



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2004

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Honorary Treasurer	Richard Lamrock
Honorary Secretary	Tony Saunders
Executive Secretary	Patrick Munn

Cover:

EZ Street (B. Dover) on a brisk run during a winter race (Trevor Cosh photo)

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COMING EVENTS

AUGUST 04

SATURDAY 28 AUGUST 2004

Safety Audits and Fire Extinguisher Inspection

SATURDAY 4 SEPTEMBER 2004

Safety Audits and Fire Extinguisher Inspection

SATURDAY 11 SEPTEMBER 2004

Lion Island Race and SASC Opening Regatta

SATURDAY 18 SEPTEMBER 2004

Start of Spring Pointscore Series — First race for Super 30 Division, Division 2, OK Dinghies and Classic Division

SATURDAY 25 SEPTEMBER 2004

Second race for Super 30s, Division 2, OK Dinghies and Classic Division. First race for Division 1, Cavalier 28 Division, Division 2 short series and Cavalier 28 short series

SATURDAY 2 OCTOBER 2004

Idle Hour Race

SATURDAY 9 OCTOBER 2004

Third race for Super 30s, Division 2, OK Dinghies and Classic Division. Second race for Cavalier 28 Division

SUNDAY 10 OCTOBER 2004

First race for Division 6 and Gaffer's Division

SATURDAY 16 OCTOBER 2004

Fourth race for Super 30s, Division 2, OK Dinghies and Classic Division. Third race for Cavalier 28 Division. Second race for Division 2 short series and Cavalier 28 short series

SATURDAY 23 OCTOBER 2004

Fifth race for Super 30s, Division 2, OK Dinghies and Classic Division. Fourth race for Cavalier 28 Division

SATURDAY 30 OCTOBER 2004

Sixth race for Super 30s, Division 2, OK Dinghies and Classic Division. Fifth race for Cavalier 28 Division

FRIDAY 5 NOVEMBER 2004

First Twilight race

**HAVE TO
GET
ASHORE?**

**Call Mike or
Brian on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1700



SIGNALS FROM THE COMMODORE

Two weeks ago I sat down for lunch at Mosman Rowers at Faye Buckley's retirement party with all the Commodores who have worked with Faye over the last decade and a half. It was a group of people from many different walks of life with many different ideas as to how the Club should be run, but all united in their belief in the Club, what it stands for, and in their commitment to the members and its future.

Their commitment in time and labour has seen the Club continue to react to the members needs. In racing, as we saw the slow move away from Saturday racing, they oversaw the development of our Twilight and Sunday events. In the boatshed they maintained the profitability of our major assets in the moorings and slipway, and with our house activities they have set a professional standard without surrendering the spirit of the Amateurs.

Your incoming Board will have the commitment of our predecessors as our guide for the future which we hope will continue to be as successful as our past.

The next three years will be a period of challenge as we move forward with the redevelopment of the slipway to full EPA compliance. It will be the largest project the Club has taken on but should be well within our ability to fund. The planning has started with a consultant hired to produce a feasibility study.

With the sailing season about to start we are seeing the results of the previous Board's work with a lot of interest in the season ahead. The Club's history has always been that of Saturday racing on Sydney Harbour and the divisional meetings held so far would indicate not only the return of Division 1 to our Saturday line-up but a bumper fleet of Division 2 boats, Cavalier 28s, Classics and OKs turning out every Saturday. The Sunday fleet will be back for the more casual sail as will our Friday and Tuesday twilights.

The Board will look forward to your continuing support for the Club and all its activities.

Robert Evans



The SASC Racing Committee has introduced a number of new exciting variations into the upcoming 2004/2005 racing programme.

The season will begin with the Opening Regatta on Saturday 11 September 2004. This race has been an significant fixture at the SASC in the past, so it is important it be reintroduced into the racing programme. The race will be run on the same day as with the Lion Island Race, and will be open to and free of entry fees to all yachts entered in any SASC division. The regatta will be a single division, with a handicap start, followed by a barbecue at the Club on completion of the race.

A Super 30 Division has been included in Saturday Racing Programme. The division will cater for lighter-displacement type fast boats of around 30 feet loa and over. The Racing Committee recognised that there are a growing number of these types of boats at the SASC with many more from other clubs looking to race against similar boats. The Committee anticipates the division will attract boats like Mumm 30s, Elliots, Adams 10s, Young 88s, Hick 30s, Bull 30s Robinson 920s, and Metre boats. The series will encompass a spring, summer and overall point-score every Saturday with a break over Christmas.

A new Division 1 has also been introduced into Saturday Racing. This Division will cater for those larger boats over 32 feet loa that may not fit into the Super 30 category or whose skippers may not wish to race every week. The series will consist of 10 races only over the spring and summer pointscore season and will incorporate a handicap start.

The end of Season Closing Regatta will be on Saturday 19 March 2005. The end of season race has always been a strong tradition at the Club with the Kelly Cup and Tara Ipo Trophy up for grabs. The Kelly Cup is considered the most prestigious SASC Trophy to win, and this season place getters in a number of other race series including the Sunday races, Tuesday night (Paul Slocombe Trophy) and the Winter Series can qualify for entry into the race. Unfortunately support for both races has been low in recent years so it has been decided to make the day the 'End of Season Gala Day' when festivities will follow the race at the Club.

*by
Guy Irwin*

SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 28 August and 4 September

Safety Audits are required for Category 7 Certification



John Jeremy photo

Frank and Sue Talbot's *Nutmeg* alongside the SASC Wharf on Saturday 26 June 2004

ANNUAL GENERAL MEETING

AUGUST 04

Fifty-five members attended the Annual General Meeting of the Sydney Amateur Sailing Club at the clubhouse on the evening of Wednesday 4 August.

Following the usual reports from department heads and the approval of the annual accounts, retiring Commodore Charles Maclurcan made several presentations — to Lil Morris (who has resigned as a member after 26 years) in recognition of her many years of work for the Club; to Faye Buckley on behalf of directors and members on her retirement, and to retiring Treasurer Fred Bevis. Charles nominated Fred as Club Member of the Year with great approval from those present. Fred has been a director of the Club for some 27 years and has made an outstanding contribution to our affairs as Treasurer and Commodore.

Incoming officers Robert Evans (Commodore), John Crawford (Vice Commodore), Peter McCorquodale (Rear Commodore) and Richard Lamrock (Hon. Treasurer) were elected unopposed. Tony Saunders and Guy Irwin were re-elected Honorary Secretary and Chairman of Racing respectively. A ballot was necessary for the eight directors and Peter Blunt, Peter Chapman, Val deBurca, Bill Hogan, John Jeremy, Philip Kinsella, John Sturrock and Randal Wilson were elected for 2004/05.

Charles Maclurcan presenting Commodore Robert Evans with his burgee at the Annual General Meeting

John Jeremy photo



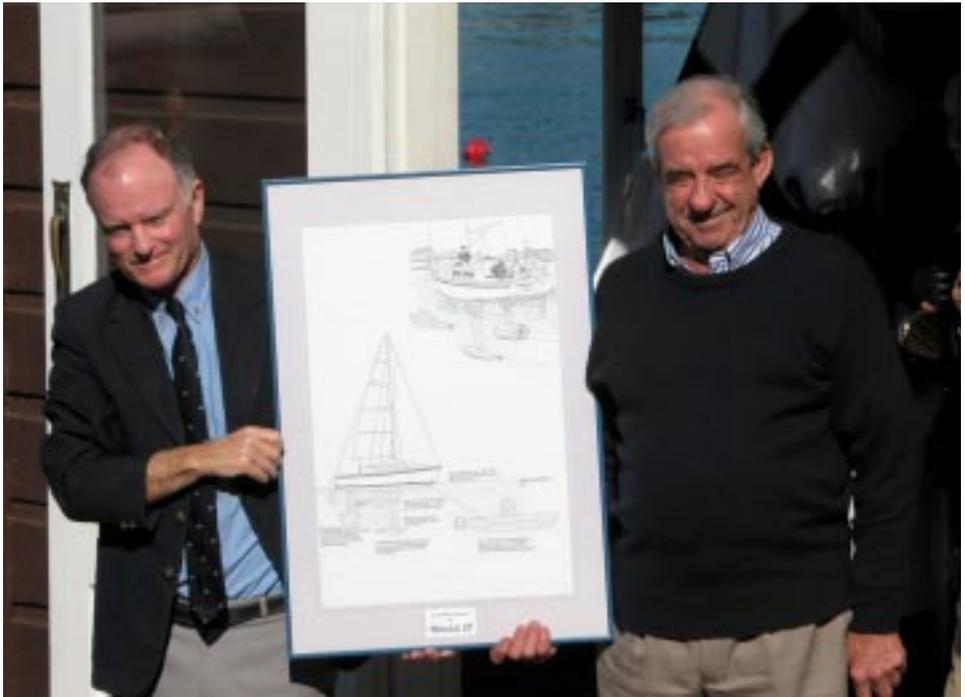


John Jeremy photo

Winners of the Kelly Cup for 2004 in *Clewless?* — Scott Mitchell, Guy Irwin, Lachlan Irwin and Scott Burgess (above) and (below) christening the Kelly Cup ladle (donated to the Club by Nigel Berlyn) with Gesa Mitchell

John Jeremy photo

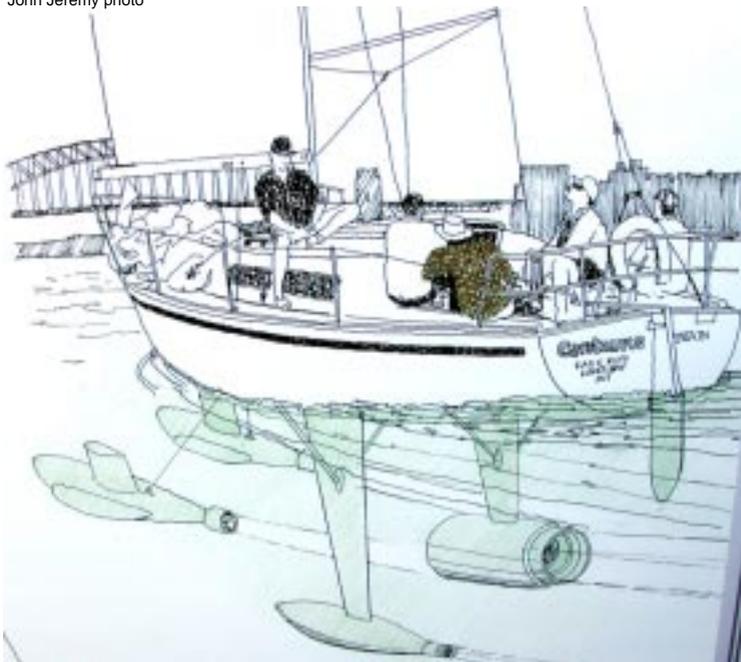




John Jeremy photo

Commodore Charles Maclurcan with Rod Mitchell, winner of the Gold Medal in the Cavalier 28 Division in *Centaurus*

John Jeremy photo



The performance of *Centaurus* was credited to special facilities (?) as shown in this detail from the special trophy in the photo above





John Jeremy photo

The crew of *Wind Shadow*, winner of the Bob brown Trophy and the Silver medal in the Division 2 short series with the Commodore

Lunch in the winter sunshine

John Jeremy photo





John Jeremy photo

Rick Fitzgerald demonstrating the correct use of the Currawong Cup

Fred Bevis, Lil Morris and John Morris enjoying tall tales and true from the legendary past

John Jeremy photo



FAYE BUCKLEY RETIRES



John Jeremy photo

John Jeremy photo



Faye Buckley retired from the SASC recently after fifteen years as Executive Secretary. On 23 July members who had worked closely with her over the years gathered at the Club to wish her well (above). At the Annual General Meeting on 4 August Retiring Commodore Charles Maclurcan presented her with a gift on behalf of current directors and other members who particularly wanted to express their appreciation for her many years of patient help in the office (left). On behalf of everyone we wish Faye many years or rewarding and happy retirement. Faye has agreed to help out occasionally when Patrick Munn, who now has command of the office, needs a break — so we will see her at the Club from time to time.

WINTER CRICKET

AUGUST 04

It's the Queen's Birthday weekend, two weeks from the shortest day of the year, there is snow in the hills and the first winter westerly is howling across Stockton Bight. It's cricket time for the Short Handed Sailing Association, and once again a large contingent of Sydney Amateur's members is looking for their long-johns and cricket pads.

This year was the twelfth year of this very popular event event. It starts with a yacht race from Pittwater to Port Stephens on the Friday night, continues with tall tales and true over more than a few rums on the wharf at Nelsons Bay and finishes with Jim and Phillipa Davern's stunning Wandin Valley for lunch and cricket on the Sunday.

This year, fittingly, we had twelve starters and a twelve hour down-hill run to Port Stephens. The start was at 8pm in Pittwater and the smart money kept out of the set by going up the beach at Stockton Bight, in the process picking up a lovely south westerly while the rest us headed up the rhum line into a knot or so of set and a nasty little cross chop. Breakfast at Port Stephens was a case of rum and coke on the wharf at D'albora Marina.

A bit of a kip in the afternoon, a great meal at Shoal Bay and up bright and early on the Sunday morning for the bus to Wandin Valley. After a very pleasant forty-minute drive, the near mandatory wine tasting (the wine just get better and better), the lunch from the carvery was served in the cricket pavilion.

Prizes for the race were next with Sydney Amateurs represented by *Paper Moon*, Dennis Williams, Wall Murray and Peter Hamilton, second, *Ratu VI*, Jim Davern, and Chris Kelly, third, *Torquil*, Peter McCorquodale and Rob Evans, fifth and *Farr Horizons*, Ivan Resnekov and Drew Spring, sixth.

The cricket match between the skippers and crew followed with some big swings and heavy bribes to the scorer ensuring a win for the skippers.

The bus back to Port Stephens and an eleven hour head-to-head spinnaker run back to Sydney on the Monday morning completed a great weekend. A great event for next years calendar for all of those who like a weekend in the Hunter.

Rob Evans Photo



by
Robert Evans

Peter
McCorquodale
demonstrating a
yachtsman's style
at the crease

With a new offshore season looming, David Salter reflects on the art of looking after each other

For those of us on the wrong side of 50 the ‘good old days’ were mostly great, but in hindsight some parts were downright woeful. Sure, we had truckloads of fun and got up to 57 varieties of mischief. It’s even possible we learned a thing or three that remain useful. On the other hand, there were aspects of the way we went about our boating that now make me cringe.

Safety, for example. There’s never any shortage of old salts around the waterfront who’ll bend your ear all weekend about the ‘Nanny State’ and how ludicrous the new regulations on safety equipment and training have become. “That bloody ‘duty of care’ nonsense,” they grumble. “Utter horse manure! Qualifications for this, regulations for that. Back in the old days you just got a solid bunch of blokes together who all knew what they were doing, in a well-found boat. Never got into the slightest bit of strife!”

Yet these same curmudgeons who rail against the current requirements of Category One racing delight in telling the bar about all the close scrapes they had with their mates back in the golden days of ‘wooden ships and iron men’. It’s precisely that macho indifference to danger that so often paves the way to disaster. To be frank, most of us who raced offshore regularly a generation or more ago are lucky to still be here. Bloody lucky.

The only serviceable safety gear I can remember our leaky 32-footer carrying on my first Hobart was a dan buoy, a sodden old cork life-ring and a crude rope tether with a snap shackle spliced into one end. There may have been a footy ref’s whistle at the bottom of a drawer in the galley. Maybe. After that, you were on your own. No electronics of any kind, no GPS with a MoB button to instantly freeze co-ordinates, no strobes.

It was, in fact, this slack approach to safety that earned me my first ride south. In those days the fleet was small and every yacht just toddled over to the old CYC dock at Rushcutter’s Bay to be checked by a nominated member of the Race Committee. The “Inspector” would come on board, be immediately offered a rum, and then sit below drinking with the owner while they slowly worked through the short checklist on a consensus basis.

The boat I’d been racing couldn’t go to Hobart that year so I just tagged along with the CYC “Inspectors” for a few weekends. When someone said “Batteries?” it was my job to scurry about until I found them, then yell out “Yep, here they are!” And so on, right through the list. The inspector rarely moved far from the bottle of Inner Circle on the saloon table. At the end of this desultory pantomime, with every box on the form ticked, I’d sheepishly ask the skipper if they had a spare spot for the race. It wasn’t long before I snagged a berth.

For the first twenty years boats were going to Hobart with not much more in the way of safety equipment than you need today to race around the cans in the Harbour. There were virtually no mandatory levels of experience or training for the crews. It’s quite extraordinary that no life was lost until 1984. The majority of serious injuries were sustained at the QLD, not at sea.

These attitudes die hard. About a year back I was involved in helping to prepare a wonderful classic yacht for an ocean passage. The owner and most of the crew were even older than

me. Before the trip we gathered down at the boat for a run-through of what was on board and what we might need to add. As a starting point we used a rough checklist I'd written out for a recent delivery trip.

"Jackstays?" I asked. Blank looks all round. "You know, some stout lines running along the deck to hook onto." Long pause. "Never needed, 'em mate. One hand for me, one for the boat. Right as rain." I took a silent vow to rig something before we left — for me, if nobody else.

"All right. PFDs?" Utter puzzlement. "Pee off *what*?" This was going to be a long morning. "Personal Flotation Devices". The owner broke into a triumphant smile. "Yep! Got 'em. Ten of the little buggers. Above the pilot berth, port side." "Mind if I have a look?" And there they were. A row of flimsy foam lifejackets with no crotch straps, scientifically designed to hold you face down in the water for as long as you like.

May as well go for the trifecta. "Harnesses and tethers?" By now the owner was verging on the surly. "You *might* find something in that bottom locker." My search revealed a sad collection of jumbled webbing and non-compliant snap-hooks. One of the old salts decided to cheer me up. "Don't worry about it, mate! I've never used one, anyway. They're too bloody restricting. Unsafe! If things get a bit dirty I just tie myself onto the fence."

It's easy to just scoff at these attitudes as anachronistic, but a lot of we so-called modern sailors aren't really that much more enlightened about safety. We still take secret delight in daring the sea to punish us, and bridle at having to shell out \$400 for a Sea Safety & Survival Course or find a spare weekend to get First Aid qualifications. Meanwhile, owners complain bitterly about the extra costs of life-raft servicing, safety equipment, and an EPIRB and PFD for every crew member. It *is* a lot of money, but when you really need them, the materials of safety are — of course — beyond price.

True safety at sea is, essentially, a state of mind. When was the last time your boat did a realistic MoB drill? Does everyone on board know where all the safety equipment is stored — including the fire extinguishers and bolt cutters? Do you really insist that at night, no matter what the weather, everyone on watch wears a PFD with strobe and EPIRB, and makes sure they're clipped on? *Every* time?

None of us enjoys being nagged, but I can always cop the odd pestering if we all get home safely to our wife, kids or parents.

IMPORTANT NOTICE ABOUT INSURANCE

If you utilise any of the Club premises to store any property (in lockers, dinghy racks etc.) you must fully insure your property against loss or damage.

Similarly, if you occupy a Club mooring, you must carry third-party insurance to a minimum of \$5 million and full cover on the value of your vessel.

By Order of the Board



John Jeremy photo

The large number of boats on display at the Cockle Bay Marina during the 2004 Sydney Boat Show

The collection of pleasure craft in Cockle Bay for this year's Boat Show was truly impressive, and surely the largest ever. Whilst there was a good number of wind-powered craft, the number of FWGs (Future Wake Generators), or 'hot-water boats' was somewhat alarming. Hopefully they won't all be sold to Sydney owners, or we might find that light-weather racing on Sydney Harbour becomes impossible as we battle the huge wakes left behind by these glamorous vessels and their seemingly indifferent skippers.

Power boats have caused sailors concern since the days of the original hot-water boats in the days of steam, as reported in *The Oxford Companion to Ships and the Sea*, (Peter Kemp, [ed.], Oxford University Press, 1976 and 1988), under the heading of Yachting, Power:

"With the adaptation of the steam engine as a means of ship propulsion during the first quarter of the 19th century, it was only to be expected that some yachtsmen should look to this new means of propulsion...

"...in May 1827 the Royal Yacht Club at Cowes passed a resolution that 'the object of this club is to promote seamanship to which the application of steam is inimical, and any member applying steam to his yacht shall be disqualified hereby and shall cease to be a member'. Two years later Thomas Assheton-Smith resigned from the club and built the 400-ton *Menai*, in which he installed a steam engine and paddle-wheels. She was the first steam yacht to be built in Britain. The first steam yacht built in the U.S.A. was *North Star*, a large paddle yacht of 1,876 gross tons built for Commodore Cornelius Vanderbilt in 1853."

Flag etiquette afloat can be a test of the knowledge, good taste and competency of the skipper. There are a number of “dos” and “don’ts” of flag etiquette for those who want to display correctly as different to merely hanging anything off the mast.

A good example of bad etiquette is for a corporate or company vessel to fly the company flag from the stern (ensign) staff or gaff. Likewise, flying a foreign flag (wearing false colours) from this position is a grave breach of protocol and in some countries would result in being arrested.

The correct and ONLY flag that should be flown from the stern or the gaff on Australian vessels is the Australian National Flag (blue) or the Australian Red Ensign.

Under the Federal Shipping Registration Act, 1981, the Australian Red Ensign was retained as the national colours of Australia’s merchant ships. Private pleasure craft were given the option of using this Red Ensign or the Australian National Flag. It is recommended that private craft wear the Red Ensign in home waters but use the national colours when overseas.

On national holidays and on special occasions it is suggested that private boats can join in the festive spirit and “dress ship”. This is done with the international code of signal flags. On such a day the Red Ensign, or National Flag, should be raised on the stern (ensign) staff or peak of the gaff staff. Another can be flown at the masthead. There are 40 international code flags which can be flown on a dressing line from stem to stern. The code flag dressing lines should be kept taut with the flags evenly spaced and in the pattern recommended by the Royal Yachting Association.

Although technically not part of the dress ship procedure, other flags such as the owner’s house flag, the Greater Sydney Ensign, the Federation flag etc., may be flown from the yards or equivalent positions. It is important that ensigns, racing or private flags (such as the boxing kangaroo) should NOT be included in the dressing lines which are for code flags only. On the dressing lines triangular flags and pennants should, as far as possible, be spaced between the rectangular flags. Theoretically, all vessels should be dressed alike. In general the code flag order, reading from the bow, should be:

E, Q, p3, G, p8, Z, p4, W, p6, P, pl, I, Code, T, Y, B, X, 1st, H, 3rd, D, F, 2nd, U, A, O, M, R, p2, J p0, N, p9, K, P7, V, p5, L, C, S.

In a single-masted vessel the line from the bow to the masthead can finish with the 3rd substitute and the line from the masthead to the stern carried on from D.

*by
John Vaughan*

Making Colours

Ideally flags should be raised at 0800 and lowered at sunset. The Australian Red Ensign or Australian National Flag is the first and the last flag to be displayed on an Australian vessel. Our flag of “Stars and Crosses” is by law custom and tradition, our chief national symbol and should be treated with respect. The colours should always be kept in good condition and not allowed to fray, badly fade or remain dirty.

Ensign Sizes

In Australia most flags are made in a range of sizes as follows:

- For boats under 6 metres in length 600 mm x 300 mm (2ft x 1ft)
- For boats 6 to 8 metres in length 900 mm x 450 mm (3ft x 1.5ft)
- For boats 9 to 15 metres in length 1300 mm x 650 mm (4.5ft x 2.25ft)

Courtesy Flag

Yachts visiting a foreign port should fly the relevant international flag (of the country concerned) on the starboard crosstree or spreader. To make a good impression the courtesy flag should be in good condition, accurately made and must be no smaller than 600 x 300 mm.

How to Run a Halyard to the Spreaders without climbing the Mast

1. Take a short length (approximately 600 mm) of 4mm braided cord and slide a small nylon block (eg a Ronstan RF 668) on to it.
2. Tie your cord with block in a loop around the port or starboard crosstree stay.
3. Estimate the amount of halyard cord required to reach from the deck to the crosstree and down again and allow for extra tie off length.
4. Feed the halyard through the sheave of the block and knot the ends of the halyard together.
5. Weight the tied ends of the halyard.
6. Stand forward and sling the weighted halyard over the crosstree arm.
7. Gently pull the halyard over the spreader, allowing the knotted loop on the block to slide up the stay and lay over the spreader arm.
8. Remove the weight and adjust the halyard length.

You are now ready to hoist your flag/s and celebrate!



John Vaughan
Vexillographer
Australiana Flags
Tel: 02 9958 3246
www.australianaflags.com.au

9,000 MILES TO WINDWARD (NEARLY)

AUGUST 04

Where does one start to sum up a trip that started by chance. The boat seemed to just happen upon us and we became wrapped up in the added adventure to get it back to Canada.

A friend sending good wishes on our first departure (which as you may recall was aborted) emailed: “the one defining quality of an adventure is that there is always at least one point when you wish you had stayed at home”. There have been one or two of these times, but we did get over sea sickness and survived the storms.

For a Pacific passage from Coffs Harbour to Victoria (BC Canada), via Lord Howe Island, New Zealand, Tahiti and Hawaii, the Guides and Pilots point out that there is a lot of windward sailing. They don't lie. We would rate our last passage the best — the seas were calmer, the weather systems more predictable and steady and the last week included four days of downwind sailing with the blooper up. Of course we had learnt a little more about the boat and ourselves by then. Like reefing without conversation and how mashed potato and corned beef finally gets a bit old.

We eventually left two reefs in having stretched the old main a little too far — just one of the items that moved closer to the top of *Narama's* Christmas wish-list as the trip progressed.

John Jeremy photo



by
*Stephen Anstee
and Heidi
Krajewsky*

Stephen and
Heidi departing
from the SASC
for the first
attempt

SASC NEWS

Would we do it again? If someone were to ask us to do a direct delivery of a similar boat, the answer would probably be no. We skipped a lot in the effort to return to work, so there is a huge platter still to cruise and we have had our appetites whetted by a few tasty morsels. So given time *Narama* will return south at a slower pace.

For now there is a colossal area of wilderness on the British Columbia coast to explore and we encourage anyone who likes to get away from it all to spend time here.

For the record the voyage statistics are:

Total distance sailed:	9000 nautical miles
Total days at sea:	87
Best/worst day:	144 — 10 Exploring Lord Howe Is and the Bay of Islands by foot was very rewarding.
Number of sail changes:	170 recorded
Friendliest customs:	Hilo, Hawaii USA!
Hardest thing do deal with:	Lack of exercise — squats and singing helped.
Most frequently asked question:	Are you still speaking to each other?
	Answer: We're still newly-weds!

Heidi reminds me that you can't summarize a voyage without talking about the wildlife!

- Three whale species,
- Six species of dolphins,
- Ninety-six bird species,
- Countless invertebrates and fish with all the diving and snorkelling, and
- One turtle in Lord Howe and numerous up close in Hawaii

From Sydney Harbour to Vancouver Island — we are all lucky to live on the edge of the Pacific. It's precious.

If any one has any specific queries on the trip or the ports of call (Lord Howe, Opuia, Bay of Islands, Papeete, Moorea, Hilo or the West Coast of Canada) feel free to contact us (stephenanstee@hotmail.com).

SASC CLOTHING

The SASC shop — otherwise known as the office, has a range of clothing and other useful items for sale. All prices include GST.

Polo shirts, two styles in navy and one in white:	\$36.00
Rugby shirt, navy with white collar:	\$65.00
Club tie:	\$20.90
Club belt:	\$18.70
Club burgees:	Large: \$25.00
	Small: \$21.00
Racing flag:	\$10.00



John Jeremy photo

Activity at the SASC pontoon before the start of a winter race

Concentration in the cockpit of Azzurro during a race in the SASC winter series

Trevor Cosh Photo





Trevor Cosh Photo

Rambull and Clewless? running before a nor'westerly during a winter race

STORM AND HEAVY WEATHER SAILS

Yachting Australia's Special Regulations require that from 1 July 2004:

'A required storm sail be either made of highly visible coloured material (eg. Dayglow pink, orange or yellow) or have a highly visible patch on each side.'

YA has received a number of questions relating to the size of the patch that should be fixed to existing storm sails and advise that the following regulation has been approved for the next YA Special Regulations (effective 1 July 2005):

'Every trysail and storm jib shall either be of highly visible coloured material (eg dayglow pink, orange or yellow) or have a highly visible coloured patch added on each side. Patches shall be in the upper half of the sail and be at least 20% of the area of the sail.

A trysail or a storm jib purchased after July 2005 shall be made entirely of highly visible coloured material.

A rotating wing mast used in lieu of a trysail shall have a highly visible coloured patch on each side.'

It has therefore been decided that for the period 1 September to 1 July 2005, the requirement in accordance with regulation 4.24 will be that on any trysail or storm jib that is not made of highly visible coloured material, the size of any highly visible coloured patch be at least 20% of the area of each such sail and be applied to each side in the upper half of the sail.

Once dismissed as a nautical myth, freakish ocean waves that rise as tall as ten-storey apartment blocks have been accepted as a leading cause of large-ship losses. Results from the European Space Agency's ERS satellites helped establish the widespread existence of these 'rogue' waves and are now being used to study their origins.

Severe weather has sunk more than 200 supertankers and container ships exceeding 200 metres in length during the last two decades. Rogue waves are believed to be the major cause in many such cases.

Mariners who survived similar encounters have had remarkable stories to tell. In February 1995 the cruiser liner *Queen Elizabeth II* met a 29-m high rogue wave during a hurricane in the North Atlantic that Captain Ronald Warwick described as "a great wall of water... it looked as if we were going into the White Cliffs of Dover." And within the week between February and March 2001 two cruise ships — *Bremen* and *Caledonian Star* — had their bridge windows smashed by 30-m rogue waves in the South Atlantic, the former ship left drifting without navigation or propulsion for a period of two hours.

"The incidents occurred less than a thousand kilometres apart from each other," said Wolfgang Rosenthal — Senior Scientist with the GKSS Forschungszentrum GmbH research centre, located in Geesthacht in Germany — who has studied rogue waves for years. "All the electronics were switched off in *Bremen* as they drifted parallel to the waves, and until they were turned on again the crew were thinking it could have been their last day alive.

"The same phenomenon could have sunk many less lucky vessels: two large ships sink every week on average, but the cause is never studied to the same detail as an air crash. It simply gets put down to 'bad weather'."



This rare photo of a rogue wave was taken by first mate Philippe Lijour aboard the supertanker *Eso Languedoc* during a storm off Durban in South Africa in 1980. The mast seen to starboard in the photo stands 25 m above mean sea level. The wave approached the ship from behind before breaking over the deck, but in this case caused only minor damage. The mean wave height at the time was between 5-10 m.

Offshore platforms have also been struck: on 1 January 1995 the Draupner oil rig in the North Sea was hit by a wave whose height was measured by an onboard laser device at 26 m, with the highest waves around it reaching 12 metres. Objective radar evidence from this and other platforms — radar data from the North Sea's Goma oilfield recorded 466 rogue wave encounters in 12 years — helped convert previously sceptical scientists, whose statistics showed such large deviations from the surrounding sea state should occur only once every 10,000 years.

Rogue waves are most common in the Agulhas current off the east coast of South Africa, with numerous well documented cases of extreme individual waves, including some striking photographs of damaged ships. This bow damage was received by Norwegian tanker *Wilstar* in 1974



DLR Photo

The fact that rogue waves actually take place relatively frequently has major safety and economic implications, since current ships and offshore platforms are built to withstand maximum wave heights of only 15 metres.

In December 2000 the European Union initiated a scientific project called MaxWave to confirm the widespread occurrence of rogue waves, model how they occur and consider their implications for ship- and offshore-structure design criteria. As part of MaxWave, data from ESA's ERS radar satellites were first used to carry out a global rogue wave census.

“Without aerial coverage from radar sensors we had no chance of finding anything,” added Rosenthal, who headed the three-year MaxWave project. “All we had to go on was radar data collected from oil platforms. So we were interested in using ERS from the start.” ESA's twin spacecraft ERS-1 and 2 — launched in July 1991 and April 1995 respectively — both have a Synthetic Aperture Radar (SAR) as their main instrument.

The SAR works in several different modes; while over the ocean it works in wave mode, acquiring 10 by 5 km ‘imagettes’ of the sea surface every 200 km. These small imagettes are then mathematically transformed into averaged-out breakdowns of wave energy and direction, called ocean-wave spectra. ESA makes these spectra publicly available; they are useful for weather centres to improve the accuracy of their sea forecast models.

“The raw imagettes are not made available, but with their resolution of ten metres we believed they contained a wealth of useful information by themselves,” said Rosenthal. “Ocean wave spectra provide mean sea state data but imagettes depict the individual wave heights including the extremes we were interested in.



NOAA Photo Library

“ESA provided us with three weeks’ worth of data — around 30,000 separate imagerettes — selected around the time that *Bremen* and *Caledonian Star* were struck. The images were processed and automatically searched for extreme waves at the German Aerospace Centre (DLR).”

Despite the relatively brief length of time the data covered, the MaxWave team identified more than ten individual giant waves around the globe above 25 m in height.

“Having proved they existed, in higher numbers than anyone expected, the next step is to analyse if they can be forecasted,” Rosenthal added. “MaxWave formally concluded at the end of last year although two lines of work are carrying on from it — one is to improve ship design by learning how ships are sunk, and the other is to examine more satellite data with a view to analysing if forecasting is possible.”

A new research project called WaveAtlas will use two years worth of ERS imagerettes to create a worldwide atlas of rogue wave events and carry out statistical analyses. The principal investigator is Susanne Lehner, Associate Professor in the Division of Applied Marine Physics at the University of Miami, who also worked on MaxWave while at DLR, with Rosenthal a co-investigator on the project.

Technical University of Berlin



A giant wave produced with a hydraulically-powered wave generator in the Giant Wave Tank in Hanover in 2002. As part of the MaxWave project, a team at the Technical University of Berlin worked on simulating their production. Their work guided by computer modeling, the team found rogue waves appear to be formed when slow-moving waves are caught up by a succession of faster waves moving at more than twice their speed, then merge together.

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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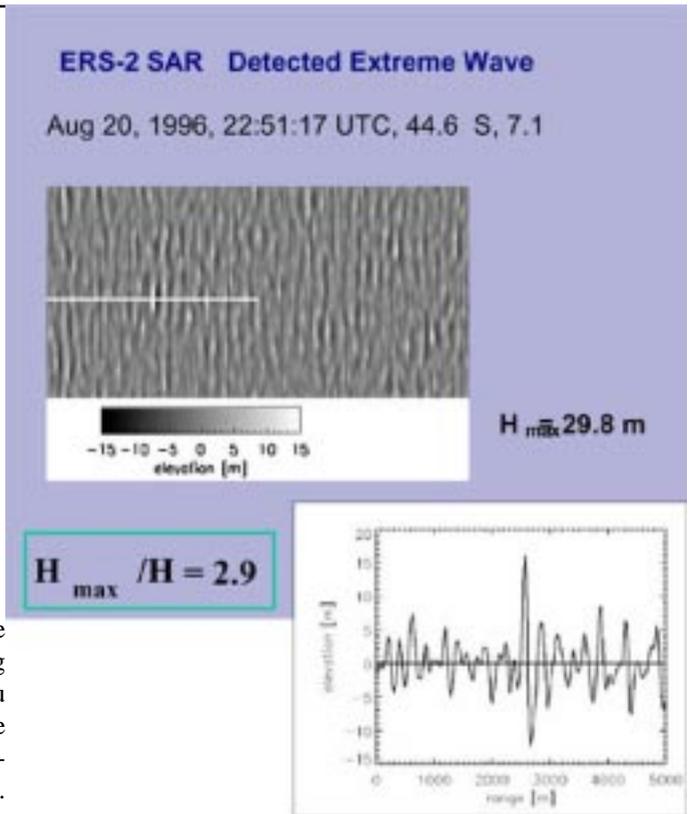
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A giant wave detected during a global census using three weeks of raw ERS-2 SAR imagette data, carried out by the German Aerospace Centre (DLR). This SAR data set was inverted to individual wave heights and investigated for individual wave height and steepness. The wave shown here has a height of 29.8 m.



“Looking through the imagettes ends up feeling like flying, because you can follow the sea state along the track of the satellite,” Lehner said. “Other features like ice

DLR Image

floes, oil slicks and ships are also visible on them, and so there’s interest in using them for additional fields of study.

“Only radar satellites can provide the truly global data sampling needed for statistical analysis of the oceans, because they can see through clouds and darkness, unlike their optical counterparts. In stormy weather, radar images are thus the only relevant information available.”

So far some patterns have already been found. Rogue waves are often associated with sites where ordinary waves encounter ocean currents and eddies. The strength of the current concentrates the wave energy, forming larger waves – Lehner compares it to an optical lens, concentrating energy in a small area.

This is especially true in the case of the notoriously dangerous Agulhas current off the east coast of South Africa, but rogue wave associations are also found with other currents such as the Gulf Stream in the North Atlantic, interacting with waves coming down from the Labrador Sea. However the data show rogue waves also occur well away from currents, often occurring in the vicinity of weather fronts and lows. Sustained winds from long-lived storms exceeding 12 hours may enlarge waves moving at an optimum speed in sync with the wind — too quickly and they’d move ahead of the storm and dissipate, too slowly and they would fall behind.

A GALE IN QUEENSLAND

by
Southerly

In late April to early May the Australian Historical Skiff Association conducted World and Australian Championships on the Brisbane River. *Mach I* sailed by Ted Miller of New Zealand won the Worlds in his Emmy-class boat. The runner-up was *Alruth* sailed by John Winning of Sydney. The Australian Championship was won by *Jenny IV* sailed by Peter Cavill from Queensland, with *Alruth* second.

Brian Gale, 89 years old and seen recently at the SASC complete with Ned Kelly beard was invited to sail *Britannia* in two races. Old hands such as many time's National and NSW champion Lenny Heffernan tell me that Brian was the best forward hand ever in the golden era of the 18s and a crack skipper too when they could get him aft of his beloved spinnaker pole. The crew of *Britannia* were delighted to have Brian in the boat and were thrilled at how well he did.

The second race was sailed in a cold fresh wind. After it was over the crew carried *Britannia* up the ramp with Brian on board. As his joints had been affected by the weather a couple of guys helped him out of the boat. A lady from the Flying Squadron informed me that a bystander inquired of Brian if he was feeling a bit stiff. Our youthful hero replied: "Yes mate, in all the wrong places!"

Peter Campbell
and David Salter
enjoying a quiet
drink at the prize
giving

John Jeremy photo



The NSW maritime regulator will be restructured and renamed. The Waterways Authority will become the NSW Maritime Authority from 1 September 2004.

Waterways Authority GM Operations Brett Moore said the name change was just one of the recommendations of a far-reaching review of the Waterways Authority.

“NSW is Australia’s leading boating and maritime State, with a proud maritime heritage,” Mr Moore said.

“We have 12,500 square kilometres of navigable waters, 2,140 kilometres of coastline, handle more than \$60 billion worth of port trade each year and have more than 465,000 licensed recreational and commercial vessel operators.”

“This six-month review by the Waterways Acting CEO Chris Oxenbould spells out the need for a strong maritime regulator in NSW.

“The review examined the consistency of the practices throughout the State and any duplication of activities with other agencies, as well as the existing revenue streams.

“The review made 20 recommendations to deliver better service to recreational and commercial vessel owners, ports, shipping and Government.”

Mr Moore said the main changes to be adopted are:

- greater transparency in the use of fees collected from recreational and commercial vessels,
- a clearly stated objective and a list of functions which will be incorporated in legislation,
- a new structure to incorporate the new responsibilities and better align with customers and stakeholders,
- a revitalised infrastructure program to deliver more boating facilities,
- an enhanced focus on environmental responsibilities,
- a drive for efficiencies and reduced administration costs, with savings invested in boating programs and infrastructure, and
- a name change to capture the broader responsibilities of the Authority.

WELCOME TO GORAM BULLAGONG

The Geographical Names Board recently gazetted twenty indigenous names to be assigned as dual names to well known features around Sydney Harbour. Some of the listed names are already familiar, although the association may be less immediate — like Boowambillee (Shark Island), Gooragai (Chowder Head) and Tumbalong (Darling Harbour).

Names derived from indigenous languages often roll easily off the tongue and are sometimes popular as names for boats and houses [like *Tingari* — named after a mythical tribe of Aboriginal mystics that roam the Kimberley — Ed.] We may be less tempted to so use the name for Mosmans Bay — Goram Bullagong — but it has its own character and is a link with the long history of this unique country we are so privileged to live in.



John Jeremy photo

Michael Tomaszewski on board his latest indulgence, *Indulgence*

Rob Evans trying to convince Bill Gale that *Ranger* would look great with a varnished hull, just like *Celeste*

John Jeremy photo





John Jeremy photo

The retired RAN destroyer *Brisbane* departed Sydney on 16 July under tow for Queensland where she will be sunk as a dive wreck

The RAN's newest ship, the 37,000 dwt tanker *Delos* during a recent visit to Kurnell. *Delos* is chartered for commercial service for six months prior to conversion to a replenishment ship and renaming as a replacement for HMAS *Westralia*

John Jeremy photo





John Jeremy photo

Retiring Commodore Charles Maclurcan made two important presentations at the Annual General Meeting on 4 August. The presentation to Lil Morris (above) recognised her many years of work for the Club which continues on the Starter's boat on Friday evenings. Retiring Treasurer Fred Bevis (below) is Club Member of the Year

John Jeremy photo



When I wrote *Bluewater Bushmen* 20 odd years ago, the tide was already fast ebbing for many of the great names in the open boat world. I was privileged to catch them, albeit briefly, just before they crossed the bar.

Bluewater Bushmen is a tribute to their memory and a salute to the beautifully-built boats they sailed. Many of the 130 black and white photographs in the book were discovered by me in the cellar of an old stone house in Balmain.

I was delighted recently when the Chowder Bay boat-builder Ian Smith told me that it was those photographs and all those hair-raising adventures he had read about in *Bluewater Bushmen* that inspired him to create *Britannia II*, his magnificent replica of Georgie Robinson's famous eighteen footer. The outstanding success of Ian's initiative has in turn inspired others, and now there is a small fleet of replicas sailing under the aegis of the Australian Historical Sailing Skiff Association.

Bluewater Bushmen won the coveted Boat Book of the Year Award and sold out within six months. Over the past two decades I've been inundated with requests for a new edition, and at long last it's in the offing. The book, which will include a special section devoted to the replica boats, will be printed in a strictly limited hardback edition, which will be available by subscription only. The cost of \$60 includes postage, packaging and GST. As befits a limited edition, each copy will be signed and numbered. To reserve a copy contact Heritage, P.O. Box 675, Bowral NSW 2576. Tel: 02 4885 1553, Fax: 02 4885 1047 or email heritagepress@scotsheritage.net On-line orders may be placed at www.scotsheritage.net.

by
Bruce Stannard

IMPORTANT NOTICE FOR ALL SAILORS

We all know the call — 'Read the Sailing Instructions!'

This season it really is good advice. Many changes have been made to detail in the SASC Sailing Programme booklet this year, particularly to courses to accommodate the loss of the familiar rounding marks N2 and N4. The booklet should be available by the time you get this edition of the News but, if you prefer, the programme and sailing instructions are also available at www.sasc.com.au/sailing.

NEW MEMBERS

We welcome the following new members:

Flossiy Rutter
Matthew Westrupp
Paul White

YACHTING NSW AGM

The Yachting NSW Annual General Meeting was held on the 27th of July. Board and Club members gathered to focus on the activities of the past year, the current position of Yachting NSW, and the organisation's future structure.

Elections were held for the Board and Member Advisory Council and the following 12 Council members were elected:

Fred Bevis	Jenny Birdsall	Don Bonnitca
Lyndsay Brown	Roger Hickman	Malcolm Levy
Martin Pryor	Wal Wardle	Julie Hodder
Brian Tyquin	Doug Talty	Frank Walker

Yachting NSW would like to thank outgoing council member Mr Gene Scott of for his considerable contribution to the Board and Council in recent years and congratulate all members on their appointment.

Mr Malcolm Levy was re-elected President of the Board and will serve his third and last year Mr Levy stated his goal for the next year to be "to put to bed the outstanding training issues".

Sarah Robson

NEWSLETTER DEADLINE

The next SASC News will be the October 2004 edition. Contributions from members, which are always welcome, should reach the editor by Wednesday 29 September 2004. Contributions can be in hard copy or sent by email. Photographs are also very welcome.

DO YOU NEED HELP FINDING A NEW HOME FOR THAT LEFT-HANDED WINCH HANDLE?

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and we will do the rest

The presentation of the Kelly Cup was once again a highlight of the SASC Annual Prize Giving. Many members may be unaware of the history of this important trophy. It is named after past Commodore T. H. Kelly, whose association with the Club is described in *The Amateurs* (published in 1972).

Thomas Hussey Kelly joined the Club in 1885 and was elected Commodore in 1890 for one season. He was again elected in 1893 and in December of that year presented the most important perpetual Club Trophy — the Kelly Cup. The Cup was first allocated to the Club Championship, sailed in three heats on a rating basis. More recently the impossibility of bringing the fleet together on a rating basis was recognised and the leaders of the Point Score Competitions contest the Kelly Cup on a handicap basis.

T. H. Kelly was a successful businessman but his relaxation was to sail in *Thisbe* with the assistance of a paid hand, an old waterman named Stannard, who was wont to reminisce with his cronies, prefixing his stories with the words — “Me and Kelly”. The tales unfortunately have not survived. The large and beautiful yawl *Electra* was purchased by Tom Kelly for use by his son Carleton, who was a semi-invalid (remembered by the Carleton Cup of the Royal Sydney Yacht Squadron), but Tom remained true to his old love *Thisbe* and both yachts were moored at his waterfront home *Glengarra* adjoining *Redleaf* in Double Bay.

He continued in office till his death in 1901 and had the longest term as Commodore to that date and is the only Commodore to die in office. He was a strong supporter and benefactor to the Club.

Thisbe, already an old boat in 1901, had a counter added to the original tuck stern and was still sailing in 1955.

Commodore Kelly’s name has become a household word in Sydney as he owned an area of over 12 acres in Hunter’s Hill, partly occupied by the tin smelter of Sydney Smelting Works run by him. Kelly’s Bush will keep his name alive outside the Amateurs.

Commodore T. H. Kelly (1890-91 and 1893-1901)





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