



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2017

SYDNEY AMATEUR SAILING CLUB

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Cover:

Ranger, Scot, Cherub and Britannia on the last leg to the finish line on Gaffers Day

(Photo John Jeremy)

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COMING EVENTS

October 2017

SATURDAY 21 OCTOBER 2017

Point score race for Super 30 Division, Classic Divisions, Cruiser Racer Divisions and Cavalier 28s

SATURDAY 28 OCTOBER 2017

Pointscore race for Classic Divisions and Mixed Fleet Division

SUNDAY 29 OCTOBER 2017

Balmain Regatta

SATURDAY 4 NOVEMBER 2017

Pointscore race for Super 30 Division, Classic Divisions, Cruiser Racer Divisions and Cavalier 28s

SUNDAY 5 NOVEMBER 2017

Pointscore race for Sunday Classics and Non-spinnaker Division — Captain Slocum Trophy day for Classic Division

SATURDAY 11 NOVEMBER 2017

Pointscore race for Classic Divisions and Mixed Fleet Division

SATURDAY 18 NOVEMBER

Pointscore race for Super 30 Division, Classic Divisions, and Cavalier 28s — Cruiser Racer Divisions with MHYC at MHYC

SATURDAY 25 NOVEMBER 2017

Pointscore race for Classic Divisions and Mixed Fleet Division

SUNDAY 26 NOVEMBER 2017

Pointscore race for Sunday Classics and Non-spinnaker Division — combined race with RPEYC Women on Water Regatta

FRIDAY 1 DECEMBER TO SUNDAY 3

DECEMBER 2017

Admiral's Cup Anniversary Regatta

SATURDAY 2 DECEMBER 2017

Pointscore race for Super 30 Division, Classic Divisions, Cruiser Racer Divisions and Cavalier 28s

SATURDAY 9 DECEMBER 2017

Pointscore race for Classic Divisions and Mixed Fleet Division

SATURDAY 16 DECEMBER 2017

Pointscore race for Super 30 Division, Classic Divisions, Cruiser Racer Divisions and Cavalier 28s. Spring Trophy Day

SUNDAY 17 DECEMBER 2017

Pointscore race for Sunday Classics and Non-spinnaker Division

NEED THE TENDER?

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or Will
on
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Sun: 0900-1700

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



Our Gaffers Day was a very special event this year. It was a wonderful turn out gaff-rigged and timber classic boats that was a celebration of sail and sailing at its very best.

It was also extra special for me, because on the day we were in the presence of real sailing “royalty” — and I am excluding sometime sailor and full-time Prime Minister, Malcolm Turnbull, in this regard — I refer to the likes of Sir James (Jim) Hardy, Ian “Bomber” Treharne and his brother Hugh, and Ken “Besho” Beashel, amongst others.

These four alone, collectively and individually, represent the very pinnacle of sailing in one form or the other be it skiffs, the Olympics, world match racing, America’s Cup, Admirals Cup or offshore sailing. They have been distinguished world champions of the highest order, almost without peer. Their achievements are too varied and too vast to list here but well worth entering in the search field of Dr Google should you have the time and the inclination.

What an honour to have them all present at the club at the same time. Despite all that they have achieved, they remain absolute gentlemen in the finest sense of the word — modest, humble, polite and ever willing to share their knowledge and experience with us mere mortals. There is no boasting, no self-promoting, no big-noting and, apart from Sir James’ dapper jacket, they were indistinguishable from any of the other “old gaffers” on the crowded clubhouse deck.

To my mind, they epitomise the values we associate with the Amateurs. Competitive sailors and fine seamen yet borne of a gentler era when good sportsmanship, manners and respect for others were also virtues we associated with Australia’s world champions.

Each of them is either a Life, Honorary or Distinguished member of numerous other sailing clubs on Sydney Harbour and beyond, clubs far wealthier, more glamorous and more credentialed than the Sydney Amateurs. Yet each of these fine sailors made the point of commenting on what a unique and special place our club is.

“Only the Amateurs could turn on a day like this”, remarked Bomber. “Fifty years ago the Amateurs was special because of its friendliness, its welcoming, its volunteer spirit and the fact everybody was always willing to lend a hand. It’s great to see that it is the same now and that the club has been able to preserve the very best of it”.

That’s high praise from someone who has been around the Sydney waterfront for a very long time, and a sentiment echoed in turn by Sir James, Hugh and Beasho. In fact Hugh was so impressed that he has signed up as a new member!

In that respect, Gaffers Day 2017 did represent the very best of the Amateurs. It was not just the large contingent of boats which turned out on the day, but the general atmosphere of good will, good humour, camaraderie and joie de vivre clearly evident throughout the crowd and reflected in our very healthy bar sales.

The day's success was in large part due to the planning and foresight of our Gaffers Day Committee led by Rear Commodore Peter Scott. These events don't just happen but require a great deal of coordination and consultation and, consequently, a very significant call on the time and resources of committee members.

October 2017

However the real credit belongs to our frontline troops. Racing Secretary Alice and our office staff Megan and Judy individually and collectively went well beyond the call of duty to deliver us a spectacular Gaffers Day. As a club, we are privileged to have been blessed with such a team who not only give unstintingly and uncomplainingly of their time, but do so with extraordinary good humour and grace and, most importantly, really do care about our club.

On the day Rod, Roy and Mitch also put in long hours attending to the needs of boats and crews, patiently and with good spirit.

We must also acknowledge the contribution of those members who, once again, gave their time and labour in the lead up, the preparation and on the day of the event. These are the people who dressed the club in flowers and bunting, erected tents and stacked the fridges, collected provisions and made emergency runs for re-supplies, manned the barbeques and emptied the bins, took lines on the wharf and manned the tenders and performed countless other chores without complaint.

These are the people who, through their unselfish contribution, made Gaffers Day 2017 the enormous success it was. These are the people who truly epitomise the values which make the Amateurs so special and so unique. We all thank them for it,

As Bomber said "Only the Amateurs could turn on a day like this".

Bruce Dover



All photos John Jeremy unless otherwise credited

Nancy K attending Sana and Nerida on Gaffers Day

GAFFERS DAY 2017

This year's event may well have been the best ever. David Salter reports.

“Great day!” If we had a dollar for every person who used that phrase on Sunday 8 October then the Club’s finances would be even healthier than they already are.

Gaffers Day 2017 was a genuine triumph on many fronts. The boats were spectacular, the crowds immense, the racing excellent and the supporting effort by SASC staff and volunteers exemplary. From its 0800 bacon and eggs beginnings until last drinks at 1900 the day set a new benchmark of enjoyment that will be very hard to beat.

Gaffers Day would be unthinkable at any other club. The unique spirit of the event reflects the distinctive ethos of The Amateurs: it is free of any commercial influences, it celebrates the beauty of classic yachts and the fun of sailing them, and it is only made possible by the tireless efforts of the members themselves.

The scene at the club as the fleet of 72 classics and 23 Couta Boats assembled was a vision splendid of gleaming topsides and rich varnish. Undoubted centre of attention was the breathtakingly beautiful *Dorade*, Sparkman & Stephens Design No.7 and probably still the most famous ocean racing yacht in history.

Couta boats
rafted up ready
for action

Photo Leone Lorrimer





A spectacle of classic yachts in Mosman Bay as the boats arrived at the SASC



Dorade at the pontoon



Dorade is immaculate on deck.....



.....and below. Rear Commodore Peter Scott admiring her beautiful cabin

Normally based in New York, *Dorade* is visiting Australia this year to contest the Sydney–Hobart. The club began negotiations to have her participate in Gaffers Day more than six months ago and it was a special pleasure to see this 52-foot masterpiece moored stern-to on the club pontoon between half a dozen local classics.

After a young bagpiper attracted the crowd's attention Commodore Dover introduced our new event patron, Sir James Hardy OBE. With a characteristically humorous "few words", Sir James got the day officially under way, followed by an especially loud cannon shot from the SASC Honorary Armourer, Philip Kinsella. The crowds then swiftly dispersed, either to their boats or the spectator ferry. Everyone was now keen to just get out on the water.



Crowds on the lawn appreciated the bacon and egg rolls while waiting for the Les Ardouin cannon to signal the start of proceedings



A forest of classic masts at the pontoon



Visiting Cousta boats *Wattle*, *Cousta Tah* and *Cariad* preparing to get underway from the Green Shed



The beautifully restored *Rana*



Captain Amora and crew ready for action



Caprice before the start



The start of the Couta boat division



Venger and Rana



Yeromais V, one of the smaller boats in the fleet



Dorade reaching to Clark Island



Dorade, with escort, rather overshadowing Lady Luck



Tio Hia showing Couta boats the way to the finish



Rob Roy, Ranger and Vanity



Cherub and Eva Ellen



Tenacity and Barra



Becalmed inside Bradleys Head

By now the encouraging brief glimpses of early morning sunshine had given way to a high overcast. Not great for photography, but the conditions settled into a moderate NE breeze ideal for harbour racing. The massed Coutas made a magnificent sight on the starting line, with the other divisions soon in hot pursuit.

Everyone seemed to make it around the course without incident — except *Nerida*. Off the starting line Sir James had all guns blazing — main, jib, staysail, topsail and jackyard topsail — but as *Nerida* hardened up around the Clark Island mark the turnbuckle holding the bobstay failed, the bowsprit bent upward at an alarming angle and the 45-foot 1932 gaff cutter's race was over.

It was fitting that Bermudan Division 1 was won by *Dorade*, still blindingly fast after more than 80 years of racing around the world's oceans. The Couta fleet was headed by *Tenacity* (Donald Telford). Other winners on the day were *Rana* (Peter Langman), *Tio Hia* (James Bevis), *Ranger* (Shaun McKnight), *Thara* (Rob Landis) and *Defiance* (Nicole Shrimpton).

A surprise presenter at the prize-giving (at least it was a surprise for the assembled multitudes), was Malcolm Turnbull, who, when not skippering the Couta *Rob Roy* which he owns with J B Rousselot, puts in some spare time running the country. Resplendent in an old rugby top and fading pink sailing shorts, the Prime Minister gave a delightful off-the-cuff speech that played on the French for “trim the jib!” (*tenez le foc!*) Only among fellow sailors at The Amateurs (and with the media far away) could the nation's elected leader share such a salty joke.

And then the boys from *Ampersand* resumed their jazz, the bar and rum tents were again under siege, the BBQs fired up, and there was much back-slapping, laughter and good cheer. A truly memorable Gaffers Day. *Tenez le foc!*

The wharf was packed to capacity for the prizegiving





Shaun and Erin McKnight and family celebrate *Ranger's* win in the Ranger Class

Proud father Sean Langman with son Peter who won Gaff Division 1 in *Rana* which he had restored during his apprenticeship



Rob Landis and crew Oskar celebrating *Thara's* win in Bermudan Division 2



It was appropriate that Malcolm Turnbull, who won the trophy in 2015, could present the Kelpie Trophy to *Dorade*



Rana, Peter Langman, won the Classic Trophy

Tiare and Leilani Tomaszewski were clearly overjoyed when *Maris* won the Ladies Choice Award for Gaffers Day 2017





Photos John Jeremy

Leilani Tomaszewski and John Sheridan beside the new show case in the foyer of the Club which houses a copy of Jack Earl's logbook of *Kathleen Gillett* which John has donated to the Club.

A simple and warm ceremony was held at the Club on Sunday 27 August to 'open' the display and to dedicate it to the Lawler family in recognition of their service to the Club over many years



Members of the Lawler family with friends on the wharf on 27 August



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Jim Lawler addressing the gathering on the wharf

LION ISLAND RACE



Photos John Jeremy

The start of Division 1 in the Lion Island Race on 2 September. Thirty two yachts started in the race this year which was sailed in light conditions. Division 1 was won by *Merlin*, with *Marloo* second and *Last Hurrah* third



Spinnakers being set at the start of Division 2. Division 2 was won by *Shambles*, with *Supertramp II* second and *Magic* third



Mister Christian, Lunacy, Indulgence, Malohi, Spindrift and Lahara shortly after the Division 2 start



Competitors struggling to get to reach the Heads in the very light conditions. Fortunately the wind improved at sea

OPENING DAY 2017



Photo John Jeremy

Opening Day on 9 September was a beautiful day and something of a rehearsal for Gaffers Day



Photo courtesy Marco Tapia

The red shirts of *Flying Brandy's* crew added to the Opening Day colour



Mike Warner's apron might have been a bit suspect but the bacon and egg rolls were great and very popular



The usual retort and cloud of smoke from the Les Arduin Trophy cannon set the new season well and truly in motion

FLAG OFFICERS DINNER



Photo Sarah Scott

Judy Wogowitsch and Peter Scott admiring the clubhouse decorations for the annual Flag Officers Dinner which was held on 15 September 2017



Photo John Jeremy

Commodore Bruce Dover welcoming the guests at the Flag Officers Dinner

TORQUIL

Torquil is owned by Peter McCorquodale. According to legend, the founder of the McCorquodale clan was Torquil who was a member of the Scots army under Kenneth MacAlpin.

The legendary story states that Alpin, father of Kenneth MacAlpin, was killed in battle on 20 July 834 and his head was carried off by enemy Picts. Alpin's head was then displayed in the Pictish town of Camelon. The story goes on to state that the claimed ancestor of the McCorquodales, Torquil, recovered Alpin's head. For this deed, Torquil was said to have been rewarded with lands on Loch Awe side.

His son was Mac Torquil, of the dales, which over the years became McCorquodale (amongst other spellings).



Photo John Jeremy

Torquil

TINGARI

Tingari has been owned by John Jeremy for 36 years, having been built as *Miko* for Don Burfit in March 1977. John renamed her *Tingari*, an Aboriginal word beginning with 'T' like his previous boats *Tarrina*, *Tiarri* and *Tantani*.

The Tingari were a group of ancestor beings who travelled over vast stretches of the Western Desert performing rituals and creating and shaping sites. The Tingari men were usually accompanied by novices and their travels and adventures are enshrined in a number of song cycles. These mythologies form part of the teachings of post-initiate youths today as well as providing explanations for contemporary customs.

The nature of Tingari ceremonies is secret.

Does your boat have an unusual or interesting name?

Tell us about it — Ed.



Photo Charles Moore

Tingari

ADMIRAL'S CUP REGATTA KEEPS GROWING

The Admiral's Cup Anniversary Regatta has already outgrown expectations, as David Salter reports.

When an informal committee of offshore veterans first met six months ago to put flesh on the bones of a Classic Yacht Association idea to hold some form of a regatta to mark the 50th anniversary of Australia's first win in the Admiral's Cup, their aim was to attract a fleet of 10 yachts.

It now seems likely that more than twice that number will take part in the event to be sailed in Sydney on 1, 2 and 3 December.

"What most of us believed would be not much more than a few nostalgic toddles around the Harbour has taken on a real life of its own", said regatta chairman David Champtaloup. "We've been amazed by the response.

"Boats are coming from as far away as Queensland and Tasmania to join the Sydney and Pittwater entrants. There are already around 20 solid entries with a few more expected. Old crews are getting back together. It promises to be quite an event."

Jointly hosted by the Sydney Amateur Sailing Club, CYCA and RSYS, the regatta comprises two around-the-buoys harbour races and one short offshore. The specially commissioned first-place trophies for each race are named after the three members of Australia's victorious 1967 team — *Balandra*, *Mercedes III* and *Caprice of Huon*.

Caprice and *Mercedes III* will compete in the 50th Anniversary Regatta, however *Balandra* is still being restored in Tasmania.

Entry is open to any yacht that represented Australia in the Admiral's Cup or contested the selection trials. The illustrious old ocean racers that will be racing in December include *Love & War*, *Kingurra*, *Syonara*, *Mister Christian*, *Camille*, *Sagacious V*, *Impetuous*, *Spirit of Koomooloo* (the first *Ragamuffin*) and the original *Wild Oats*.

They will be competing against *Mercedes IV*, *Too Impetuous*, *Black Magic*, *Auric's Quest*, *Apollo VI* and *Salacia II*. In addition, *Lorita Maria* and *Anitra V* have been invited to join the fleet in recognition of the enormous contributions made to Australia's Admiral's Cup challenges by Norman Rydge and the Halvorsen brothers.

The SASC is providing Race Management for the two Harbour races while the CYCA will manage the short offshore event.

Organising committee member Peter Shipway — himself an Admiral's Cup veteran — has been heartened by the enthusiastic response from former skippers and crew.

"They're all coming out of the woodwork", he says. "Most of them have put their hand up for a ride on one of the boats. Some of the older blokes have settled for a spot on the spectator boat, but we'll do our best to make sure anyone who's up for it can sail as guest crew for at least one of the races."

Among those who've already indicated they'll be racing are some of the most celebrated names in Australian yachting. They include Col Anderson, Rob Brown, Bernie Case, Richard Chapman, Phil Edmonds, Tony Ellis, Gary Geitz, Peter Hemery, Mike Hesse, Peter Tierney, John Wigan, Doug Paterson and Bruce Gould.

In addition, two of the Regatta Patrons — Gordon Ingate and Sir James Hardy — will be sailing as guest helmsmen. No doubt the third patron, Syd Fischer, will offer his usual robust brand of criticism from a dry berth on the spectator boat. October 2017

There will social occasions for sailors, family and friends after each day of racing. The formal welcome dinner is at the RSY on the evening of Friday 1 December, followed by a crew party at the CYCA following the offshore race on Saturday and a final presentation BBQ at the Sydney Amateurs on the Sunday.

For further information contact: Peter Shipway at peter@barlowdistributors.com.au or David Salter at davidelva@alpha.net.au .



Photo courtesy Beken of Cowes

Mercedes III before a fresh breeze on the Solent in 1967



Photos SkyMonkey Aerial Photography

A spectacular drone's eye view of the Sydney Amateur Sailing Club on Gaffers Day 2017



Photo Geraldine Wilkes

Tragedy struck for RPEYC Vice Commodore Adrian Broadbent when *Eloise* was dismantled in the Idle Hour Race on 30 September, just before the Couta Boat Thistle Cup series the following Friday. Fortunately Sean Langman and his team at Noakes rose to the challenge and *Eloise* was back in business in time

FOR SALE

Profurl Furler NC 32 on approx. 11.5 m of 7 mm forestay, complete with new bearings, ready to fit — \$700

Hydralign feathering prop complete and in very good order, with instruction booklet — \$600

Easymatic 8:1 Mainsheet system (both blocks), new and unused — \$450

Polyflex flexible coupling (red) for 1 inch shaft, near new and complete with shaft clamp and flange bolts, ready to fit — \$300

Tissot Sailing Touch Watch, new and still in box — RRP \$1150 will sell for \$550

Contact Denis Williams
0408 789 589

BRISK SAILING AT HAMILTON ISLAND

Captain Chris Manion took a break from Sydney recently to sail at Hamilton Island in a 30-year old Lock Crowther designed catamaran, *Top Gun*, which is based in Pittwater in normal times. *Top Gun* is 50 feet long and 30 feet wide.

It was an eventful time, with one port and starboard incident which resulted in damage to the port hull. They were back racing after repairs in 36 hours.

Speed to windward was typically 17 knots, but the top speed *Top Gun* achieved was 27.5 knots from Hamilton Island to North Molle Island. They passed 180 of the 220 boats in the race finishing fourth across the line behind *Wild Oats XI*, *Blackjack* and *Wild Oats X* to a suitable ovation from the crew of *Wild Oats XI*.

Chris confesses that *Magic* is a bit sedate by comparison.



Ouch!

Top Gun at speed



WORLD'S LARGEST SAILING CARGO SHIP

October 2017

Lloyd's Register (LR) has announced that it has joined the Quadriga sustainable shipping project — an initiative from Hamburg-based Sailing Cargo, which aims to build the world's biggest sailing cargo ship.

The project plans to build a 170 m car carrier, capable of carrying between 1,700 and 2,000 cars, which will be equipped with four DynaRig masts and will operate on hybrid propulsion with sails and diesel-electric propulsion, and an optional battery system for peak loads. The vessel will be capable of sailing at 10-12 knots with the aim of reaching 14-16 knots in the next few years as experience grows.

Wind-assisted propulsion offers one of the few realistic options for introducing renewable power into shipping. The IMO target for CO₂ emissions requires a 50% reduction in global ship-sourced CO₂ emissions by 2020, this means significant changes in the industry are required. LR's Low Carbon Pathways 2050 study found that low carbon ships will need to enter the fleet by 2030 to help achieve this goal.

The big question is whether the technology will be available on the scale needed to achieve the level of reduction required. The consensus is that engineering advances alone and the associated efficiency gains will simply not be enough to meet the IMO target. Fuels will have to change and the Quadriga project provides one of the potentially viable alternative solutions.

Uwe Köhler, founder of the Quadriga project, commented, "We must do the right thing for the future of our industry; the Quadriga project combines traditionally proven systems with cutting edge technology and aims to provide a solution to achieving the CO₂ emissions reduction target."

Through consultancy during the design and specification stage followed by onsite new construction supervision, LR will help to ensure compliance with the highest technical, safety and environmental standards upon realisation of the project. LR will also verify whether the predicted performance parameters have been achieved.

[Clearly we yachties have been right all along — Ed.]



A model of the Quadriga design for the world's largest sailing cargo ship

HMS VICTORY

Preserving the world's oldest commissioned warship

As part of what contractor BAE Systems described as the most extensive restoration project the 252-year-old HMS *Victory* underwent following her repair after the Battle of Trafalgar, the world's oldest commissioned warship will receive a new structural support system for the ship.

Specialist engineers from BAE Systems are collaborating with the National Museum of the Royal Navy on the unique project to help preserve HMS *Victory*.

Since HMS *Victory* first docked in Portsmouth Naval Base, she has been supported on 22 steel cradles and a concrete plinth. In order to preserve HMS *Victory's* wooden hull, the existing cradles, which were installed in 1925, will be replaced with 134 precisely positioned props. The props will evenly distribute the ship's load to recreate the natural stresses experienced on the hull when the ship was supported by water.

Andrew Baines, Project Director at The National Museum of the Royal Navy, said: "HMS *Victory* is a unique museum object of international importance. This type of support is a first for any historic ship, and it's essential we get it right.

"The new support system design and the installation process have been painstakingly developed over the past five years. The expertise we have gained, and will continue to gain in the delivery of this project, will not only safeguard *Victory's* future but help us to support other historic ships around the world."

The work to restore HMS *Victory* began in 2011, which included removing the masts and yards before work could begin to prevent water damage and reduce rot. The project has also seen the ship's hull repainted and refurbishment of Admiral Lord Nelson's Cabin and the Great Cabin.

A new walkway onto the ship provides visitors with easier access to parts of the ship which were previously unseen. The project has also seen the instalment of a new fire detection and suppression system.

HMS *Victory* is the oldest warship in the Royal Navy's fleet and is the flagship of the First Sea Lord, Admiral Sir Philip Jones KCB ADC. The restoration project is due to be completed in 2018.



Image BAE Systems

An impression of HMS *Victory's* new hull supports

PLATYPUS HISTORY PRESERVED

October 2017

A ceremony to remember lost Australian submariners was held at the former HMAS *Platypus* submarine base on Sydney Harbour on 18 August.

The dedication of a submariners' memorial to honour the 42 submariners who died while serving as members of the Australian submarine force also marked five decades to the day of the commissioning of *Platypus*.

In his keynote address, Vice Admiral Ian MacDougall (retd) — a former Chief of Naval Staff who was Executive Officer of HMAS *Oxley*, the first Australian Oberon-class submarine to berth at *Platypus* 50 years ago — paid tribute to those submariners who made the ultimate sacrifice.

“There is a measure of sadness that many who were here 50 years ago have passed away,” Vice Admiral MacDougall said.

“In submarine parlance, they are still on patrol.

“They are not forgotten and are owed a debt of gratitude for building the foundations upon which the submarine force of today grew and will continue to do so.”

Defence Minister Marise Payne said those foundations were solid.

“While the future submarines will provide sovereign capabilities beyond anything imagined when *Platypus* opened in 1967, they will continue in the same role the Oberon- and Collins-class boats and their crews have filled for the past 50 years — a powerful instrument for deterring conflict and a potent weapon should conflict arise,” she said.

The submarine memorial at the site of HMAS *Platypus* in Neutral Bay

Photo John Jeremy



The President of the Submarine Institute of Australia, Commodore Mark Sander (ret'd), said he was fortunate enough to spend the best part of two decades serving in submarines operating out of *Platypus*.

"*Platypus* was our home, a place synonymous with submariners," Commodore Sander said.

"We remember the good times, but also remember those who lost their lives in submarines in the service of their country."

Similar sentiments were expressed by Deputy Chief of Navy, RADM Michael Noonan, for sailors who died while serving in Oberon-class submarines.

"We come together to remember those who served and died in the service of our country while in the submarine service, especially Able Seaman Underwater Weapons Submariner Christopher Passlow, Able Seaman Underwater Control Submariner Hugh Markcrow and Seaman Underwater Control Damien Humphreys," Rear Admiral Noonan said.

"Each of these sailors demonstrated their readiness to serve their mates, their boat and their nation. It is their spirit of sacrifice and dedication that we honour and give thanks for, as individuals, as a community and as a nation.

"The memorial dedicated today will remind all Australians of their sacrifice."

The memorial features the names of all six Oberon-class submarines, HMAS *Oxley*, HMAS *Otway*, HMAS *Ovens*, HMAS *Onslow*, HMAS *Orion* and HMAS *Otama*.

Recognition was also given to Australia's first submarine, HMAS *AEI*, which was lost without trace off the coast of Papua New Guinea in 1914, with all 35 crew members thought to have died. The search for this lost submarine continues.

VADM MacDougall said that the arrival of *Oxley* marked the genesis of Australia's contemporary submarine capability.

"This day 50 years ago was a gala day with *Platypus* commissioning our first Oberon, *Oxley*, arriving after a 68-day passage from the UK," he said.

"The Commanding Officer of *Oxley*, LCDR David Lorrimer, drove the boat into Neutral Bay with great elan."

Several members of LCDR Lorrimer's family attended the ceremony.

The former *Platypus* site has been closed to the public for 15 years following the relocation of the submarine squadron to Western Australia. The site is now managed by the Sydney Harbour Federation Trust.





RAN photographs

HMA Ships *Adelaide*, *Melbourne*, *Toowoomba* and *Parramatta* in formation off the coast of Sydney. In company with the tanker HMAS *Sirius* the ships comprise a Joint ADF Task Group, Indo-Pacific Endeavour 2017, participating in a series of key military exercises throughout the Indo-Pacific region from September to November this year



The ship's company marching on board Australia's newest warship, the DDG HMAS *Hobart*, at Garden Island during her commissioning ceremony on 23 September

NEW MEMBERS

We welcome the following new members:

Adam Blaiklock
Neal DeGeer
Martin Stubbs-Race
Bill Thompson

SASC NEWS IN COLOUR

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

LOCKERS FOR RENT

Some lockers are available to rent in the main boatshed. The cost is \$83.20 (incl. GST) per quarter, paid in advance. One month's notice is required to vacate.

Please contact the office if you are interested.

SASC SHOP

(AKA The Office)

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$18.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Polo Shirt – Navy or white Short Sleeve S M L XL	\$36.00
Polo Shirt – Navy or white Long Sleeve S M L XL	\$40.00
Rugby Top – S, M, L, XL and XXL	\$49.00

Gaffers Day Merchandise

Wide Brimmed Canvas Hats – Small only	\$35.00
Posters – Various Years each	\$ 5.00
Posters – Package of 5 various	\$20.00

Books

The Amateurs — The Second Century Begins	\$40.00
Ranger Sprint Series (very limited stock)	\$65.00
The Australia Day Regatta	\$35.00



NEWSLETTER DEADLINE

The next *SASC News* will be the December 2017 edition. Contributions from members, which are always welcome, should reach the editor by Friday 24 November 2017. Contributions can be in hard copy or sent by email. Photographs are also very welcome.



Photo John Jeremy

Sir James Hardy's Nerida moored off the Club on Gaffers Day 1981

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