



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



August 2020

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Cover:

Hotspur² waiting
for wind before
the start of the
Winter Series
race on 20 June

(Photo John Jeremy)

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COMING EVENTS

August 2020

SATURDAY 15 & 22 AUGUST 2020

Equipment Audits and Fire Extinguisher Service

THURSDAY 20 & TUESDAY 25 AUGUST 2020

Compulsory Skippers' briefing at the Club @ 1900

SATURDAY 5 SEPTEMBER 2020

Lion Island Race

SATURDAY 12 SEPTEMBER 2020

Opening Day Regatta and first Spring point score race, all divisions

SATURDAY 19 SEPTEMBER 2020

Point score race for Mixed Fleet (Sheep Station Series) and Classic Division (Commodore's Cup)

SUNDAY 20 SEPTEMBER 2020

Ranger/Couta Sprints and Folkboat Sprints

SATURDAY 26 SEPTEMBER 2020

Point score race for Super 30 Gold Cup, Classic Division (Spring Series) Cruiser Racer Division and Cavalier 28s

SUNDAY 27 SEPTEMBER 2020

First point score race for Sunday non-spinnaker divisions

SATURDAY 3 OCTOBER 2020

Idle Hour Trophy race

FRIDAY 9 OCTOBER 2020

First Friday Twilight race (early start 1730)

SATURDAY 10 OCTOBER 2020

Point score race for Super 30 Gold Cup, Classic Division (Commodore's Cup) Cruiser Racer Division (Lady Helm Race) and Cavalier 28s

FRIDAY 16 OCTOBER 2020

Twilight race (early start 1730)

SATURDAY 17 OCTOBER 2020

Point Score race for Classic Division (Spring Series) and Mixed Fleet (Sheep Station Series)

SUNDAY 18 OCTOBER 2020

Sunday Non-spinnaker Invitation Race — Platypus Trophy

FRIDAY 23 OCTOBER 2020

Twilight race (early start 1730)

***NEED THE
TENDER?***

Call

Nancy K
on

0418 678 690

or

Jack Millard
on

0418 678 819
(race days)



‘Hand wanted for long voyage in small boat: no pay, no prospects, not much pleasure’. That was the advertisement the legendary mountaineer, explorer and deep sea sailor W.H. (Bill) Tilman would discreetly place in the Times of London when seeking crew for his next expedition aboard his vintage Bristol Pilot cutter *Mischief*.

It might have equally served as an advertisement for potential members of the Amateurs Board of Directors. Tilman’s ad, was designed from the outset to separate the so-called wheat from the chaff. “Good men and women, seeking neither reward nor recognition”, he believed,” Could, by pulling together achieve great things.” Fortunately for Tilman — and the Club — he has been proved right.

Tilman, although largely unheralded here in Australia, was a remarkable unsung hero. He served with distinction and survived the brutality of the First World War to go on and pioneer some of the toughest mountain climbing routes in the world — including, in 1935, surveying the route which would eventually lead Edmund Hillary and Sherpa Tensing to the summit of Everest nearly two decades later. Decorated for his covert operations behind enemy lines in World War II, he went on to become British Consul in Burma — before, at age 59, deciding that he was bored and needed to do more with his life. His dream was to combine his twin passions of climbing and sailing.

So it was that he decided his first outing at age 61 would be a 10,000 mile voyage in a 52 foot aging sailing vessel to summit previously unclimbed peaks in remote Patagonia. His climbing and sailing achievements rank amongst the greatest in the fields of twentieth-century mountaineering and southern-ocean cruising. By the time of his disappearance in the South Atlantic in 1977, he had left a legacy of some of the finest travel books ever written and they remain essential reading for those of us who still dream of embarking on similar ventures.

This being my last Signals as Commodore, I’ve been dwelling on Tilman, not just because of the fine example he set, of it never being too late up anchor and pursue ones dreams and passions, but what he writes about leadership and being a member of a ship’s crew — which is as true for any team, or any board for that matter, and it was this:

“I will not pretend that at all times on our voyage, we were a band of brothers. Patient Griselda herself and a company of angels would sometimes find their tempers strained to breaking point when cooped up in a small ship for months together. ‘Ships are all right — it’s the people in them’, was, I suspect, the thought of each one of us on many occasions; and I know for certain of a few occasions when the same idea was openly and more pointedly expressed. But we were old enough or sensible enough to bear and forbear, and to put the ship and the enterprise in hand before our own feelings. It was this loyalty to the ship, and not my management, that held the crew together and enabled us to bring a worthwhile undertaking to a successful end.”

In the same vein, I would like to express my gratitude to all those directors who have served with me over the past four years and given of their time, their labour and talent for the benefit of us all. Thank you, on behalf of all members, for your dedication and loyalty to the club and indeed for being both “old enough and sensible enough to bear and forbear” to put the Amateurs first above all else. Through your efforts and endeavours, I believe

we have, over the past few years, been able to bring worthwhile and successful changes to the Club and its operations.

I would also like to acknowledge the contribution made by a number of Directors — stalwarts one might call them — who have opted to step down from the board over the past 12 months to make way for a new generation of leaders. In particular, John Jeremy who retires after an extraordinary 42 years on the board, John Crawford, John Sturrock, Charles Davis, David Salter, Trevor Cosh, Hershel Smith and Maurie Evans — all of whom have provided me with very wise counsel and generously shared their valuable experience and knowledge to the benefit of all

Of course, every Commodore stands on the shoulders of our paid staff who serve on the frontline and ensure the Amateurs remains the very special and unique place it is on the harbour. I have been particular fortunate to having worked with a great team — Megan Keogh and Judy Wogowitsch in the office for my first three years and more recently Paula Morel and Karen Ewels. I am extremely indebted to their forbearance, understanding and total commitment to our Club. Likewise, Rod Phillips, Roy Johnston and Peter Cowman have been a pleasure to work with and I absolutely appreciate the effort all of you put in on behalf of the Club and its members.

It has been an absolute honour to have served as Commodore of the Amateurs these past four years. Thank you to all members for your support, particularly those who have turned out for the many working bees of the last few years. We have indeed “achieved great things.”

So let me close off by again quoting Tilman, this time, on the completion of a successful voyage:

“Though each man pulled his weight each must share the credit; for, though it is natural for each man to have his own aspirations, it is in sailing, more than in most things, that we try to believe:

The game is more than the players of the game,
And the ship is more than the crew.”

Bruce Dover



THANK YOU EDCON STEEL



The SASC would like to thank EDCON STEEL, Brookvale, for their assistance during the recent repairs to the Boatshed columns



Photos John Jeremy

After a COVID-19 induced delay, a winter race series began on 13 June. The winds were light — *Shambles* and others waiting for the wind by the start boat *Mischief*



Despite the wait for a start, the crew in *Samphire* were enjoying the winter sunshine. *Samphire* finished the six race series second in the Non-spinnaker Division 1



Wind Shadow waiting for the wind on 13 June. *Wind Shadow* was the series winner in Non-spinnaker Division 2



Adrian Broadbent, Commodore of the RPEYC and new member of the SASC, at the helm of *Eloise*



Tamaris finished the series third in the Classic Division



After a long wait, the race on 13 June was finally started in a light north-easterly. Here *Lolita* keeps a very close eye on the start of Division 1 Spinnaker



Anitra V and *Ranger* heading slowly to the finish at Naval 2.
The race on 13 June was shortened to two legs



The finish at Naval 2 was, well, busy



Gail Force, Excapade, Wind Shadow and Tom Thumb III at the finish of the first race



Vice Commodore Sean Kelly at the helm of *Nancy K* on 20 June.
It was another perfect Sydney winter's day with little wind



Ca Va, *Agent 88* and *Eloise* manoeuvring in the starting area in a dying westerly on 20 June



Whilst some divisions started as scheduled on 20 June, total loss of wind delayed the start of the remainder for a long while. Here *Mister Christian* (series Classic Division winner) lies amongst the fleet heading away from the line on the out-going tide

DINGHY FOR SALE

Lil' Cab

Length: 7 ft 3 in (2.2 m) Beam: 4 ft 4 in (1.33 m)

Fibreglass with timber gunwales, laminated knees, glass bead non-skid floor

Built in buoyancy tanks fore and aft, does not leak, spotted gum and aluminium rub strip on keel

Rows well, tows very well and transom strengthened for outboard

Two sets of oars with rowlocks, two rowing positions, carries four persons



\$1500 o.n.o.

Contact: Ian Anstee

Mobile: 0412 679 579

SAFETY REQUIREMENTS 2020–2021 SEASON

EQUIPMENT AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 15 August 2020

Saturday 22 August 2020

Ring the Club for a booking

SAIL NUMBERS — A REMINDER

At the 2019 World Sailing meetings their Racing Rules Committee approved changes to the rules relating to sail numbers. The changes introduce a requirement that **numbers be of a contrasting colour to the body of the sail.**

The changes approved apply to rules G1.2, 1.3 and 1.4.

The main thing that officials and boat owners need to know is that sail numbers will have to be of a contrasting colour. Boat owners who have sail numbers in a dark colour on a dark sail will need to have their sail numbers changed to something more contrasting by 1 January 2021. This problem is typically seen on 'carbon' coloured or dark grey sails.

Sail makers building new sails or doing repairs should also check the sail numbers and offer advice on whether the numbers need to be replaced with some of a contrasting colour.

WHAT BOAT IS THAT?

August 2020

David Salter recounts his quest to put a name to a 112-year-old classic.

One of the privileges of genteel semi-retirement is the freedom it allows to pursue casual lines of inquiry that offer no real benefit other than to satisfy personal bemusement or curiosity. The internet is of great assistance, both for the wealth of information it provides *gratis* via its search engines and for the ease and speed of email communication.

My affection for classic yachts and the history and literature of sailing is notorious. Michael Doherty, a fine offshore yachtsman and one of *Mister Christian's* occasional scurvy crew, was recently kind enough to bequeath me some old books and photos that had become surplus to requirement as he prepared to move house. Among them was a clutch of large black-and-white prints he'd bought from an oddments bin at the Beken of Cowes shop during a visit to the UK.

By Appointment:
the old Beken
shop in Cowes





Pioneer: The original mouth-operated Beken camera

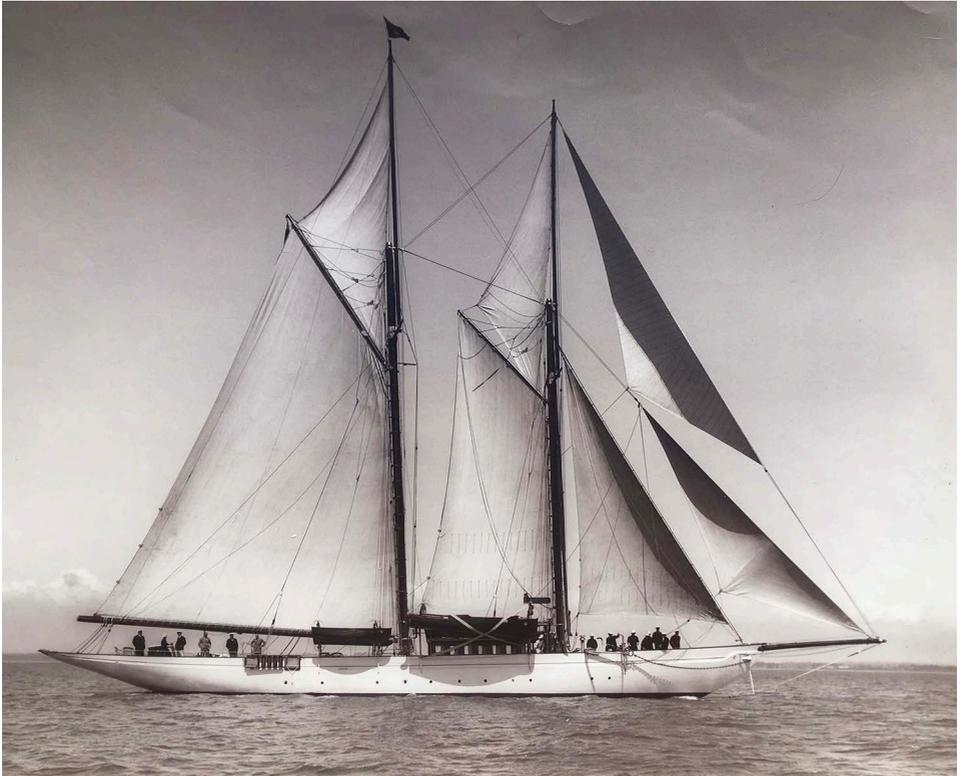
Vision splendid: the striking Beken photo of the 'Yacht with No Name'

These old prints — enlargements made on heavy paper by the Silver Gelatine process from glass-plate negatives — are now collector's items. The resolution and contrast range is stunning, even alongside the excellent quality of today's digital photography. But what makes them so special is the beauty of the images themselves. From the day Alfred Beken, the local chemist, first began taking marine photographs on the Solent in 1888 his name has

been synonymous with a unique aesthetic blend of flawless technique and a keen understanding of sailing itself.

From handwriting on the prints, and cross-checking with the standard reference sources, it was possible to identify most of the yachts featured in Michael's photographs — *Endeavour*, *Amphitrite*, *Wendur*, *Sunbeam*, and the gorgeous pre-war 12 metre *Flica*. But one of the most beautiful yachts — a large topmast gaff schooner — refused to reveal her name. I circulated a scan of the photo to some fellow classics enthusiasts but none could recognise this elegant and immaculately-presented craft.

Not knowing that name, or the yacht's provenance, soon began to irritate



me hugely, much like a phrase of music which repeats unrelentingly in your inner ear. What to do? On a whim, I decided to email the Beken shop in Cowes via their ‘Contact Us’ website page. My hopes of a sensible response were slim. No doubt the famous business on the Isle of Wight employed some bored assistant to just extract print orders off the internet and then delete everything else.

Within an hour I had my reply — from Ken Beken himself, grandson of the founder. He was pleased to help, pretty sure the photograph was by Beken, but confessed that without any further clues he wasn’t able to put a name to the big schooner beyond an informed guess. Was there a registration number on the back of the print?

Indeed there was. In faint, hurried, pencil I found a five-digit number scrawled at the bottom right-hand corner. Was it 16593, or was that 16893? I emailed both numbers back to Ken. Twenty minutes later he responded. “Regret 16593 relates to the yawl *Dorade* from 1931, and 16893 relates to the sloop *Maid Marion* from 1932.” Obviously, neither of those craft were our mystery schooner.

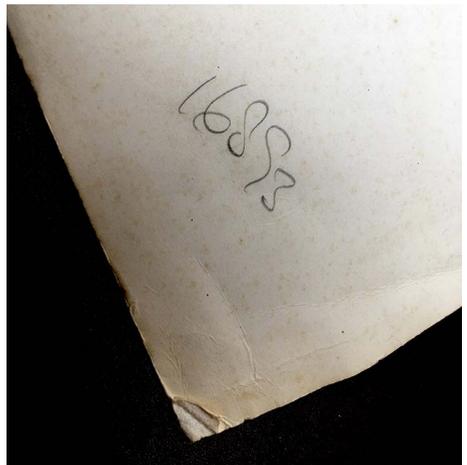
Ken Beken’s email continued: “I was hoping it would be one of the recognisable racing schooners of the early 20th Century but it isn’t. That leaves us with asking for a snapshot of the actual written number on the reverse. I may well be able to decipher my Grandfather’s writing better! We’ll crack it!”

Now excited by the thrill of the chase I immediately emailed a close-up phone photo of the number. Less than an hour later, back came Ken’s reply: “OK, it is definitely *Maid Marion* (a schooner and older boat than the more modern sloop *Maid Marion* ... same name). Built 1908 as *Mera*, then renamed *Cassiopea*, then *Joyance*, then *Pampa*, so she had a few owners in her time! Sails (then) by Ratsey & Laphorn of Cowes, 124 ft overall, 23 ft beam. Built by Camper & Nicholson of Gosport UK. Owner in 1932 Sir Harold Bowden. Cheers – Ken Beken.”

Mystery solved! Our search had been thrown off the scent by the old ‘two boats with the same name’ trap. It’s a common pitfall for those of us who like to research a yacht’s history. There are, for example, two sloops in Australia named *Mister Christian* — both are Swanson designs, both are 36 feet LOA but they were built almost 20 years apart.

I thanked Ken by return email and promised him the hospitality of The Amateurs the next time he visited Australia. But the details he’d provided prompted a second wave of curiosity.

Vital clue: Alfred Beken’s registration number on the back of the print



Could there be photos of the schooner by its other names? Who were her owners? Where had she raced? Tackling those questions promised many more pleasant hours fossicking about for entertaining trivia buried in the world's archives.

Case in point: It turns out that Sir Harold Bowden, 2nd Baronet GBE, who owned the yacht between the wars, was heir to the Raleigh Bicycle Company and Sturmev-Archer Ltd fortune. He married four times. One of his wives was sued for not paying her dressmaking bill and that scandalous 'high society' case featured on the front page of the *Daily Mail*. But that's another story...

A CLASSIC SOLUTION TO A PERENNIAL PROBLEM

by
Rob Evans

One of the great sights of Sydney is the yachts of the Sydney Amateurs Classic fleet racing round the buoys and bays of Sydney Harbour as they have done for over one hundred years. The Classic Division is the home for the yachts from years past and few are less than half a century old. Formerly the Club hosted Classic Division One and Two. Now, unfortunately, we are down to one combined fleet. For the Classic Division and the Club to prosper I would suggest there are two imperatives we must address if we are to grow the fleet. The first is to clarify our definition of a classic yacht as we must be able to tell potential skippers what the division is trying to achieve and, secondly, we must find and tap a source of potential Classic Division entrants which fit within our definition of a classic yacht and get them racing.

One of the perennial topics discussed at the Sydney Amateurs bar are the criteria for inclusion of a yacht in the Classic Division. It seems to me that in our existing fleet we have allowed exceptions to every potential rule which defines the Classic Division. Is there a formula acceptable by all?

Age has been used as one way of defining a Classic. Came 1975 and the advent of *Prospect of Ponsonby*, the lightweight Farr 1104, marked the end of the traditionally-built yacht. So can we draw a line at 1975? The problem with this that is we host one post-1975 Ranger-style yacht with another on the way. Can we say "if built to the plans of the original"? Although *Vanity* looks and sails like a Ranger we know from an admission of the builder that her lines are a composite of the original Ranger-type yachts.

All Metre and Metre Square boats are built to the International Rule which originated in 1908 and a year later for the Metre Squared. Whether the boat is a 12 metre or a 5.5 metre they are the ultimate classic yacht with full keel and beautiful balanced rig and whether new or old should always be given entry.

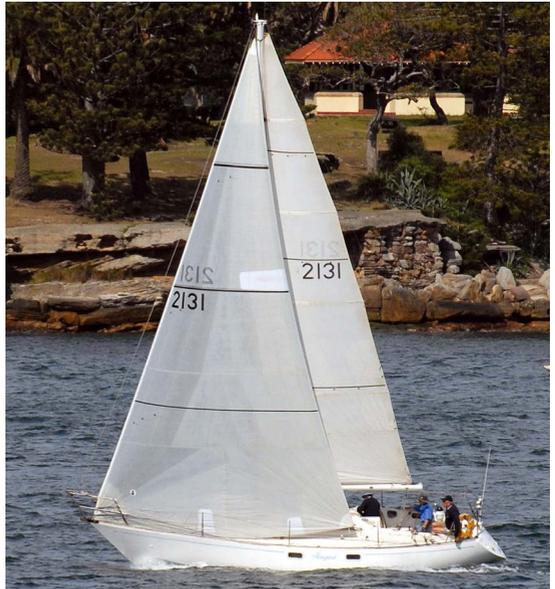
The use of timber as the principal building material should not be mandated. *Vanity* was built using the modern technique of wood, Kevlar and epoxy and there is not an inch of caulking in the boat.

Can we expand the qualifications to include any yacht which could have raced against the yachts of the Classic Division before 1975, regardless of the material used in its construction? If *Solo*, with the ghost of Vic Meyer at the helm, put in an entry would we give him a start in the Division? Of course we would. *Solo* was built of steel. If we were to invite *Solo* what about *Janzoon II*? Built in 1955 she was Australia's first fiberglass yacht.

In the past we have ignored pre-1975 production GRP yachts. The Peter Cole designed East Coast 31 could fit very nicely into Division 1 as would a Swanson 36. Most sailors know the Swanson 36 one tonner as a fiberglass sloop. The first boats built were, however, built of timber with Bill Pettingell's *Mistress*, a timber Swanson 36, being used as the mould for the production fiberglass boats. Why if we would welcome *Mistress* wouldn't we welcome *Matika*, the first fiberglass Swanson 36? So, surely, the definition could become "If it looks like a Classic and it sails like a Classic it is a Classic". If we accept this definition then the stewardship of the Classic Yacht definition must rest with the race committee, with only the committee having the authority to accept or reject an entry. An expanded definition of a Classic yacht and a proactive recruiting drive should enable a return of Division One the racing fleet. It is a wonderful sight to see the Classic Division with spinnakers set racing back from Manly in a fresh nor-easterly. It would be a tragedy if the Classic Division were allowed to wither away.

A plastic classic perhaps? *Tingari*, an East Coast 31 built in 1977

To keep a strong fleet of classic yachts racing, we invite you to join the Amateurs' classic fleet for the inaugural SASC Commodore's Cup Series. The first race starts on Saturday, 19 September 2020 and the racing is spread over seven Saturdays throughout the Spring/Summer sailing season. The objective is to provide flexibility for skippers and encourage more participation in classic racing on Sydney Harbour. Contact Alice for more information: racing@sasc.com.au





Photos John Jeremy

On his way to carry out maintenance of the pontoon, tireless volunteer Trevor Cosh found Captain Chris Manion on the wharf on Friday 19 June



Trevor Cosh and Peter Robinson at work on the pontoon with Charles Maclurcan standing by to advise or assist if asked



Chris Manion and Alice Murphy discussing progress with the Combined Clubs Winter Series



Tom Moulton interviewing prospective new member Mitchell Dawson

THAT WAS THEN

David Salter uncovers some strong expert opinions on two fundamental issues of yachting as they were debated almost a century ago.

In March 1924, Thomas W. Ratsey gave a somewhat discursive lecture at the Marine & Small Craft Exhibition in London — a precursor to our modern boat shows. Ratsey was the long-serving head of Ratsey & Laphorn, the world's leading sail-makers at that time with large and prosperous lofts at Cowes and New York. His views on sails and rigs were considered with great respect by the yachting community.

After giving his audience a brief outline of the history of sail-making (in which, among other things, he deplored the disruption the Bolshevik Revolution had caused to the supply of good Russian flax), Ratsey moved on to the two issues of the day: loose-footed v. attached (“lace-footed”) mainsails, and, gaff v. “Bermuda” (as he called them) rigs.

He noted that the dominant mid-19th century British cutters such as *Louisa*, *Arrow* and *Lulworth* all had loose-footed mainsails. “The yacht skippers of those days, who were all first-class pilots, did not advise the loose-footed mainsails being pulled out too taught along the boom, and I have heard that in the big cutters they had a boathook of a certain length which gave the required flow-off of the foot away from the boom”.

But that approach changed when *America* sailed over from New York

In the early 20th Century Ratsey & Laphorn were the world's dominant sail-makers



and won the famous challenge race around the Isle of Wight. Suddenly, “lace-footed” mainsails were in fashion. The question, then, was how they should best be built and trimmed. Tom Ratsey provided a comprehensive — and even-handed — review of the issue:

“As regards flat and full sails, the pendulum swings backwards and forwards. First, in 1851, we had *America*’s sails, which were as flat as tin. Then about the ’80s and ’90s they were not quite so flat, and it was generally conceded that a mainsail with a little pull in it was a better driving sail than an absolutely flat one.

“In the early part of this century, word came across from America that flat sails were all wrong, and that draft (particularly in the luffs) was the correct thing. We followed this to a certain extent. Charlie Barr, that eminent skipper, firmly believed in a flat mainsail, particularly in a schooner, and in all my personal experiences of the races for the Americas Cup in ’87, ’93, ’95, ’99 and 1901, I never saw anything but a flat mainsail on the defending yachts. General opinion now is that flat mainsails are the better.”

But from there, Ratsey’s fascinating lecture moved on to more contentious ground. “Now I am going to say a few words to you on a controversial subject and with which I am sure some will not agree — it is about Bermuda or jib-headed mainsails. I have no doubt the Bermuda is as good as any other for small raters, but for large boats, racers and

Sewing the new
main for the
23-metre *Astra*



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cruisers, I have no use for them, and I consider such a rig positively dangerous outside of the Solent, and perhaps inside too.”

Those were strong words for a man whose business then depended on a clientele of rich 1920s yachtsmen who — as is still the case with today’s owners — were always keen to embrace the latest fad in their quest for trophies. No doubt mindful of being dismissed as old-fashioned, Tom Ratsey supported his view with some persuasive practical arguments.

“I am of the opinion that it is wrong to combine the area of a large mainsail and a topsail in one Bermuda sail, it being suspended by one halyard, or at the most two, at the top of the mast. Picture a schooner plunging into an Atlantic heavy head sea, with a double-reefed Bermuda sail more or less held up by a topsail halyard to the top of the mast — the mast supported by a succession of struts and scratch cradles, the carrying away of any one of which means collapse to the whole.

“And then there are the slides to the luff, which are, I think, entirely wrong, namely, in the centre fore-and-aft line of the mast, no matter at what angle the sail may be, and so calculated to wring and corkscrew the mast, whereas the old-fashioned mast hoops all work smoothly round together, according to the angle of the boom and gaff, and the mainsail can be taken in on an angle, which a Bermuda cannot.

“I say, may the gaff sail long continue, and never die!”

There was, of course, good sense behind Ratsey’s position, but he could not have foreseen the technical developments which would soon make his reasoning obsolete. Nevertheless, he was wise enough to know that nobody can hold back the future.

“Keep going with the times, for the old order changeth. Never be above learning, no matter from whom the suggestions come — the old or the young, the professional or non-professional. The sail-maker has always something to learn. But I have learnt very little from good standing sails — a lot from bad. It always interests me to see an ill-setting sail — when I have not made it!”



The mighty *Sunbeam* with twelve Ratsey sails set



Photos John Jeremy

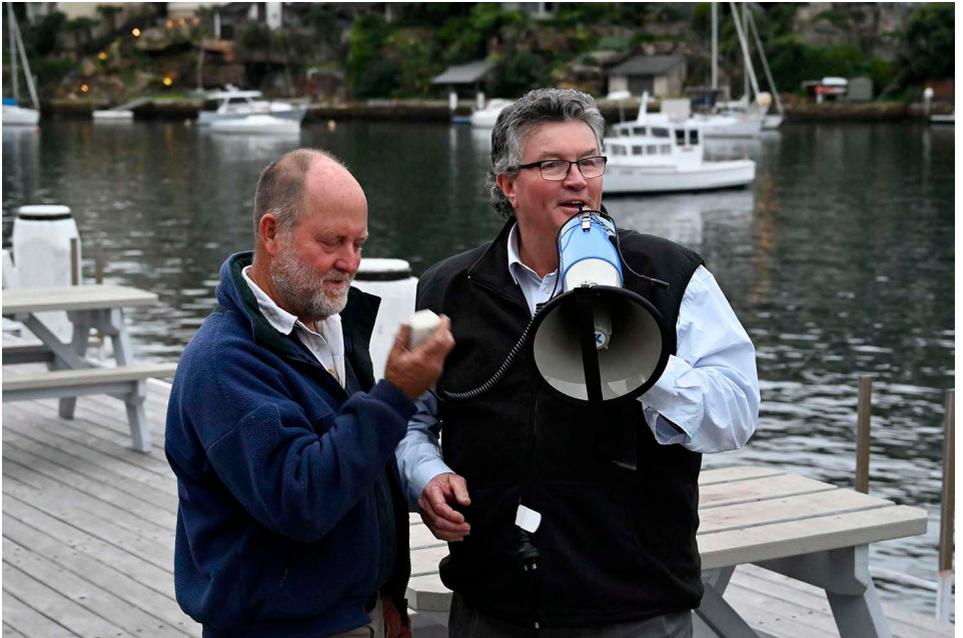
On 8 July a training course in Fire Warden and Fire Fighting training course was held at the Club for staff, directors and volunteer officers of the day



The course included hands-on experience extinguishing a gas fire as demonstrated here by Alice Murphy



CO₂ extinguisher at the ready, Tiare Tomaszewski approaches the fire with determination



I think you use this button — Commodore Bruce Dover and Captain Chris Manion demonstrating the use of the loud hailer and syren



Sydney Amateur Sailing Club ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members will be held in the Clubhouse, Green Street, Cremorne and by Zoom on Wednesday 23 September 2020 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2020.
2. To elect Officers and Directors.
3. To elect Auditors. Crowe Sydney, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board

David Salter

Hon. Secretary



Photos John Jeremy

With COVID-19 restrictions eased no time was lost Rounding Up The Usual Suspects for a luncheon voyage to Roseville



The Flagship for the voyage was, as usual, Rob Evans' *Sailfish*, seen here secured in idyllic conditions at the Roseville Marina



With numbers restricted, some arrived by unconventional means. Trevor Cosh ferried Peter Robinson in one of his two trips in a rather small rubber ducky



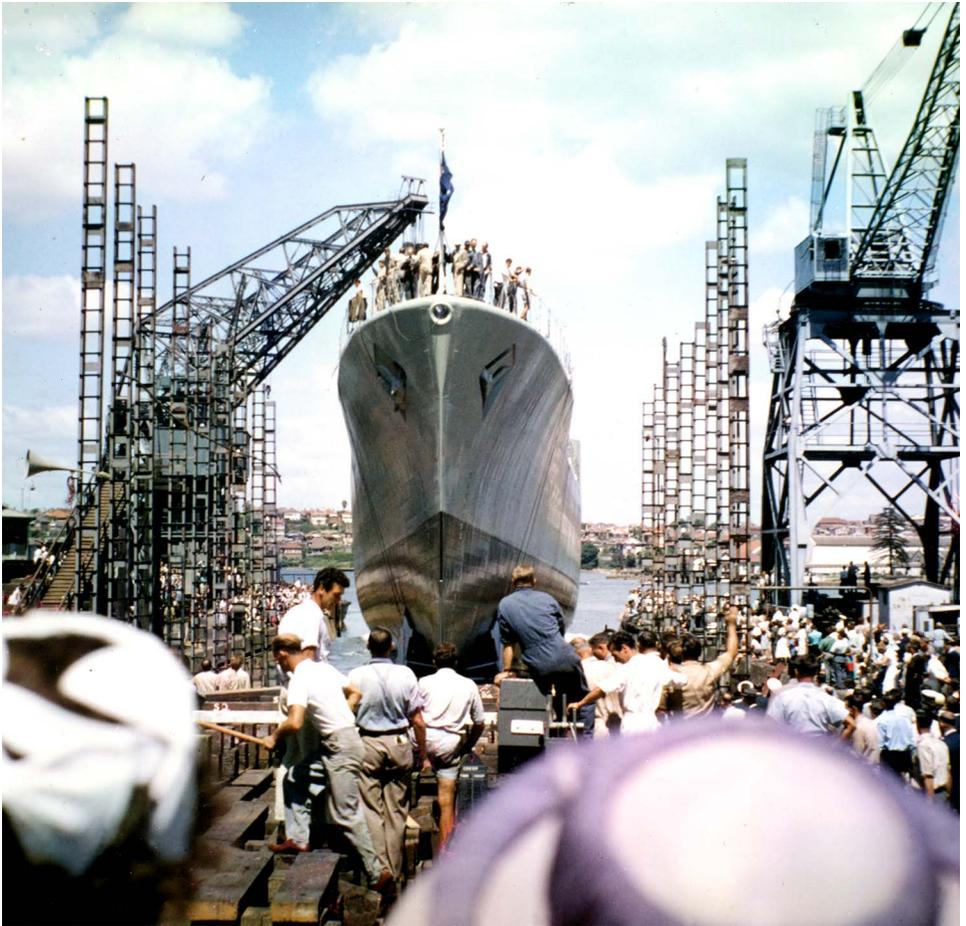
To comply with spacing limits, two tables were set for another pleasant lunch

REFLECTIONS ON THE LAUNCHING OF SHIPS

by
John Jeremy

The frigate *Par-
ramatta* on her
way to the sea on
31 January 1959

All ships and boats, whether they be simple dinghies, lovely yachts, massive container ships, aircraft carriers or (dare I say it) cruise ships begin in a humble way — as lines on a computer screen or a piece of paper. Through the efforts of many people, the biggest moving objects made by man gradually take shape and become real ships capable of doing the task for which they were designed in one of the world's harshest environments. The construction of a ship is a massive assembly task, involving sometimes many hundreds of people with considerable skills in the shipyard who put the ship together and in the many industries supplying the materials, equipment and systems which are required. At a suitable stage in this process it is necessary to introduce this product of many people's efforts to her intended environment by launching her from the dry land into the sea.



Today, it is common for ships to be built away from the water's edge in great buildings, under cover, or in a building dock which may be easily flooded to put a ship afloat for the first time. Modern multi-wheeled transporters can move very large ships around on dry land, often under the control of a single person operating a control panel like a rather special video-game controller. A ship can be easily positioned in a cradle on a ship lift for lowering gently into the water. One can even have a test run the day before the launching ceremony to make sure all will go well. Of course, the naval architect still has an essential task to complete — to ensure that the cradle and dock loads are within limits and that the ship will lift off the blocks safely with the intended trim.

Traditionally, ships have been constructed on building berths next to the water and launched either end-ways or side-ways on greased launching ways. Constructing a ship on an inclined building berth is more difficult than on a level concrete floor in a big shed or the bottom of a dock. The ship's base line, from which everything is set up, is not level but inclined at something like ten degrees, a fact which must never be forgotten. The shipwright is the skilled artisan who ensures that the ship is assembled correctly.

Preparations for the launching of a ship begin some time before it is to happen, with the construction of groundways (as the name suggests secured to the ground) on which the sliding ways can carry the ship to the sea aided by suitable layer of launching grease. In the days before

A Royal occasion — the Cunard liner *Queen Elizabeth 2* was named and launched by the Queen on the Clyde on 21 September 1967



SASC NEWS

the launching, the mass of the ship is gradually transferred to the sliding ways and the blocks supporting the ship are progressively removed until only some final blocks and shores remain to be removed in the last hour or so before launching. The ship is then held only by triggers which will, when released, free the ship to begin her journey to the sea.

The launching of a ship is usually accompanied by a ceremony, today often a religious ceremony, perhaps accompanied by (tedious?) speeches by various dignitaries. During this ceremony the final preparations for launching are completed until the ship is finally held only by the triggers. When the ship has been blessed and named, the triggers are released and the ship, under the force of gravity, slides into the sea. It is a process which, once begun, cannot be stopped. In seconds the ship is afloat.

To see the launching of a ship this way is a special experience — particularly one's first. With its traditional ceremony and the remarkable transition of the ship from a large inanimate structure on land to a moving, living object on the sea, it can be a very moving experience, particularly if one has had a hand in her construction, however small. The first launching I saw was that of the frigate HMAS *Parramatta* on 31 January 1959 and I will never forget it. The second was her sister ship *Stuart* in 1961 by which time I had a role to play on the slipway during the launching, albeit small — in charge of a stop watch.

The last launching in which I had a role to play was that of HMAS *Success* in 1984, the largest naval vessel fully built in Australia and the last ship built in Sydney. By then my role was different, as Chief Executive of the shipbuilder leading a team of fine, highly-skilled people and fully responsible for the construction of the ship. It was, as ever, a very moving and unforgettable experience.

Many people have written about ship launchings but few have captured the moment as well as the poet Henry Wadsworth Longfellow (1807–82), who wrote in his poem *The Building of the Ship*:

*Then the Master,
With a gesture of command,
Waved his hand;
And at the word,
Loud and sudden there was heard,
All around them and below,
The sound of hammers, blow on blow,
Knocking away the shores and spurs.
And see! She stirs!
She starts, — she moves, — she seems to feel
The thrill of life along her keel,
And, spurning with her foot the ground,
With one exulting, joyous bound,
She leaps into the ocean's arms!*

*And lo! From the assembled crowd
There rose a shout, prolonged and loud,
That to the ocean seemed to say,*

*“Take her, O bridegroom, old and gray,
Take her to thy protecting arms,
With all her youth and all her charms!”*

*How beautiful she is! How fair
She lies within those arms, that press
Her form with many a soft caress
Of tenderness and watchful care!
Sail forth into the sea, O ship!
Through wind and wave, right onward steer!
The moistened eye, the trembling lip,
Are not the signs of doubt or fear.*

Perfect!



*And see! She stirs!
She starts, — she moves, —
she seems to feel
The thrill of life along her keel*



*And, spurning with her foot
the ground,
With one exulting, joyous
bound,
She leaps into the ocean's
arms!*

FROM THE ARCHIVES

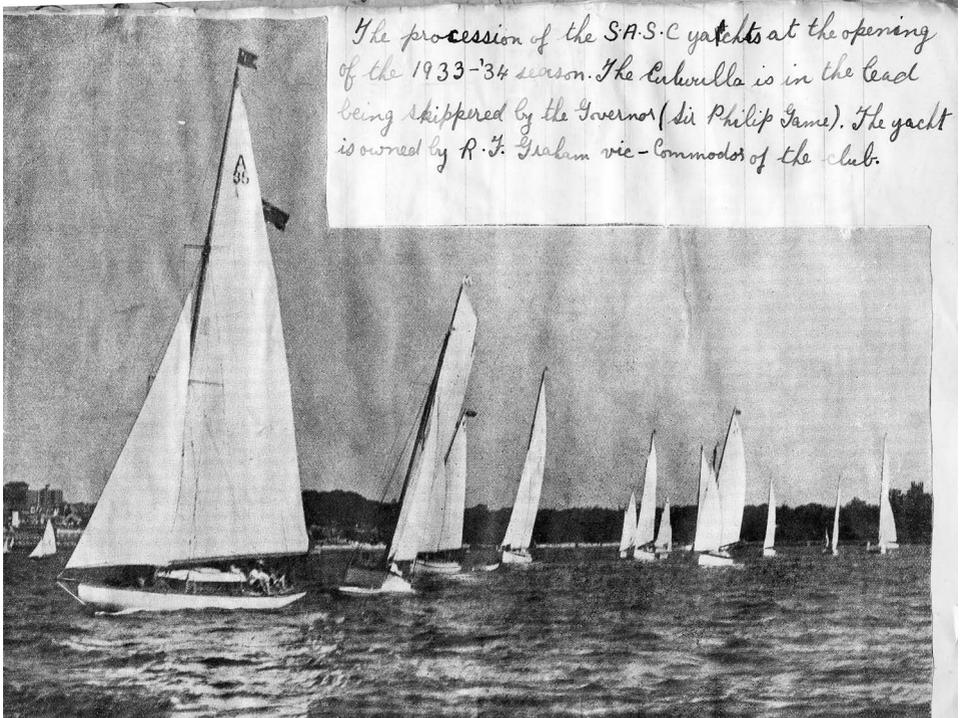
Stephen Barton Lloyd was the 28th Commodore of the Sydney Amateur Sailing Club, from 1971 to 1974. He had joined the Club in 1938, and sailed the yacht *Waitere*. He became Rear Commodore in 1968 and Vice Commodore the following year. His father was H S (Harry) Lloyd, Commodore from 1938 to 1948, who had joined the Club in 1933.



In 1933, young Stephen kept a book of newspaper cuttings which is now in the Club's possession. It gives a glimpse of the sailing activity of the day, and includes reports of the achievements of many famous yachts in the history of the Amateurs, the RSYS and the RPAYC. On the following pages we have reproduced some of the clippings in Stephen Lloyd's scrapbook.

Commodore Stephen Lloyd

Opening Day 1933 (below). Today the Governor of NSW is Patron of the SASC but in 1933 that role was filled jointly by the Commodores of the RSYS and RPAYC





THE GOVERNOR AT THE HELM OF CULWULLA IV.

Air Vice-Marshal Sir Philip Woolcott Game, GCB, GCVO, GBE, KCMG, DSO served as Governor of New South Wales from 1930 to 1935, during the Depression and at a time of controversy which included Game dismissing the NSW Premier Jack Lang on 13 May 1932



The 2020 Winter Series felt a bit like this!

YACHTING.

Last of the Ocean Races.

WON BY NORN.

Racing over deep-sea courses was brought to a conclusion for the 1933-34 sailing season on Saturday, when the Royal Sydney Yacht Squadron sailed its annual race for the Carleton Cup. Norn, with her owner, A. F. Albert, at the tiller, repeated her success of the previous season, and retained her title to the trophy; but on this occasion she defeated Morna, which was sailed by Roy Griffith. The margin in favour of the winner at the end of the 19.4 mile course was 3m 11s. Thetis (Dr. R. I. Furber) was the only other competitor to complete the course. Among the dinghies Waterwitch (D. V. Willis) gained her initial victory of the season, defeating R.A.N.D. II. by 2m 35s.

The breeze was quite the best experienced during the season, as it blew a fresh north-easter, which gave all the boats concerned a good opportunity of displaying their weatherly qualities. Outside the Heads there was a steady breeze which, apart from a tendency to freshen half way through the race, provided excellent conditions. About a mile and a quarter east of Bluefish, there was an exceptionally strong southerly set, which affected all the competitors as they made their final tacks preparatory to rounding.

The ability to hold a superior wind, combined with pace through the water, was responsible for Norn's win. Compared to the others, she was unaffected by the sea, and when close hauled moved steadily for the objective, while with spinnaker set she was equally steady. The strong current at the windward mark caused her to lose a little time, but in this respect she was not as much at fault as Morna. The larger craft, however, showed better judgment by gybing at the mark for the first run to the buoy off Middle Head, and she picked up as much time over this part of the course as she did over double the distance on the final run from the outside mark to Neutral Bay, for which Norn also gybed at the mark. Morna had a good chance of winning the race at one stage, but her inability to deal successfully with the sea, and to round the mark smartly at the end of the second beat, combined with the subsequent delay in setting her spinnaker, spoil her chances.

Thetis could only make mediocre progress. She lost a considerable amount of time on both occasions down wind by running a long way towards the south-east before bringing her sail across. On the second occasion she was in trouble aloft. The schooner Windward was first to sea, and appeared to be holding her own, but stood out about three miles on the port tack before laying a course for the rounding mark. Consequently when she came round she was heading a long way above the mark. After squaring away she was seen no more in the race. Although rigged, Brand V made no attempt to come to the starting line in time to answer her flag.

The rounding times at the windward mark, the first time, were:—Thetis (22m), 3h 48m 10s; Windward (25m), 3h 51m 50s; Norn (1m), 3h 52m 10s; Morna (scr.), 3h 55m 10s. After the run to the Middle Head mark, Morna had closed up on Norn, and both had dealt with Thetis. In a fresher breeze for the second beat Norn gave the others no chance, the rounding times being:—Norn, 5h 10m 25s; Morna, 5h 18m 10s; Thetis, 5h 24m 30s.

Results:—

Carleton Cup.—Norn (A. F. Albert), 1m, 6h 2m 18s, 1; Morna (Roy Griffith), scr., 6h 5m 25s, 2; Thetis (Dr. R. I. Furber), 6h 24m 3s, 3; Windward (schooner), (J. M. Hardie), 25m, retired.
12ft Cadet Dinghy Handicap.—Waterwitch (D. V. Willis), 5m, 4h 7m 20s, 1; R.A.N.D. II. (W. C. Munce), 3m, 4h 9m 55s, 2; R.A.N.D. (J. Beckley), 4h 11m 30s, 3; followed by Scamp (J. S. Olsen), 1m, 4h 11m 31s; Sea Nymph (J. Foley), 8m, 4h 12m 15s; Sleepy Lizard (D. R. Giddy), 3m, 4h 17m; R.A.N.D. II. and Utiekah came into collision off Bradley's Head. The latter capsized.

SYDNEY AMATEUR SAILING CLUB.

Three class races were held by the Sydney Amateur Sailing Club for A1, A2, and B classes respectively. In addition to the points which were awarded for the best records of the season in the three divisions, there was added interest in the fact that the first division of A class was sailing the first of a series of three races, the results of which will decide the ownership of the Hoana Trophy. The other two events will be held on the nearest corresponding dates in the next two seasons.

In Saturday's contest, Hoana, which is owned by Mr. R. C. Hughes, who presented the trophy, but which was sailed by O. Backhouse, was successful by 54 seconds from Culwulla IV., which was in command of R. P. Graham. The struggle for second place was remarkably close, as Monsoon, with J. Hordern at the helm, was only five seconds further astern, and Sea Rover (C. Plowman) followed her only a second later.

Sampan, skippered by L. Jones, won her second class race of the season when she finished 54 seconds ahead of Stormbird (A. P. Anderson-Stuart) in the No. 2 division of A class. In B class, Blue Bird (R. Windeyer) won her first race since she started competing in the class, beating Maracita (A. C. Mackerras) by 1m 35s.

Although the club's programme for the season set out that last Saturday's contests were the last for which points were to be awarded, there are to be other class races before the close of the season.

Results:—

Hoana Trophy, first round, A class, No. 1 division.—Hoana (O. Backhouse), 8im, 4h 55m 16s, 1; Culwulla IV. (R. F. Graham), 7m, 4h 56m 10s, 2; Monsoon (J. Hordern), 10m, 4h 56m 15s, 3; Sea Rover (C. Plowman), 4im, 4h 56m 16s, 4; June Bird (H. M. Aspinell), 9im, 4h 56m 58s, 5; N.S.W. II. (R. C. Foot), 17m, 4h 58m 12s, 6; Nyria (R. L. Patrick), 9im, 5h 1m 18s, 7; Caprice (J. Pfeiffer), 12im, 5h 2m 10s, 8; Niobe (G. Carter), 12m, 5h 13m 35s, 9.

A Class, No. 2 Division.—Sampan (L. Jones), 6im, 4h 37m 46s, 1; Stormbird (A. P. Anderson-Stuart), 6m, 4h 38m 52s, 2; Riawena (Dr. H. S. Kirkland), 9m, 4h 40m 12s, 3; Sapphire (T. M. Wayland), 10im, 4h 40m 21s, 4; Foam (H. S. Lloyd), 9m, 4h 40m 47s, 5; Koala (L. Esdalle), 5im, 4h 41m 25s, 6; followed by Maluka, 10m; Lady Luck, 5im; Spray, 15im; Mischief, 14im; Goora, 12m; Adina, 5m; Scarab, 13m.

B Class.—Blue Bird (R. Windeyer), 10im, 4h 53m 5s, 1; Maracita (A. P. Mackerras), 13m, 4h 54m 40s, 2; Wanderer (E. J. Merrington), 2m, 4h 54m 59s, 3; Boreas (A. L. Truebridge), 12im, 4h 57m 28s, 4; Snowdrop (W. Rayment), 3m, 5h 0m 15s, 6; followed by Tessie K., 17m; Cynthia, 6im; Genestre, 7im.

Newspaper reports of sailing activities were more comprehensive in the 1930s than they are today

NEW MEMBERS

August 2020

We welcome the following new members:

Stuart Anderson
Luke Gindele
Catherine Logan
Colin Mitchell
William Peters
Michael Wood

Adrian Broadbent
Adrian Kemp
Timothy Manion
Glenn Reynolds
Matthew Tomaszewski

TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday (all year) 0900–1800

Friday Twilights 1600–2100 (approx)

Sunday DST 0900–1800

Sunday EST 0900–1700

SASC SHOP

Subject to availability

SASC Club Merchandise

| | |
|-------------------------------|---------|
| Burgee – Medium 30 cm x 45 cm | \$41.00 |
| Racing 'A' flag (new stock) | \$27.00 |
| Racing 'A' flag (old stock) | \$20.50 |
| Club Tie | \$25.00 |
| Club Cap | \$20.00 |
| Club Wide Brimmed Hat | \$30.00 |
| Polo Shirt – Short Sleeve | \$40.00 |
| Polo Shirt – Long Sleeve | \$45.00 |
| Rugby Top | \$55.00 |
| SASC Water Bottle | \$15.00 |

NEWSLETTER DEADLINE

The next *SASC News* will be the October 2020 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 September 2020. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





A painted ship upon a painted sea: *Hoana* waiting for wind on 20 June 2020
(Photo John Jeremy)