was up to A turret. The bows lifted to an angle of 45 degrees, and then slid back with a great sigh into the sea. There was nothing left now but a dense column of smoke towering over the scarred water. She had sunk in two minutes.

The *Hood*’s grave is in 63° 20’ N., 31° 50’ W. If ever a ship died in action, *Hood* did. Her last salvo was in the air at the moment when she received the final blow. Every man was at his post; the breeches had just slammed shut behind the shells and charges for a further salvo; she was steaming still at 28 knots; and then the sea and the darkness covered her. One minute she was alive, the next minute dead.

She lies deep in the waters of the north, washed by the cold currents of the Denmark Strait, 500 miles north-east of Cape Farewell.’

There were only three survivors — 1,415 men went down with the ship. The loss was probably caused by a shell from *Bismark* penetrating the hull and causing the detonation of the after magazines, although the exact mechanism has been the result of much speculation and argument, that some say may only be resolved by an examination of the wreck.

After a famous pursuit, aided by some luck, and as we know now, some fortuitous code breaking, the badly damaged *Bismark* was sunk by British forces before she could reach Brest for repairs.

Robert Ballard found the wreck of *Bismark* in 1989, where she lies in about 4,700 metres (15,500 feet) of water, but *Hood* had never been found.

Since 1995, David Mearns of Blue Water Recoveries has been planning to locate and film *Hood*. This year, the British television network Channel 4/ITN has funded the search, which began in June. The underwater team is from Oceaneering Technologies of Maryland, who were responsible for the location and study of the wreck of *Derbyshire* (see *SASC News* April 2001). The first objective was to locate *Bismark* (Ballard has not revealed her exact location), and she was found on 9 July.

The search for *Hood* began on 19 July using sensitive side-scan sonar, and a likely target was found the following day. The remotely-operated submersible carrying cameras was lowered into the 3,000 metre deep water and on 23 July 2001 the remains of the great ship were identified.

The ocean floor is covered in pieces of shattered metal, amongst which the forward part of



# **YACHT INSURANCE**

## **A SPECIALIST SERVICE FOR SASC MEMBERS**

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It would be our pleasure to review your current Policy Wording and Premium rating at your next renewal.

When you deal with JMD Ross Insurance Brokers Pty Limited you deal directly with the Principals in the Business.

For immediate attention please contact PETER SMITH on

Telephone: (02) 9906 1199

Fax: (02) 9906 1007

Email: [psmith@jmdross.com.au](mailto:psmith@jmdross.com.au)

or complete the following and return for personal diarised attention six weeks prior to your next renewal.

---

TO: JMD Ross Insurance Brokers Pty Limited

ATTENTION: Peter Smith

ADDRESS: PO Box 411, St. Leonards, NSW 2065

Name: \_\_\_\_\_

Contact No's - Business: \_\_\_\_\_ Home: \_\_\_\_\_

Vessel Name: \_\_\_\_\_

Current Insurer: \_\_\_\_\_

Renewal Date: \_\_\_\_\_

the ship lies upside down. Images from the bottom, including the bows of the ship and the ship's bell can be found at the expedition's web site [www.channel4.com/hood/](http://www.channel4.com/hood/).

**AUGUST 01**

Just whether any more information about the cause of the loss of *Hood* can emerge from an examination the wreckage remains to be seen, but there is sure to be intense interest in the photographs of the wreck of this famous ship.

There are many other interesting ships lying deep on the ocean floor, some of particular interest to Australians. The wreck of the cruiser HMAS *Sydney*, lost with all hands in November 1941 after her action with the German raider *Kormoran*, lies somewhere off the west coast of Australia. Her location is much less precisely known than that of *Hood*, and finding the ship will make the search for the proverbial 'needle in a haystack' look easy. Speculation about the battle and its consequences continues today, and claims that the wreck has been located have been made as recently as recent as May 2001 — but that is another story.

## **ANNUAL GENERAL MEETING**

Despite the rain over fifty members attended the Annual General Meeting at the Clubhouse on 25 July.

After welcoming new members, the retiring Commodore Tony Clarkson presented the Annual Report, and invited the officers of the Club to comment on their areas of responsibility. The accounts, balance sheet and accompanying statements were adopted by the meeting.

Tony Clarkson spoke of his pride in the Club and the achievements of the last three years. He congratulated Charles Maclurcan on his election (unopposed) as Commodore and presented him with his burgee. Chris Oh was elected to the position of Vice Commodore, and Randal Wilson as Rear Commodore, both unopposed. Peter Blunt, John Crawford, John Gibson, John Jeremy, Phillip Kinsella, Bob Lawler, John Morris and Michal Tomaszewski were elected as directors, and Tony Saunders as Hon. Secretary. Charles Maclurcan advised the meeting that no nominations had been received for Treasurer or Honorary Racing Chairman, but he expected the Board would be able to fill the vacancies at its next meeting.

Speaking on behalf of the Board, John Morris proposed that Tony Saunders be made an Honorary Life Member in recognition of his long service to the Club. The motion was carried unanimously. The Commodore announced that Russ Chapman had been nominated by the Board as Club Member of the year, and spoke of his long contribution to the Club's activities. He also announced that the Honorary Starter, Vic Dibben, planned to retire from this role after the last race in the winter series, and presented him with as gift on behalf of all the members in recognition of his work over the past eleven years. In his response, Vic described how rewarding he had found the job and how much he had enjoyed working with the dedicated volunteers in the start boat, and his customers, the competitors.

The Commodore emphasised the importance of volunteers to the success of the Club and invited members to come forward and participate in the task of running the Club we all enjoyed so much.

## ***THE AMATEURS***

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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Welcome to the following new members:

Drew Anderson (Junior Member)  
Charlie Chan  
Robert Clark  
Allen Frick  
Ian Prentice (Intermediate Member)

## RSYS YACHTSMAN OF THE YEAR

Congratulations to Commodore Charles Maclurcan who received the Royal Sydney Yacht Squadron award of Yachtsman of the Year at the RSYS prize giving in May.

## NEWSLETTER DEADLINE

The next SASC News will be the October 2001 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 19 September 2001. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



SASC Equipment Auditors Dal Wilson, Charles Maclurcan, Chris Oh and Bob Lawler at the YA of NSW Safety Equipment Auditors' Workshop on 7 July.



The SASC Annual General Meeting does not usually get reported in the Sydney Morning Herald, but this unfortunate omission has not always been the case. There was a lengthy report in the SMH of 8 October 1883, which we reproduce in part below:

‘The eleventh annual meeting of the above club was held at the exchange hotel on Friday evening. The Commodore of the club, Mr G C Elliott was in the chair. The secretary read the eleventh annual report, which was unanimously adopted; and also a letter from Mr John J Richardson, handing a cheque for £8 to be competed for by 24-foot open boats; and a cheque for £5 to be sailed for by 10-foot dinghies...

A proof of the proposed new rules was laid on the table, to be considered at the next meeting. The opening day of the season was fixed for the 20<sup>th</sup> October. The commodore signified his intention of giving a prize for 19-foot boats. A vote of thanks to the outgoing officers brought the meeting to a close.’

The paper reproduced the committee’s report, which outlined the finances as follows:

‘The receipts for the club, together with balance from last year amount to £374 1s., made up as follows:- Subscriptions £137 12s.; donations to shed and other sources, £136 9s. The expenditure is £104 11s. 3d., and paid to the commodore on account of the shed £260, leaving a balance at the credit of the club of £9 9s. 9d. During the past year 41 new members have joined, and a number of resignations have been received, leaving the club roll now at 141 members. The number of boats sailing under the club flag is as follows:- First class, 24-foot open boats, 9; second class 23-foot open boats, 17; third class, 19-foot open boats, 4; fourth class, 18-foot open boats, 6; fifth class, 16-foot open boats, 13; half-decked and miscellaneous boats, 14; but this is not as correct as the commodore would like to see it, as members do not send in particulars of their boats. Your committee desire to mention that they are indebted to C A Benbow, Esq., and the Hon. T Cadell, for prizes presented during the past year and for the ensuing season Mr J J Richardson has already presented two prizes to be competed for. The following is the list of prizes sailed for:- November 18, fifth class, won by Mr A R Gall’s *Herald*; January 6, first class, won by Messrs Deitrich and Metcalfe’s *Dreamland*; January 27, half-decked boats, won by Mr Holdsworth’s *Fleetwing*; February 24, open boats 20 feet upwards (Hon T Gadell’s prize), won by Mr H Clark’s *Rosetta*; second prize won by Messrs Deitrich and metcalfe’s *Dreamland*. April 13, half-decked boats (Mr Benbow’s prize) won by Mr Spain’s *Galatea*, and 5<sup>th</sup> class, won by Mr Cameron’s *Sophia*. With regard to the club shed, which was completed last March only, your committee regret the decision arrived at by the Government, who have taken over the shed from the club, the ground being wanted for improvements at Circular Quay. The club thereby sustains a heavy pecuniary loss, the total cost of the shed being £1059 12s., and the amount received from the Government being £650. While regretting both the monetary loss and the loss of the shed, your committee hope that the members will exert themselves to again place the club in the same position that it occupied 12 months ago.’

The reference to the shed highlights the brief period when the SASC occupied premises in one of the finest locations in Sydney Harbour that one might imagine. In 1879 the Club had sought a grant of land to build a clubhouse, and in October that year was granted a block of land adjacent to the Sydney Rowing Club’s boatshed on Bennelong Point, facing Circular Quay. Doubts were expressed at the 1879 Annual Meeting that building on the site was wise, in view of suggestions that the navy might move there from Garden Island. Meanwhile, the Club sought permission to moor boats off the site on piles, which was refused, the objection being to the piles rather than the boats.

In December 1879 a sub-committee recommended that the project go ahead and it was decided accordingly. Doubts about tenure continued during 1880, but lobbying efforts continued. In January 1881 the Department of Lands notified the Club 'that they could not give any guarantee that they would be allowed to occupy for a few years the land they are now temporarily in possession of.' In the same month the Engineer-in-Chief for Harbours and Rivers stated 'that it probably would be necessary to dispossess the Club of the land very shortly.'

Despite these signals, the secretary E M Dietrich (Commodore 1883 to 1889) who had been a driving force behind the efforts to acquire the boatshed, said in a speech at the prize giving on 30 April 1881: 'I am now able to state that we can build on our land at Fort Macquarie without fear of removal.'

The Club continued to plan for the new shed and in March 1882 commissioned architect Thomas Rowe to prepare plans and specifications and call tenders. Members were invited to contribute to the building fund, and had provided £759 by October when construction began.

The boatshed was completed in February 1883, and Henry Chapman was appointed caretaker at £2 per week. The building was officially opened on 21 April 1883, and named 'The Sydney Amateur Sailing Club Boathouse.' The Sydney Morning Herald of 31 March 1883 described it as follows:

'It is a most commodious 60ft. x 40 ft. and well-appointed building, certainly the best boatshed in Sydney. It is of two storeys, being constructed of wood and iron and has two splendid balconies, one at either side and a third in front. The two larger balconies will be found of great convenience for hanging and drying sails. In the upper storey there are lockers, baths and other conveniences and gas is laid on throughout the building. The staging in front of the shed is not yet complete, but shortly will be so, when the Club will have every reason to congratulate itself upon the completeness, commodiousness and excellent situation of its Clubhouse and shed.'

In early July 1883 the Club refused a request from the NSW Naval

The SASC boatshed at Bennelong Point (above the tug's funnel) as shown on the cover of *The Amateurs*.



Corps to use the shed for drilling purposes, and later that month the Colonial Secretary offered the Club £650 for the shed. It was all over by the Annual General Meeting in October, and the Club was left with a debt of approximately £200.

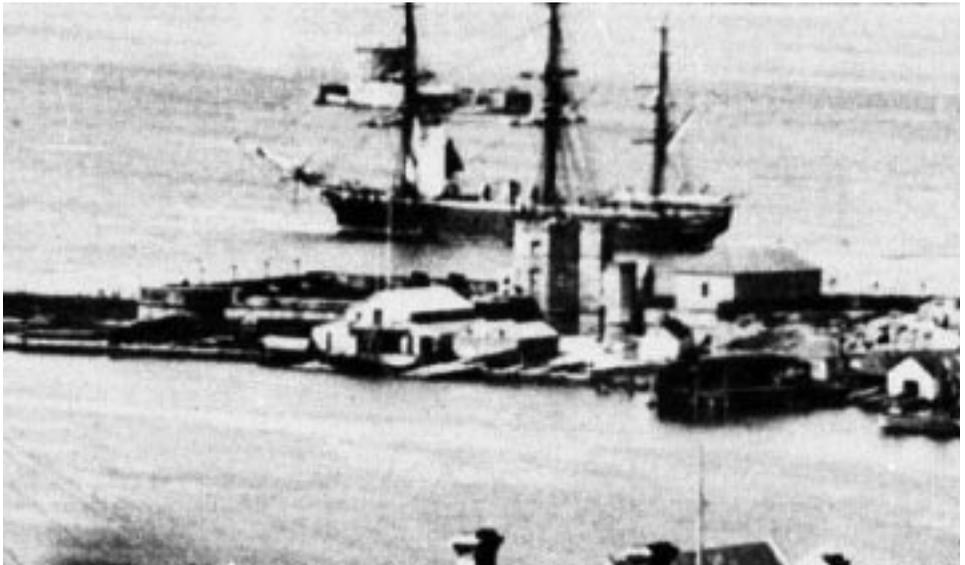
The 1972 history of the SASC *The Amateurs* records: 'As is well known the members responded marvellously and the committee carried on with racing as usual and within twelve months the Club was solvent again.' The general meetings of members at the time must surely have been interesting.

The Fort Macquarie shed is shown on the front cover of *The Amateurs*, and part of the photograph is reproduced on the previous page. The shed is obscured in the original photograph by the smoke from the tug, and the image has been heavily retouched, so the details may not be accurate. What appears to be The Sydney Rowing Club's shed can be seen to the left of the SASC building. The original negative of this photograph is in the Tyrrell collection in the Powerhouse Museum.

There is another photograph of Sydney Cove that appears to show the same building on the site, but with other contemporary buildings missing. Just when this photograph was taken is not known. It appears to be an earlier photograph, but if so where is the Sydney Rowing Club? Some forensic analysis of the details (and the ships) may give some clues.

There are more interesting photographs of Bennelong Point in the State Library of NSW that may provide more detail so there is a good chance that this interesting period in the history of the SASC may appear again in *From the Archives* in a future edition of *SASC News*.

The Sydney Cove photograph (right). A section has been enlarged below.







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