



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



October 2022

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Finance Manager	Sophie Tong
Racing Secretary	David Pryke

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Flying Brandy
(AUS79) and
Samphire (7206)
at the start of the
150th Anniver-
sary Regatta on
10 September

(Photo John Jeremy)

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COMING EVENTS

October 2022

SUNDAY 16 OCTOBER 2022

Gaffers Day

FRIDAY 21 OCTOBER 2022

Second Friday twilight race — early start at 5.30 pm

SATURDAY 22 OCTOBER 2022

Point score races for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

FRIDAY 28 OCTOBER 2022

Friday twilight race — normal start time

SATURDAY 29 OCTOBER 2022

Point score races for Classic Division and Mixed Fleet Division
Sheep Station Series Race 1

SUNDAY 30 OCTOBER 2022

Balmain Regatta

SATURDAY 5 NOVEMBER 2022

Point score races for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

SUNDAY 6 NOVEMBER 2022

Point score race for Sunday Non-spinnaker Divisions. Captain Slocum Trophy Race

SATURDAY 12 NOVEMBER 2022

Point score races for Classic Division and Mixed Fleet Division

WEDNESDAY 16 NOVEMBER 2022

Royal Prince Edward Yacht Club Centenary Regatta

SATURDAY 19 NOVEMBER 2022

Point score races for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

SATURDAY 26 NOVEMBER 2022

Point score races for Classic Division and Mixed Fleet Division
Sheep Station Series Race 2

SUNDAY 27 NOVEMBER 2022

Point score race for Sunday Non-spinnaker Divisions combined with RPEYC Women on Water Regatta

SATURDAY 3 DECEMBER 2022

Point score races for Super 30 Division, Classic Division, Cruiser Racer Division and Cavalier 28 Division

NEED THE TENDER?

Call

Nancy K
on

0418 678 690

or

Jack Millard
on

0418 678 819

(race days)



SIGNALS FROM THE COMMODORE

Amongst the Life Members who attended the Life Members' lunch at the Club on 21 September was Nick Cassim. Nick joined the SASC in 1958 and was Commodore from 1964 to 1966. He is still sailing with us in *Lolita*. One of a dedicated group of members, Nick played an essential role in acquiring our clubhouse. With great foresight and tactical acumen, they prevailed over others who had an interest in taking over the location. Some members at that time offered personal guarantees and put money on the table when needed. Nick recalls how the large steel girders holding up the roof in the clubhouse were put into position through brute force, in the form of about twenty members raising them into place. Sound familiar?

Again, another group of prescient members, during Tony Clarkson's time as Commodore, secured the Harnett Park facility (the Mosman Boatshed or 'Green Shed') for the SASC when the merger between the SASC and the Mosman Amateur Sailing Club was finalised on 1 June 2000.

We are celebrating our 150th Anniversary because many whose names may have faded wanted to create and maintain a club where any yacht was welcome. With sails shredded, water above the floorboards, the motor dead and the rum casks long breached, I can think of no better destination for the sailor in distress than the Amateurs. We are a generous, sensible group of mariners, deeply devoted to our vessels and with almost boundless affection for our Club.

It pays to be wary of rampant jingoism, as it usually results in young sailors marching towards a heaving foredeck while the afterguard chews on cucumber sandwiches. There are many good sailing clubs in existence; each has its strengths and weaknesses.

Perhaps our greatest strength is that we know what we are and what we are not. We keep to a narrow path, watch our dollars and call upon our members to assist whenever Coshie comes up with another scheme to prevent the whole show from falling into the bay.

A huge volunteer effort was involved in making the Anniversary Dinner and Regatta a success and we are again engaged in the mammoth volunteer task involved with hosting another Gaffers Day. Like all sailing clubs our focus must be on membership and participation and these events are crucial elements in that area.

At our core, we are a club which has always been able to rely on the good will of our members. This is reflected by more than the generosity of members when volunteers are needed. To the great credit of all associated with the Amateurs, we seem to share a common understanding, an unspoken agreement, on how to make this Club work.



Respect for the Club and for each other allows the Club to operate with very little regulation. The primary goal of every SASC board I have worked with has been to preserve that which has been created. Significant challenges are ever present. The current board is cohesive, energetic and equipped with expertise in many areas crucial to the Club; it is a great honour to work with them and to represent the Club in this special year.

Sean Kelly



SASC Archives

Many hands make light work — well almost!

The Club's willing volunteers carried this steel beam down the steps from the road for installation in the recently-acquired clubhouse.

The clubhouse and boatshed had been purchased in October 1962 after extensive efforts by the committee responsible for the negotiations — Commodore Bill Merrington, Hon. Solicitor Nick Cassim, Hon. Secretary Jim Middleton and Financial Adviser Brian Woods.

The steel beams to hold up the clubhouse roof were only a part of the extensive work undertaken by volunteers to make the clubhouse, boatshed and slipways serviceable.

Today, the volunteering tradition continues, one of the great strengths of the Sydney Amateur Sailing Club

GAFFERS DAY 2022



RANA Launched 1913 Lavender Bay Designer A C Barber Built for Dick Down Timber Kauri
Builder Holmes Lavender Bay Custodian Peter Langman LOD 32' 6" LWL 27' 0" Beam 9' 0" Draft 6' 0"

A RALLY for CLASSIC YACHTS

Sunday 16 October - Sydney Harbour - Australia

SYDNEY AMATEUR SAILING CLUB - FOUNDED 1872 Tel 02 99 53 1433 office@sasc.com.au sasc.com.au



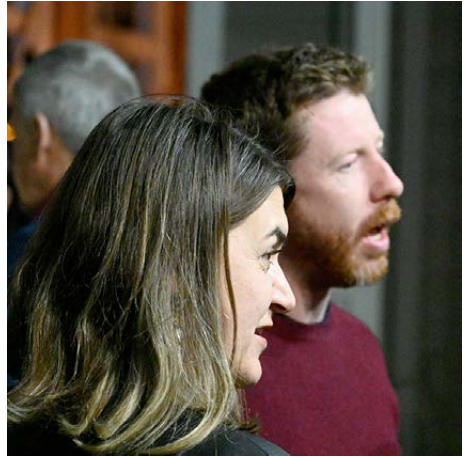
Photos John Jeremy

Members gathered at the Club on the evening of 9 September to celebrate the Club's sesquicentenary in welcome post-COVID conditions



As usual the Clubhouse looked magnificent for the occasion





Photos by Sarah Scott and John Jeremy



SASC Women's Rally for Fun
Sunday 4th December 2022





Photos John Jeremy

Commodore Sean Kelly addressing the Annual General Meeting

The 150th Annual General Meeting of the Sydney Amateur Sailing Club was held at the Club on Wednesday 10 August 2022. The meeting was conducted as a hybrid meeting, with 35 members attending in person with 14 more attending by video conference. There were four proxies received, and apologies were received from ten members.

The Commodore gave a short report on the state of the Club and handed over to the Treasurer, John Brennan, who presented the accounts for the year ended 31 May. The accounts were adopted by the meeting.

An election for flag officers and directors was not required as nominations equalled the vacancies. Elected for 2022–23 were:

Commodore	Sean Kelly
Vice Commodore	Peter Scott
Rear Commodore	Chris Manion
Captain	Alice Murphy
Treasurer	John Brennan
Hon. Secretary	Leone Lorrimer
Directors	John Brady
	David Brown
	Tony Cousins
	Phil Tanner



David Pryke at the comms station during the AGM which was streamed by Zoom for those unable to attend in person

AN EVENING WITH ADRIENNE CAHALAN

Marine lawyer Adrienne Cahalan is one of the world's foremost offshore racing sailors and navigators. She spoke with David Salter before the AGM in August.

DS: Let's begin at the beginning. It seems we both started sailing as 'river rat' kids – me on the Parramatta River, you on the Lane Cove. Tell us about your earliest times on the water.

AC: Well, I didn't really start sailing until I was 14 or so. I grew up in Lane Cove and I joined the sailing club. My parents weren't sailors. I just took to it. Started in the Laser but worked out fairly quickly that I was a bit too light. I was down at the club one night and Jack Winning said to me 'I've got a 12-footer for sale, \$2,000, do you want to buy it? You'd be great in it'. *(Laughs)* So I was a pushover, and I bought it. The 12 was perfect because you could adjust your weight and there were a lot of new things to learn.

DS: There's a school of thought that says a person can only develop the truly natural instincts of sailing if they learn to sail on a centre-boarder. Do you agree with that?

AC: Not necessarily. I certainly missed out by going straight into skiffs where it's a lot about speed and hitting the line at the right time and sailing angles. I was good at sailing angles and that helped a lot

Photo John Jeremy

David Salter
interviewing
Adrienne Cahalan
before the AGM in
August



in the big multi-hulls and things like that. But I think the gaps in my knowledge are those Olympic or one-design type skills where the kids are drilled about tuning a boat and rig set-up. I think that those skills that come from that really pure one-design racing are really valuable.

DS: From school you then had to make some decisions about a career. What were your ambitions then?

AC: I went to Marist Sisters Woolwich and half the girls left in Year 10. People can't imagine that now. But I was always very keen on the law and I loved debating at school, so for me that was something I always wanted to do. I was totally focused on it. I dropped maths, all sciences. Just did English and History. It was all about getting that mark to get into law.

DS: By then you were already beginning to get into bigger boats?

AC: I went into them straight away. This is one thing about sailing that's always been in my career: it's been a lot about friends. At the Lane Cove club they were all friends and we had a really fun time. One of the guys at uni had a yacht — some of you might remember *Another Concubine* — and he'd say, 'Come on Ade, come with us. You can read. You're doing law so you can be the navigator.' (Laughter) We'd go out on these Friday night jaunts to Flinders or wherever we went. You just hit the ground running and learn it on the job. But I did, at the same time, enroll in a course at TAFE. Small Craft Seamanship and Navigation.

DS: You made a breakthrough in the mid-90s with the 18-footer *Ella Bache*. That was quite something — a woman making a frontal assault on a pretty blokey world, the 18-footers. How did that come about?

AC: Well, Vanessa had been in *Nutrimetics* a couple of years before. It was the age when it was really extreme — thirty-foot wings. What had happened was they decided to rein it in. Julian Bethwaite came up with this formula for this new skiff: affordable, more like a production line-type skiff and they'd already found six sponsors that they wanted.

Ella Bache said 'I want a woman skipper'. So they interviewed myself, Alex Murray — Iain Murray's wife — and Sue Bochner out of the 12s. I think I got to the interview first and I just managed to snare the job. John Hallas [the sponsor] said to me, straight off: 'I'll give you a year to learn what to do but after that you've just got to win'. We had six years with John.

Cahalan competed in the 18 footers for six season skippering *Ella Bache*

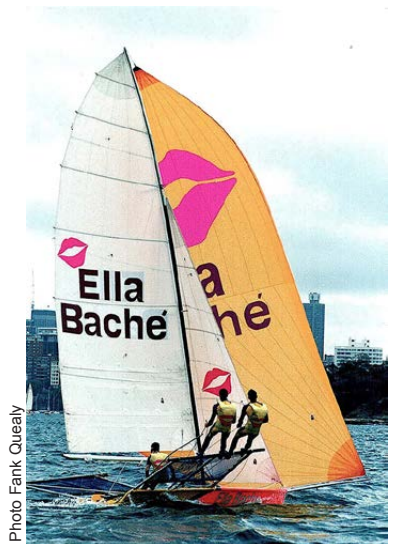


Photo Frank Queally

DS: Did you find it physically challenging to be sailing an 18?

AC: I didn't find it physically challenging myself because it's very athletic. I didn't have a problem with steering because the boat was well balanced. But I did have a problem weight wise. There were certain conditions we just couldn't compete in. Particularly out here [the Harbour] where you've got that wind against tide. As everyone knows, it gets quite rough and the bigger crews with the bigger weight just had that leverage.

DS: At the same time you were beginning to make headlines in the big international stuff. Fastnets, Transpacs, circumnavigations, around the world records. To me, that all seems like weeks and weeks of sheer misery. What was the appeal to you?

AC: I think the adventure of it, really. Every day is a new day — a challenge. When you're going to new places. There was this Whitbread Race and a woman called Nance Frank had put a crew together. I'd applied to her and I'd said I'd love to be part of the crew. She said, 'We haven't got a spot but if you'd want to come and sail with us come on over'.

When I went over there I'd never really done ocean navigating or anything. I say to kids when they want to go and sail, I say 'Well, you've just got to go and stand on the dock and wait for someone to drop out because that's how you get your best rides'. That's exactly what happened. I had to work out how to do an Atlantic crossing. So I rang my navigation teacher here at TAFE, Norman Wood, and said 'Give me a quick rundown on the Great Circle Route (*Laughter*) and what kind of waypoints I need'. When you're young you just don't have any fear and off you go. You work it out along the way. We had a really good race, actually.

DS: One of the monster things I remember is the catamaran. Tell us about that.

AC: When we were doing the Whitbread in '93-'94, Peter Blake and Mike Quilter, who was the navigator, were doing *ENZA*, the Jules Verne in 80 days. I was watching them and just going 'I'd love to do that!' Everything about sailing, for me, is just you want to do one thing and then you want to do the next. It was a real goal for me to do that. And then Tracey Edwards was putting a crew together in '97 and again, the navigator dropped out and I

Adrienne is a multiple Sydney-Hobart winner on *Wild Oats XI*



Photo Rolex/Borteghini

got the call — ‘Can you be over there in four days?’ — and I was over there. That was my first time on the big multi-hulls and it was quite a shock because it’s very different to what you’re used to sailing. The motion is strange — it all jars.

DS: How big was the cat?

AC: That one was about 100 foot.

DS: You broke the record?

AC: No we didn’t. We lost our rig in the Southern Ocean. Day 43. One of the classic things that happen if you look at the way the world weather works is you’ve got the Atlantic High, then you come down and around under the South Atlantic High and then you stick on top of the lows the whole way — in theory. The optimum place in the Indian Ocean is around 48°, 49° South. That’s where the ice comes up quite high.

We came unstuck in the Pacific Ocean as we approached Cape Horn. What happened to us is that we effectively couldn’t escape the wrong side of a low and we just got smashed. The rig basically blew out of the boat. So we had to jury rig it. We re-stepped the mast, cut down some sails and then sailed to Chile — that was 16 days.

DS: Let’s change tack for a while. I’ve always been interested in the issues of technology in sailing — the use of non-human resources like stored power, autohelm and advanced electronics. Over the span of your career you’ve seen enormous development in those areas. Do you think there are limits?

AC: Yes, I think for the sport of sailing we’re probably coming a bit close to them. Having started in skiffs — 12s where there no rules, and 18s when there effectively were very few rules — it’s a great sense of freedom to have. But at what point — and I know this is very topical — does the human element go?

There’s a lot of talk at the moment about autopilot and what their abilities are to actually sail the boat — whether the two-handed boats using autopilot can win the Tattersals Cup. I don’t have a view on that. I’ve thought about it but can’t really come to a decision either way.

But me, at the moment? You’re on board, you’ve got total access to weather models, you’ve got everything like that but at the end of the day it’s still us on board making the decision. I have to say I don’t know what the limit is. I think once it becomes not a human-type race anymore then that’s the limit, really.

Adrienne during her interview with David Salter



Photo John Jeremy

DS: There's an allied issue, to my mind, which is professionalism. Here we are at the Amateurs (*Laughter*) which was founded on Corinthian ideals, and still clings to them. There's always been professionalism in big sport and in sailing. But is it fair to have amateurs and pros competing against each other?

AC: Look, that's a good question. With being professional comes expectation. There's a certain package you provide when you go down that road as a professional — the commitment and everything like that. I understand what you say about professionals and amateurs. But just from a practical point of view I can't see how it would go any other way. But it's more about someone who wants to go full time and make it a career. When I talk about pro and amateur I don't talk about skill level, I talk about whether you decided to do it as a job. Like any type of employment working as a professional sailor requires commitment, dedication and skills commensurate with what you're employed to do.

DS: You've seen an amazing growth in female participation in the sport. You and Vanessa Dudley have played a huge part in helping that happen. Is the battle won, or do you still see more room for gender equity in sailing?

AC: Well, when you look at the Hobart there's lots of boats with girls now. Compared with when Vanessa and I did that, back in 1984, there were very few of us. But now it's very diverse with lots of different people. But at the professional level there's not many girls that hang in there. It's hard. You're away from home. The last 15 years raising children, trying to juggle a sailing career with being away and everything. Really hard.

When I go to my daughter's school and say to them 'Can I speak to the Careers Officer about girls into maritime?' they don't even think about it. It's just not on the radar. It's starting to be, and it's the same with sailing. I think it's a lot about creating a network for them where they feel comfortable, then it becomes second nature for them.

DS: Adrienne, you're still quite young...

AC: Thank you!

DS: ...well, compared to the rest of the room (*Laughter*) but you've already achieved an extraordinary range of things in your sport. What's left on the Cahalan bucket list?

AC: From a cruising point of view I'd really like to do more. Just do a passage from Panama to Sydney – the Pacific. But in terms of goals I think the 'Around the World' sailing, racing and passage records are still goals for me when my children are older and finished school.

DS: Well let's hope it happens. Ladies and Gentlemen, please thank Adrienne Cahalan!

(*Sustained applause*)





Photos John Jeremy

The Fair at the Club began proceedings on the day of the 150th Anniversary Regatta



Games on the lawn — fun for young and old. The merchandise tent did a roaring trade



One is never too young to learn the International Code of Signals.
Future members perhaps?



Kelpie arriving to join in the celebrations



Nancy K at work. The tenders had a busy time



The Club looked magnificent in the perfect weather



Lolita joining the raft-up at the pontoon



The firing of the Les Ardouin Trophy marked the start of the Regatta



Windward II looked magnificent as she prepared for the start



The start of the Classic Non-spinnaker Division 2



Rana (A200) and *Ariel* (R18) at the start



*May Be XI (A67) with Nike (A25), Lolita (A156), Surprise (A250) and Hoana (A100)
after their start*



Windward II (A1926) and Huon Chief (A110)



The start of the Mixed Non-spinnaker Division 1



Defiance (11), *Tamaris* (A64, obscured) and *Mister Christian* (A16)
at the start of the Classic Spinnaker Division



The start of the Mixed Spinnaker Division



Shambles (A185) and *Hotspur*² (A174) heading for the first mark in the Mixed Spinnaker Division race



Photos John Jeremy

Flag Z said it all. The weather on 3 September was uninviting offshore for the Lion Island Race and the starter decided to set the harbour race instead



EZ Street and *Zara* at the start of No. 1 Division, with *Enigma* following astern



Scarlett Sun (2376) and *Tula* (A10) after the Division 1 start. *Scarlett Sun* was first to finish, eight seconds ahead of *Tula*. *Tula* won on handicap



Close racing between *EZ Street* and *Zara* after the start of Division 1



Lonely (420) was a little early for the start of Division 2. *Shambles* took line honours and won the race on handicap



All clear — *Lonely* and *Stella Polaris* after the start. *Lonely* was second on handicap with *Stella Polaris* third



There were three starters in the two-handed race. *Salt Shaker* (5826) retired — *Lunacy* (A69) took first place with *Scaramouch* (356) second



Photos John Jeremy

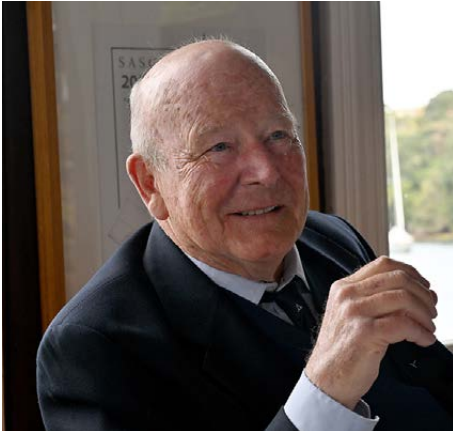
A lunch for life members of the Club was held for the first time for some years on 21 September. Thirty eight life members and three flag officers were present



The lunch provided great opportunities to catch up and exchange tales of many years' collective SASC experiences

Those at the lunch included:

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Hugh O'Neill, member since 1979



John Crawford, member since 1985



Geoff Paton, member since 1963



Frank Talbot, member since 1965



Leilani Tomaszewski, member since 1987



Tom Dalton (right), member since 1977

SAVING THE PORTLAND BAY

Tony Cousins asks what can be learned from the Portland Bay incident, and how can the risk of future marine casualties in Australia be mitigated.

Many pundits have expressed opinions about why *Portland Bay* found herself dragging anchors onto a treacherous lee shore in extreme conditions south of Sydney in early July. AMSA and the Australian Transport

Safety Bureau will deliver their findings in due course, but the simple sailor's take is, as long as there are ships putting to sea, they will continue to break down.

Some may point the finger at foreign-flagged ships. While no ship owner is beyond reproach, the operators of *Portland Bay*, Pacific Basin Shipping, are a leading international player with some 250 ships employing more than 4000 seafarers.

Interestingly, Pacific Basin has also invested in the Australian towage sector, employing many Australian seafarers in the heady days prior to the GFC as the owners of PB Towage. The company was subsequently acquired by Smit Lamnalco and, in an uncanny coincidence, it was a former PB Towage tug, the *SL Diamantina* and her gallant crew, that first responded to save the day for *Portland Bay*.

In the experience of the author, Pacific Basin is a professional owner and operator of a modern, well-maintained fleet.

Considering the result, it is apparent the seamanship demonstrated by the master and crew of *Portland Bay* should be lauded along with the tugs.

The Essential Skill

Seamanship — the art of doing things properly and safely at sea, looking after your ship so the ship can look after you — is a long time in the learning. Not surprisingly it takes time to learn respect for the ocean. Seamanship is not just acquired in deep sea, plenty of yachties have it, fishermen won't last long without it, and tug crews have it in spades.

On most harbour tugs in Australia, there is a crew of three: the tug master, an engineer and a deckhand. The best crews operate as efficient self-managed teams. They largely manage, maintain and operate their tug themselves. It is not a high-profile job in the port pecking order, but it is a good job, and most tug crews sit comfortably with the working-class tag of a seaman.

The saying goes that working on harbour tugs is 98% boredom and 2% way too much excitement. Tugs put themselves between big ships and danger. Huge forces are in play — helping ships in and out of port is at times a heavy contact sport. Obviously, the tugs are built for it; however, all tugs are not the same.

The Incident

Some tugs are specifically designed for sheltered waters work, but harbour tugs can also be multifunctional, incorporating bow and stern winches which allow them to provide berthing assistance in port as well as towing capability in open waters.

It was just that capability and experienced, willing crews that came to the rescue of *Portland Bay*.

When Sydney VTS made the call to the duty tug in Port Botany, advising a ship was in distress and asked if they could help, the skipper did not hesitate. It was apparent fellow seafarers were in serious trouble and they had to try and help. *SL Diamantina* and her three-man crew mobilised post-haste to find *Portland Bay* practically under the cliffs with a petrified crew, some of whom were looking to abandon ship.

The master of *Diamantina*, in communication with the shore-based salvage experts, calmly assessed the situation, spoke to his crew and went to work. Despite their tug being ill-equipped for the job, they got a line up and arrested the movement of *Portland Bay* towards certain peril and, notwithstanding multiple broken lines and reconnections, managed to hold her until the cavalry arrived a few hours later.

The cavalry consisted of two more multipurpose harbour tugs, *SL Martinique* and *Bullara*, with the benefit of a few short hours' preparation, heavier gear and additional hands. *Martinique* took over from *Diamantina* and was soon joined by *Bullara* and together, with guidance from the incident control team ashore, they managed to inch *Portland Bay* clear of the coast to then anchor off Cronulla. *Bullara* lost her towline that evening and it was left to *Martinique* to hold the ship

Tugs attending
the disabled
Portland Bay



under static tow as the East Coast low persisted overnight, throwing everything at the stricken vessel and brave tug holding her off the beach.

It was still blowing when more help arrived the following afternoon, in the form of *Svitzer Glenrock*, a designated emergency towage vessel (ETV) from Newcastle under the direction of the Australian Maritime Safety Authority. *Glenrock* is set up for just this work, well equipped with a full complement of well-drilled ocean-towing crew, she soon had a second line up to the casualty and everyone could breathe a little easier.

The Emergency Towage System

AMSA is responsible for national arrangements for emergency towage to assist vessels in danger of grounding, sinking or causing pollution. There are three tiers of emergency towage capability under the *National Plan for Maritime Environmental Emergencies*.

Level 1 is a dedicated emergency towage vessel patrolling the Great Barrier Reef, Level 2, harbour tugs with ocean towing capability that normally work in port operations and Level 3, vessels of opportunity that can be directed by AMSA to assist as required.

The AMSA Emergency Towage System, which works in conjunction with state maritime authorities, is generally acknowledged as world-class, but given the size of the Australian coastline, there is no guarantee a vessel in distress will be reached by an emergency towage vessel of any description in time to prevent a disaster.

While we cannot control the weather, a port's capacity to respond to a marine casualty on their doorstep should not be left to chance.

Sensibly, most ports in Australia regulate towage. Port authorities can specify tug numbers, specifications and service standards through a towage licence. Very fortunately for everyone, the Port Botany towage licence calls for 24/7 manned tugs and ocean-towing capability.

However, this is not the case in all Australian ports.

Be Prepared

This has to be a key learning from the *Portland Bay* incident: that it is highly likely that a designated ETV will not reach a disabled vessel in time and the nearest port should ensure there is emergency towage capability in their tug fleet which can provide a first-strike response and buy time until help arrives. All ports should ensure they are prepared when their time comes.

That preparation includes experienced seafarers, willing to put their personal health and safety at risk to help others, but how can you ensure you have the right people in the right place at the right time to respond to such emergencies?

The answer is a vibrant maritime industry that invests in training local

seafarers at every level, from tinny to tanker in domestic, coastal and international trades. All are part of a strategic fleet.

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Without this sovereign capability, Australia is at risk of losing the ability to successfully respond to incidents of this nature, not just onboard the tugs, but in key roles across the ports and shipping network. These essential maritime skills cannot simply be imported, without the risk of critical decision-making being made without the context and in-depth local knowledge which, along with seamanship comes from years in the industry.

Portland Bay was brought safely to berth in Port Botany on day three of the incident. The system worked and, with a healthy dose of good luck and a fair degree of good measure, a catastrophe was narrowly averted.

Well done to all concerned, particularly Engage Towage, Svitzer, United Salvage, the Port Authority of NSW and their incident control team, including the harbour master, pilots and Sydney VTS who, together with AMSA, all played their critical part in what was a well-coordinated, professional response.

But the biggest respect must go to the tug crews who risked their lives to save others. The seamanship they displayed was nothing short of incredible, a credit to themselves and their industry. It hopefully serves as a reminder that those skills must be developed and preserved while all ports need to ensure they are ready, willing and able to respond to maritime emergencies when, inevitably, they next occur.

This article was first published in the September 2022 edition of Daily Cargo News.



Photo John Jeremy

Many volunteer hours have been spent on *Captain Amora* over the last few months. Here Commodore Sean Kelly helps apply finishing touches on 20 August

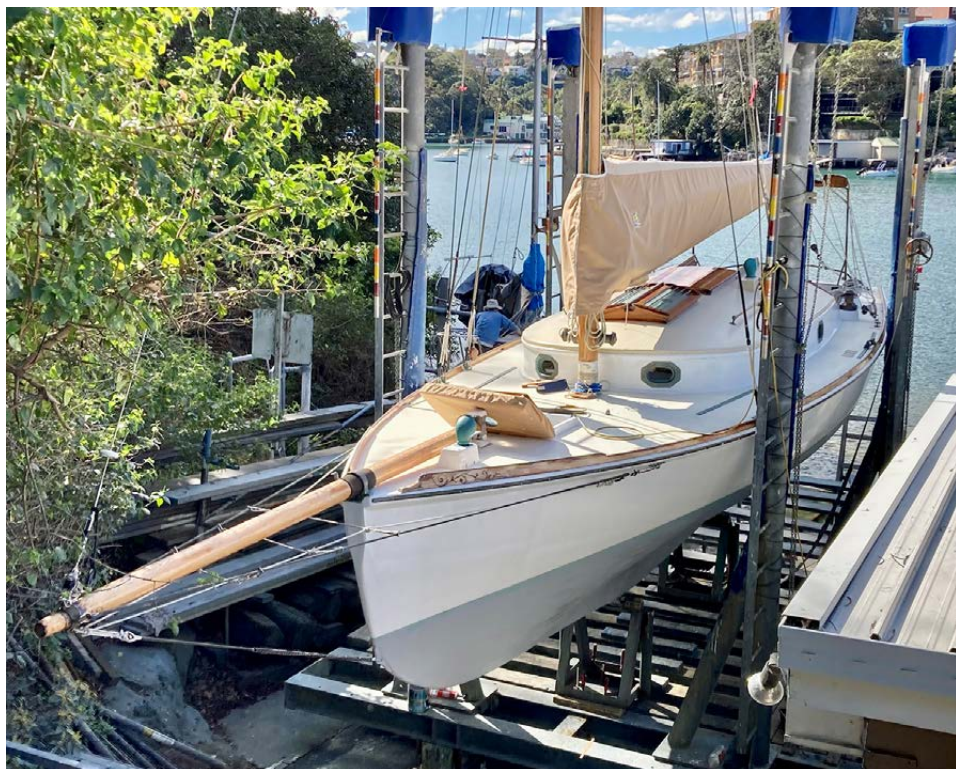


Photo David Salter

Hoana always looks poised and graceful, even out of the water on the SASC slip, all ready for the new season



Photo Bev Schurr

Vice Commodore Peter Scott at work painting a pile in preparation for Gaffers Day



NAA: A2756, RVK7

The recent death of Her Majesty Queen Elizabeth II prompted memories of maritime occasions during Royal visits. The guard of honour for her first arrival in Sydney on 3 February 1954 must still rank as Sydney's largest raft-up

The Queen and Prince Phillip in the Royal Barge approaching the landing in Farm Cove. It is not possible to identify individual boats but SASC yachts were there



NAA: A2756, RVK11



Photos John Jeremy

Huge crowds turned out for the Royal couple in Sydney in 1954, as captured in this Box Brownie image



The Royal Yacht *Britannia* was not completed in time for the 1954 tour. In 1963 she sailed some 9,000 n miles around Australia during a tour that year. Her departure from Sydney on the evening of 4 March was a fine Sydney Harbour spectacle

NEW MEMBERS

October 2022

We welcome the following new members:

Tristan Butterworth	Teresa Ferreira
Amanda Green	Jeff Hand
John Henderson	Brian Holt
Mona Karam	Tobie Payne
Kirstin Reblin	Cameron Simmons

SASC SHOP

Subject to availability — Stock is limited — Check with the Office

SASC Branded Merchandise

Racing 'A' Flag	\$27.00
Burgee (Medium – 30 cm x 54 cm)	\$41.00
Club Tie	\$25.00
Quick Dry Cap	\$32.00
Club Wide-Brimmed Hat	\$36.00
Polo Shirt (short sleeve)	\$75.00
Polo Shirt Quick Dry (long sleeve)	\$60.00
Rugby Top	\$82.00
T-shirt	\$30.00
Tea Towel	\$16.00
Stubbie Holder	\$7.50

Gaffers Day T-shirts are available

TENDER HOURS

Members are reminded that the hours of operation of the

Club's tenders are:

Saturday/Sunday (EST) 0900–1700

Saturday/Sunday (DST) 0900–1800

Friday Twilights 1600–2100 (approx)

TENDER DRIVERS NEED A BREAK TOO

On some days the demands on the duty tender driver never slacken. They need a break just like everyone else, so please avoid calling them between 1245 and 1315 so they can grab some lunch.

NEWSLETTER DEADLINE

The next *SASC News* will be the December 2022 edition. Contributions from members, which are always welcome, should reach the editor by Friday 25 November 2022. Contributions can be in hard copy or sent by email. Photographs are very welcome.



Anitra V dressed with lights and flags on the evening of the 150th Anniversary party on 9 September. The Indonesian sail training ship *Bima Suci* was illuminated in Athol Bight adding to the colour of the occasion
(Photo John Jeremy)

