



# SASC NEWS

**The Newsletter of the Sydney Amateur Sailing Club**

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December 2015

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Racing Secretary	Alice Murphy

## Cover:

Gaffers Day 2015  
at the SASC

(Photo John Jeremy)

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# COMING EVENTS

December 2015

## FRIDAY 15 JANUARY 2016

First Friday Twilight race for 2016

## SATURDAY 16 JANUARY 2016

Point score race for Super 30 Cup and Super 30 Gold Cup, Classic Divisions, Cruiser Racer Fleet long and short series and Cavalier 28 Division

## SUNDAY 17 JANUARY 2016

Point score race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

## SATURDAY 23 JANUARY 2016

No racing

## TUESDAY 26 JANUARY 2016

180th Australia Day Regatta

## SATURDAY 30 JANUARY 2016

Point score race for Super 30 Cup and Super 30 Gold Cup, Classic Divisions, Cruiser Racer Fleet long and short series and Cavalier 28 Division. Super 30 Teapot Trophy and MHYC Chaos Cup, and Cruiser Racer Codock Trophy

## SATURDAY 6 FEBRUARY 2016

Point score race for Classic Divisions. Cruiser Racer Fleet windward/leeward races. Super 30 Sprints @ MHYC.

## SUNDAY 7 FEBRUARY 2016

Point score race for Sunday Non-spinnaker Division and Sunday Classic Non-spinnaker Division

## SATURDAY 13 FEBRUARY 2016

Point score race for Super 30 Cup, Classic Divisions, Cruiser Racer Fleet long and short series and Cavalier 28 Division

## SATURDAY 20 FEBRUARY 2016

Point score race for Super 30 Cup and Super 30 Gold Cup, point score race for Classic Divisions and Cruiser Racer Fleet long series

## SUNDAY 21 FEBRUARY 2016

RANSA Regatta

## SATURDAY 27 FEBRUARY 2016

Point score race for Super 30 Cup, Classic Divisions and Cruiser Racer Fleet long and short series

## ***NEED THE TENDER?***

***Call Mike,  
Allan  
or Mitch on  
0418 678 690***

Sat: 0900-1800  
Sun: 0900-1700

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



## SIGNALS FROM THE COMMODORE

“I can do things you cannot, you can do things I cannot; together we can do great things.”

*Mother Teresa.*

In the diverse and busy world we all live in, we are very fortunate to get together once a week to experience the best of what we do together. The Amateurs has had a phenomenal year, the success driven by the great things we do together.

Over the Christmas break it is a wonderful opportunity to take time and celebrate The Amateurs. We have farewelled some distinguished members of the Club — we should celebrate their contribution to all of us for that which we continue to enjoy. We have undertaken major works investing in our future and we should be grateful for this. We have operated a very successful on water program for which we are recognised by our peers. We are supported by a dedicated group of individuals who run the Club.

Over a quarter of our members are actively contributing their time, skill and effort to making The Amateurs very special. The range of activities is so diverse, I believe this is an extraordinary statistic and is the key to keeping us the successful little club with a big heart on the Harbour.

Thank you to each of you who dedicate yourself to our success, it is important and I would encourage anyone to come forward and give back to the Club that gives us so much.

It is impossible to capture all this dedication on one day, however if ever we demonstrated to our sailing and Sydney Harbour community then Gaffers Day 2015 was pure magnificence!

The Amateurs hosted what was recognised by one of the dignitaries as one of the “must do” days of the Australian sailing calendar. We had 90 beautiful yachts gracing Sydney Harbour in what was a true spectacular event. There were yachts from Port Phillip Bay, Eden, Coffs Harbour, Port Hacking and Broken Bay demonstrating the serious effort sailors will take to participate in Gaffers Day. The atmosphere at the Club was pure excitement fuelled by bubbling champagne — barely a drop of rum was sold yet we sold out of champagne. At around 5.30 pm I was informed we had sold out and had no glasses left and what would I like to do, my response was “a sign of great success, we should sit back and enjoy the moment”.

The beautiful character of the day for me was witnessing the broad spectrum of members with beaming smiles helping out with everything from mooring the yachts, BBQs, the bar, merchandise, the ferry, race operations and prizes. It may have been classic yachts on the water however on shore it was “The Amateurs at her best”, there were no





divisions, no plastics, no offshore, and no sportsboats. It was really special to witness and play a little part of. Sean Kelly says I'm still smiling from it, and he's right!

We welcomed Vic Dibben as our Patron, Past Commodore and legend who has been part of the Club for many years (He interviewed me for membership). As I escorted him back to the VIP water taxi, he embraced me with both arms and told me how beautiful the Club is and how proud he is of the current membership for looking after it and making it thrive. Silence befell the pause of the embrace, I was speechless and if I tried the lump in my throat would've stopped me. In Vic's eyes I could see the pride of the Amateurs.

Recognition came from all quarters, the RAN's Commander Surface Force, fellow Harbour Commodores distinguished members of the sailing community, and friends of The Amateurs who all sent in congratulatory messages to the Club. Two weeks later, after the Sunday Classics race, an Amateurs' Ensign was acquired for the yacht jointly owned by the Prime Minister. Pride in our flag.

We have also commenced the new sailing season, eight regular divisions racing plus numerous special events, big slipway cradle finalisation and numerous operational activities to keep everything running smoothly.

Thank you to Megan, Judy, Alice for the Club operations, Peter for looking after the Clubhouse, Rod, Roy and Dan on the slipway and anything! Our tender drivers Mike, Alan and Mitch, and behind the bar Kenan, Nicola and James.

I wish you all a safe and joyous festive season and look forward to seeing everyone on the water for summer.

Together we will do great things in 2016!

*Liam Timms*

Commodore Liam Timms with  
Peter Scott, Chairman of the  
Gaffers Day Committee

Photo John Jeremy





Photos John Jeremy

Gaffers Day 2015 at the Sydney Amateur Sailing Club



Everyone loves old boats — they speak to us of times past, of craftsmanship and adventure and the love runs deeply through the life of Sydney. The arrival of the First Fleet and the sustaining of the colony depended upon the skill of the crews and the strength of the boats. The Australia Day Regatta, the oldest sailing regatta in the world, is testament to Sydney's celebration of this. Since those early days the harbour has nurtured boating communities of great passion and endurance. The Sydney Amateur Sailing Club has been an integral part of this network of clubs and builders, watermen and sailors. It is only fitting that Gaffers Day has come about as a natural celebration of this history; of the club, the boats and the people who sail them.

*by  
Peter Scott*

This year was one of the most spectacular on record, a gathering of 90 classic yachts and boats from near and far took part. Most praiseworthy were the efforts of the visiting boats coming from Sorrento, Eden, Coffs Harbor and Pittwater. The Couta boats, in particular, played a starring role as the 20 or so boats assembled in the longest raft up we have seen at the club. Of course Gaffers Day is a lot of work, there were over 50 people involved in running the day, but the Amateurs is renowned for its committed volunteers and it sets us apart from many of the other clubs on the harbor. Comments following Gaffers Day were along the lines of "I wish my club could put on an event like this!"



The pontoon was in there somewhere



Luckily the wind was very light in Mosman Bay. This could be the SASC's biggest raft-up



In the morning around the club there was drama aplenty, flags were raised, cannons fired, and yachts were maneuvered in to dock under the competing shouts of the dockmaster and boatmaster. The decks were awash with revellers and gawkers, a huge crowd thronged and pulsed to a silent Samba, displaying all kinds of dress, great enthusiasm gripped us all! Arriving by water taxi, Patron of the day, Vic Dibben looked resplendent in his yachting jacket and cap, truly embodying the spirit of the day.

Short speeches from Commodore Liam Timms, Commodore Lee Goddard RAN and Patron Vic Dibben reminded us that we were here to acknowledge the efforts of the many owners and participants and that this event helped encourage them to maintain the beautiful craft on display. Philip Kinsella primed the Les Ardouin cannon with a double charge and at 12 pm the cannon was fired to the cheers of all. The boats undocked and made their way to the race course as the ferry passengers walked the short distance to the wharf on the new improved stairs and footpaths.

The fleet assembled in Athol Bight for the start, where the starting team waited on *Captain Amora*, readying to send them on their way. There were many spectator craft out viewing the fleet including *Lady Hopetoun* and the dress circle for spectators was in the historic ferry *Proclaim*. Bill Gale kept the passengers entertained with the history and description of the yachts as they circled around for their respective starts. Every now and then he would ask for three cheers for a particular boat

Commodore Lee Goddard RAN (Commander Surface Fleet) enjoying champagne with Commodore Timms





Past Commodore Vic Dibben, Gaffers Day Patron, with Clio Wallace

or crew, I think we gave our new PM three cheers as *Rob Roy* sailed past. If the laughter and gasps of the ferry passengers were any indication, it showed that everyone shared in the appreciation of a wonderful spectacle.

The Coutas and Rangers division was first away in an unprecedented flying start with 21 gaff-rigged boats hitting the line together. Closely followed the Historic 18's, and timed starts for the five other divisions, with the last yacht to start the beautiful *Gretel II*. The wind was light, yet just enough for most of the entrants to complete the course. Thank you to the starters for an extension of the time limit to allow the bulk of the fleet to finish.

Following the spectacle on the water came the hospitality ashore, an affair involving every member and guest, sailors all, whether they were racers or spectators or just down to see what all the fuss was about. The BBQs sizzled, the bar quenched thirsts and the stories were told. Out on the deck in the late afternoon sunshine, *Shanty Club* led the assembled group in singing traditional shants. Nick Cassim made a great contribution to the singing, knowing all the words and having been a closet shanter for many years!

On behalf of the committee I would like to acknowledge and thank the people behind the success of the day. There were so many members and staff involved in the production that, rather than name them all, I would just say that it was a true expression of the Amateurs spirit! It was a privilege to work beside you and we have all played our parts in creating a wonderful day for classic boating and Sydney Harbour.

*Peter Scott*  
Gaffers Day Committee





Gunner Philip Kinsella ensured that the day began with a good bang from the Les Ardouin Trophy



Part of the spectator fleet — *Lady Hopetoun* and *Proclaim*







The historic 18-footer Scot before the start



Historic 18s underway with *Gretel II* behind





*Jenny Wren* ready for the start. Designed by Walter Reeks, *Jenny Wren* is a 28 ft gaff cutter built in 1889 by Thomas Cubitt in Berrys Bay





*Serenity, Kelpie and Anitra V*



*A happy crew in Caprice of Huon*



Sir James Hardy's beautiful *Nerida* approaching Shark Island in the light breeze





*Tio Hia* and the Australian National Maritime Museum's Couta boat *Thistle* crossing tacks near Shark Island



*Rob Roy* and *Cherub* making the best of the light wind.  
*Rob Roy* was the winner of the Kelpie Trophy



## GAFFERS DAY RESULTS

### Metre yachts

First: *Gretel II* (P McCorquodale)  
Second: *Caprice of Huon* (D Champtaloup)  
Third: *Sjo Ro* (J Arnott)

### Division 1 — Bermudan

First: *Wathara* (W Loader)  
Second: *Windflyt* (D Sturrock)  
Third: *Archina* (J Skrzynski and W Ferris)

### Division 2 — Bermudan

First: *Marama* (T Coventry)  
Second: *Antares* (D Wood)  
Third: *Florin* (T James)

### Division 1 — Gaff-rigged

First: *Hoana* (M Van der Wal)  
Second: *Sana* (D Mathlin)  
Third: *Zena* (M Boyd)

### Division 2 — Gaff-rigged

First: *Aster* (J Gardner)  
Second: *Margaret D* (R Matthews)  
Third: *Jenny Wren* (N Olliffe)

### Rangers and Coutu Boats

First: *Jocelyn* (M Hart)  
Second: *Sorrento I* (K Vaughan and G Gadsden)  
Third: *Kilkie* (A Osborne)

### Historic 18-ft Skiffs

First: *Top Weight* (J Tierney)  
Second: *Bandit* (M Van Stom)  
Third: *Britannia* (I Smith)

### The Ladies Choice

For the best dressed crew  
*Top Weight* (J Tierney)

### The Kelpie Trophy

A perpetual trophy awarded for the most outstanding boat on the day  
“For the gracing not just the racing”  
*Rob Roy* (JB Rousselot)



The Gaffers Day fleet providing a Sydney Harbour spectacle

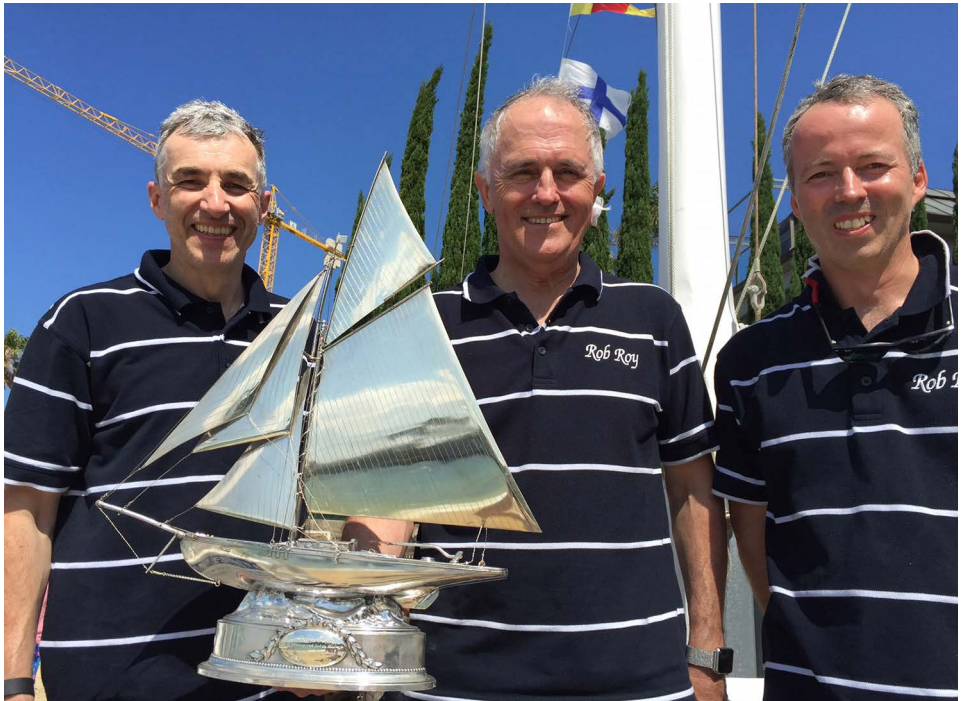


Photo courtesy J B Rousellot

*Rob Roy's proud crew — Prime Minister Malcolm Turnbull (centre) with the Kelpie Trophy*



Chris Sligar

Chris Sligar lost his long battle with cancer on 28 October 2015. Chris was elected Captain in 2013 and approached his role with enthusiasm and dedication, building on his great contribution to the success of the Super 30 Division, in which he sailed his beloved *Very Tasty*. That dedication continued to the end, despite the rigours of his disease and its treatment.

Chris loved sailing. It was in his blood, sweat and tears and everything he did revolved around his life on the water. Right up to his final weeks, he was overseeing modifications to *Very Tasty* or the ‘Taste Machine’ as he fondly referred to her. On the Saturday before he died he was delighted to hear of her finish first across the line in less than two hours with the nearest yacht over four minutes behind her.

Everyone at the SASC was fully aware of the effort and attention to details in matters racing given to the Club by Chris. It was a truly powerful contribution to the story of the SASC and the sailing enjoyment of the members.

A celebration of Chris’s life was held at the SASC on Sunday 15 November with his family and many sailing friends.

*To desire nothing beyond what you have is surely happiness. Aboard a boat, it is frequently possible to achieve just that. That is why sailing is a way of life, one of the finest lives —*  
Carleton Mitchell.

*Liam Timms*

*John Jeremy*





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Rob Landis, SASC Member and owner of *Thara*, is a Marine Surveyor specialising in timber yachts for pre-purchase and insurance surveys

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## LETTER TO THE EDITOR

Dear Sir,

I wish to complain in the strongest possible terms about a photograph published in the October 2015 edition of your esteemed journal which purports to show, and I quote the caption in full, “The start of Division 2 in the Lion Island race”.

This is a patent falsity. The photograph only shows part of the start of that race. Any unsuspecting reader would assume from the image and caption that the fleet was lead on its way to Lion Island by *My Turn*, *Espirit* and *Paper Moon*.

Nothing could be further from the truth.

As the attached photograph of the same scene proves, the first boat over the starting line was, in fact, *Mister Christian*, and by a substantial margin. By cropping out the leading boat you have not only falsified history but denied rightful credit to the wonderfully talented, strong, handsome and skilful crew of *Mister Christian*.

You will be hearing from our solicitors in the morning.

Yours in shocked dismay,

*David Salter*

*Mister Christian (A16)*



*Mister Christian* in frame, this time  
(Picky, picky — Ed.)



# The 180th Australia Day Regatta

Endorsed by the  
Australia Day Council



AUSTRALIA DAY  
IN SYDNEY



which should ever be held  
patriotic remembrance and  
appears to me that it cannot  
more appropriately celebrate  
than by a gathering like the  
Entry form at [www.sasc.com.au](http://www.sasc.com.au)  
present upon the waters of the  
beautiful harbour...



# SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND  
DIRECTORS EXTEND THEIR BEST WISHES TO  
ALL MEMBERS FOR A HAPPY CHRISTMAS  
SEASON AND GOOD SAILING FOR 2016

*BEST WISHES TO ALL OUR STAFF ON BEHALF  
OF ALL MEMBERS WITH THANKS FOR THEIR  
SUPPORT AND EFFORTS OVER THE LAST YEAR*

SEASONS GREETINGS FROM MEGAN, JUDY  
AND ALICE (ADMIN AND RACING) ROD, ROY  
AND DAN (BOATSHED), PETER (CLUBHOUSE),  
MIKE, ALLAN AND MITCH (TENDER DRIVERS)  
AND THE STARTING TEAMS



## 13 — LUCKY FOR SOME!

December 2015

That was what the poster said for the 13th BBQ on Lord Howe Island for this year. Indeed we found out just how lucky we were. It had always been a dream to sail to Lord Howe Island, so with the purchase of the new *Shambles* (an Adams 10.6 m) an opportunity to venture to the world's southernmost island surrounded by coral and to experience the beauty of Lord Howe Island was looking like a possibility, if a bit remote (like the island).

We talked to as many people around the club as we could about their experiences. Advice and recommendations flowed and we gained much invaluable assistance for which we are very grateful. Charts were loaned to us, including a specially crafted one of the Sydney to LHI area only as the chart of the Coral Sea shows LHI as a spec in the ocean. Gizmos and gadgets were loaned to us, especially SPOT (Satellite Personal Tracker) which was handy for us to send a message to loved ones to say that we were OK. It also emailed them with a link so that they could chart our progress on a map.

Herschel and Andrew worked furiously to prepare *Shambles* once the decision to cruise to the BBQ had been made. Andrew, an electrician, was to fit solar panels, an auto pilot, GPS, VHF and install new lights and tidy up the on-board electrics. As *Shambles* had been neglected prior to us buying her, Herschel worked on getting everything else up

Photos Catherine Baker

by  
*Catherine  
Baker*

*Shambles* on the  
way to Lord Howe  
Island



## SASC NEWS

to scratch which was a bigger job than first imagined. The trusty Bukh 10 hp diesel was serviced and spare parts obtained (by the way, the number of spare parts required seems to be three for most things on a boat). The problem of water getting into the diesel was overcome with a new deck fitting for the filler tank and new fuel. A new engine panel and a large deep-cycle battery meant easier operation on *Shambles*. The mast was pulled out of the boat, light cables were run, bolts renewed and new rigging fitted. A productive working bee saw *Shambles* slipped by her regular crew. Deck fittings were either repaired or replaced with attention to going up any holes to prevent water getting in. The windows had a quick seal repair job which proved to be lacking in a wet and windy sea. New water tanks were installed and the galley was remodelled to be more workable. The Adams was not designed as a cruising boat.

With a week until departure, anxiety and excitement were growing in equal measure. So much was still to be done. Martin Dare was our navigator and weather guru and it was decided that Thursday 12 November would be departure day. We arrived at the boat at 7 am and found still quite a bit more to do to prepare *Shambles*, including a last-minute fitting of the newly-acquired meths stove. Provisions and safety gear on board and we headed off at 3 pm.

The first night was rougher and windier than expected. There were four of us on board to share the crew work — Herschel, Catherine, Martin and Mike. Due to health issues, Andrew was unfortunately a late scratching. Our progress that first day was slower and much wetter than hoped but Saturday brought more comfortable seas and winds and Sunday had us drying things out in lovely sunny conditions. We were anticipating a Monday morning arrival at LHI.

At around 1.30 pm on Sunday, when most families are sitting down to the Sunday roast, we were hanging on to a rudder which had worked loose. We tried desperately to reattach it with the spare bolts, but the seaway was too strong and we risked damaging the rudder further as well as damaging the boat. We were 83 n miles from LHI. Were we going to make it? We called Simon (Police/Maritime on LHI) to see whether there was a boat available to tow us in. Alas no, so Sydney Water Police made contact to see whether we needed rescuing and advised that the rescue would be for crew only and that *Shambles* would have to be abandoned. We knew we could re-attach the rudder in calmer conditions so we decided to attempt to reach LHI with no rudder. Our aim was to get within 20 n miles of LHI which was the zone we were advised when we could be towed.

We secured the rudder in the cockpit and took to launching the drogue. The idea was to motor to LHI with the drogue out the back for steering — a silly idea really. Within minutes of deploying the drogue a rope was snared around the propeller. No one was going overboard to cut the rope loose, so our only option was to sail. A second attempt at drogue deployment and our main with two reefs and No. 4 headsail had us heading towards LHI, up wind at a princely speed of 2 knots. How lucky for us that the rudder had detached itself during daylight hours with the wind and sea abating.

We kept Sydney Water Police updated, as they had requested, every two hours by texting our position on the satellite phone, much to the chagrin of Simon on LHI who kept being woken during the night by Sydney advising our position. It was a quiet and star filled night on watch.





Deploying the drogue



*Shambles* under tow

Monday 16 November was gorgeous and sunny — champagne sailing with or without a rudder. Around 6pm Herschel glimpsed something. He grabbed the binoculars to confirm — the peaks. The two square peaks of LHI's Mt Gower and Mt Lidgbird were sighted amongst the clouds, a bearing was taken quickly as they disappeared again behind the clouds. A few minutes later and the clouds cleared so the rest of the crew could see the evidence of LHI for themselves. What a relief. We were still over 40 n miles away. Herschel played the main on *Shambles* as if it was a windsurfer, easing and pulling on to vary the centre of effort, concentrating on the bearing required.

Around 10 pm we reached within the 20 n mile rescue zone and called Simon on LHI who said that no one was coming out that night to meet us, but a vessel would be leaving at 6 am the following morning. Martin and Mike came up for the midnight to 3 am watch and the windsurfing action continued aided by mugs of strong tea. It was a beautiful starry night with a light NE breeze and the comforting presence of LHI getting closer. Herschel and Catherine reappeared at 3 am. Maintaining the bearing was tricky and a couple of times an unexpected tack would ensue, but the drogue seemed to handle it. At 6 am we were within 2 n miles of South Passage, sails were dropped and stowed and the drogue (in perfect condition) retrieved. The VHF was switched on and we heard the friendly voice of Simon asking whether it was us he could see just outside the lagoon. He noted what a great effort we had made to go 83 n miles without a rudder and arrive right outside the lagoon.

*Shambles* rudderless at Lord Howe Island





Towed to our mooring in South Passage by MV *Carina*, we attached two mooring lines to the one provided and secured *Shambles*. What a gorgeous lagoon — what a stunning place — and how lucky we were to be here. Herschel and Martin dived in to cut the rope free of the propeller then we packed up our gear and headed ashore on the National Parks launch. Simon loaded our gear in the police truck and dropped us off to our accommodation at Somerset. What terrific and friendly service. Refreshing showers and three loads of washing had us feeling and smelling a lot better.

We had a great time at the BBQ chatting to lots of different people and crews including one who had made it to LHI twice out of five attempts, and felt sad for the crew of *Avocet* who we heard had to abandon and be rescued after dismasting and engine failure. We felt so lucky to have made it in one attempt, safely and with no major repair issues.

We called Andrew in Sydney and asked him to post us some more bits and pieces so we could finalise preparations for the return to Sydney. After a lovely snorkel in the lagoon with Peter from Howea Divers on Wednesday, we returned to *Shambles* and reattached the rudder. Macca from Wilsons Hire kindly gave Herschel materials to make the autopilot attachment stronger and loaned him his scooter to search the island for a bolt.

We managed a couple of bush walks and a bit of fish feeding at Ned's beach and played the tourist before heading back to *Shambles* on Friday

Satisfaction is a rudder in place again



to complete preparation for an early Saturday morning departure. Martin and Mike were expected back at work on Monday 23 November, so they flew home and Catherine acquired a couple more days leave to bring *Shambles* back to Sydney with Herschel.

The first day out was a strong NW breeze with the expected southerly hitting with 30 knots around 5 pm. It only lasted two hours but we achieved around 130–140 n miles on the first day. The wind eased overnight and lovely light sailing conditions prevailed on Sunday until it died out and we had to motor for a while. We saw winds from all compass directions by Tuesday when the north-easterly came in with the sight of land. The worst thing that happened on the way back was the galley food storage box being knocked over in a 25–30 knot gust resulting in a lovely mix of muesli, olive oil and pasta mixed with salt water ending up in a melee on the other side of the boat.

Lucky we had the support from the wonderful people at SASC, had good conditions to get to LHI without a rudder, managed to repair what we needed and returned safely to Sydney. Very lucky for some!

**Technical notes:** The drogue was a PVC polyester parachute with a half-metre opening at one end, 300 mm at the other. Four lines were attached to the mouth of the drogue with a swivel attached to the ropes. Two 30 m lines were shackled to the swivel and taken to a block amidships on either side of *Shambles* then back to halyard winches. The ropes could be controlled independently to give drag on either beam of the boat for steering — the classic theory.

The *Shambles*  
crew at the LHI  
BBQ



However we found that the drag on the boat from either side rope gave stability to the direction of the boat balancing the sails for direction. Again the theory is that we had a big windsurfer where we were trying to control the centre of effort of the sails in relation to the centre of resistance (keel). We found that the jib needed to be slightly eased, remembering this was all done to windward as it would luff when we came too close to the wind and then fall away. The main worked best if the boom was roughly in line with the masthead wind indicator, then the effect of the main in pushing the boat to windward was fairly balanced. A lot of distance was used up going up to the wind then falling away then heading up again. The drogue was too big. Something the size of a bucket with no bottom would be better. Going downwind would probably need a different technique. It took us around 36 hours using the drogue to cover about 83 n miles.

The main thing to remember is: it is possible.



RAN photograph

Catherine refers in her article to the abandonment of the yacht *Avocet* and the rescue of her crew 160 n miles north-east of Sydney. Sixteen days later HMAS *Darwin* was conducting routine training operations 30 n miles south east of Jervis Bay when someone on the bridge spotted a yacht.

The yacht appeared to be drifting and was soon identified as *Avocet*. *Darwin* took the yacht in tow and delivered her to HMAS *Creswell* in Jervis Bay for eventual return to her owner.

The photo shows *Avocet* under tow by HMAS *Darwin* with LIEUT James Hodgkinson at the wheel. HMAS *Darwin* is completing her preparations for deployment to the Middle East Area of Operations at the end of December





Photos John Jeremy

The usual SASC Sunday fleet was boosted on 11 October when the club invited yachts from the RSYS and RANSA to compete for the Platypus Trophy which was won by the SASC's *Paper Moon*



*Cherub* and *Malveena* competed in the Classic race on 11 October



*Kelpie crossing the start line on Sunday 11 October*



*Sigurd and Solveig II competing in the Platypus Trophy race on 11 October*





As You Do and Clewless? approaching the finish of the Platypus Trophy race on 11 October



Photo courtesy J B Rousselot

The Prime Minister sailed *Rob Roy* to second place in the Sunday Classics on 1 November



# SASC NEW ORGANISERS FOR VOLVO RACE

December 2015

Racing Secretary Alice Murphy delighted members with her recent announcement that the Sydney Amateur Sailing Club has been appointed as the organising authority for the next Volvo Around The World Yacht Race in 2017. “International competition for this great honour was fierce,” she told the *SASC News*, “but in the end it was our unequalled reputation for race management that secured the job. Let’s just hope the Saturday starting boat boys live long enough to send the fleet on their way.”

A key aspect of the club’s winning tender was a successful proposal to reduce costs through a change of boat. Rather than racing in hi-tech V65s, teams entering the 2017 event will now be sailing Rangers. Event Supervisor Peter Scott sees this as a logical step. “As a class, Rangers have been at the cutting edge of yacht design for more than 80 years. It would be hard to imagine a more exciting boat for long-distance racing.

“It might, however, be necessary to slightly alter the definition of ‘around the world’. Our current thinking is more along the lines of a race from Athol, down to Fort Denison, up to Manly, back around Shark Island and a finish in Taylor Bay. They say modern technology is shrinking the world every day — here’s the proof!”

Serial record-chaser Sean Langman has lodged the first entry to be received by the SASC. Langman foreshadowed that he intends strapping two Rangers together using some discarded cross-beams from *Banque Populaire* and racing his new contraption as a multi-hull. “There’s nothing in the rules that says the boats have to be monomans,” he explained, “and if anyone gets stropky I’m prepared to pay two entry fees.”

Spotting a commercial opportunity, Rear Commodore Sean Kelly has already emailed all competitors offering the club’s renowned provisioning services. “Nothing but the best for these guys,” he said. “Kebabs, choice of two salads, bread roll — if they want anything fancier they’ll just have to go down to that café on the ferry wharf.”

Safety Auditor Dal Wilson has generously agreed to conduct all the pre-race inspections. Wilson believes the Rangers would most probably pass the Category 0 self-righting test but doubts whether their transoms could accommodate the mandated crew escape hatch. “We’ll have to look into that,” he added. “Maybe a Cat 7 will be OK, with a few noted exclusions. Can’t see them fitting lifelines, though.”

The prominent SASC Junior Member (Probationary), Bill Gale, was keen to attest to the seaworthiness and practical nature of the Ranger for this type of competition. “As you know, gaffers go better to windward than *Wild Oats XI*. But, in keeping with the class, I reckon it should be a rule that every boat has to trail at least one fishing line. And I’m happy to tell them the best places to stop for bream and flathead.”

There will be ‘live’ TV coverage of the entire event on The Comedy Channel.

*David Salter*



US Navy photograph

No this is not flash CGI from a computer game, this is the latest US Navy warship. The future USS *Zumwalt* (DDG 1000) began her sea trials out of Bath, Maine, on 7 December.

This 'destroyer' displaces 14,564 tons and is 600 feet (182.9 m) long. Packed with the latest technology, the all-electric ship is the first of three sister ships. Originally 32 were planned, then reduced to ten, and finally three which are, essentially, technology demonstrators.

Their cost is immense. *Zumwalt* is expected to cost over \$US3.5 billion and the total project cost including research and development is over \$US20 billion



Photo John Jeremy

HMS *Protector* in Hobart

HMS *Protector*, the Royal Navy's Antarctic patrol ship based in Devonport, UK, arrived in Hobart on 1 December. HMS *Protector* will sail from Hobart, with Australian and New Zealand officers in support, to conduct an important fisheries patrol in the Southern Ocean. The ice-class vessel will be the first Royal Navy ship to visit the East Antarctic and Ross Sea regions in 80 years.

During the visit, Australia and the United Kingdom have agreed to share Antarctic priorities over the next five years. Commitments include an annual Antarctic dialogue, enhanced scientific and logistical cooperation, closer cooperation to better protect Antarctica's unique environment, including by establishing marine protected areas in East Antarctica and the Ross Sea region and joint efforts to strengthen the Antarctic Treaty system.

HMS *Protector* usually operates in the South Atlantic Ocean in support of British territories in the region and the British Antarctic Survey on the Antarctic Peninsula. She was built in 2001 as the Norwegian *Polarbjørn*. The Royal Navy leased the ship in 2011 to replace HMS *Endurance* and purchased the ship outright in 2013. She has a gross tonnage of 4,985 t and is 89.7 m long. Two Bergen BRM-8 diesels deliver 7.06 MW to a single controllable-pitch propeller for a maximum speed of 14.5 knots. She also has bow and stern thrusters and is fitted with a multi-beam echo-sounder system. Her complement is 88.





Photos John Jeremy

The cruise ship *Costa Luminosa* moored in Athol Bight on 6 November with an impressive storm front approaching from the south



P&O Cruises put on a show on Sydney Harbour on 25 November to welcome *Pacific Eden* and *Pacific Aria* to their Australian-based fleet.

On Sunday 1 November the SASC held non-spinnaker races for classic and modern Bermudian yachts. The breeze was very fresh from the north east with quite a bit of chop at times.

*Hoana*, aged ninety, designed and built by Charles Hayes for our member Lex Buckle, was competing in the Classics and started five minutes after the Bermudians which were sailing the same course. She was very close to the fastest time in the Classics and managed to pass some longer and much more modern boats in the Bermudian division.

These days I conduct yacht racing through a spotting scope, beer in hand, from my Pitt Street pad. I consider that *Hoana*'s performance was almost beyond belief.

*Bill Gale*

## **GALE ON GAFFERS**

Gaffers Day 2015 was, as always, an outstanding success. This happened because Peter Scott and many members beavered away for weeks to achieve the seamless result. Patron of the day, Vic Dibben, gave a speech early-on, it was delightful to see this outstanding member present.

Seventeen Couta boats completed the course, a stunning spectacle. With the RPEYC Regatta on the previous Friday I believed them to be the largest events for displacement yachts which were near sisters and gaff rigged ever held on our harbour. However I am informed by Steamer that larger fleets of the 21 footer restricted class raced here in the 1920s. Coutas came from Melbourne, Pittwater and Jervis Bay to supplement our four local boats. The effort to bring the boats was greatly appreciated by all, particularly the Melbourne effort.

*Nerida* and *Ranger* were present — they have attended every Gaffers Day held. The former's gaff-topsail rig is a joy to behold. It's always great to see Sir Jim and his immaculate crew.

Entries *Ventura* and *Kelpie* were both launched in 1893 — timber doesn't last I have been told. Dragon sailor Carl Ryves was rallying in his superb *Mistral VIII*, the first time she has taken part in a sailing event in forty-three years of ownership.

*Bill Gale*

## **THIS ONE DIDN'T GET AWAY**



No Photoshop tricks here!

David Salter caught this 34.6 kg Kingfish off Balls Pyramid in November.

No wonder he looks pleased

## HOLIDAYS AT THE SASC

Members often decide to work on their boats during the holiday period — boats at the Club for work should be moored at the piles in order that the pontoon is available for members to pick up and drop off guests and other short-stay visitors.

New Year's Eve in Sydney is always a special day and many members will want to join in the celebrations with a picnic at the clubhouse or afloat.

There will be a tender service over the holiday period during the hours below. It would help greatly during busy periods if members could use their dinghies when practicable and by picking up passengers from the wharf. On New Year's Eve, it would make it easier for everyone if members could refrain from securing their boats at the pontoon except to pick up or drop off guests, and then for the shortest time possible. The kitchen and barbeque facilities will be available, but the bar will not be open.

### TENDER SERVICE

No service on Christmas Day, normal service on the following days.

Saturday 19 December 0900 – 1800

Sunday 20 December 0900 – 1700

Saturday 26 December 0900 – 1800

Sunday 27 December 0900 – 1700

Monday 28 December 0900 – 1800

Thursday 31 December 0900 – Sunset

Friday 1 January 0900 – 1800

The office will be closed from COB Monday 21 December to the morning of Monday 11 January 2016. Racing will be off-line from COB Thursday 17 December to the morning of Monday 11 January 2016. The boatshed will be closed from COB Thursday 17 December until Monday 11 January 2016.

## MANAGE YOUR GARBAGE

Despite clear signs, some people are still putting garbage containing recyclable materials in the general garbage bins. This requires our garbage contractor to spend time sorting through the garbage — **at the Club's expense.**

The problem arises from sheer laziness amongst those coming ashore from boats or enjoying the facilities of the Club.

**Please** — sort your garbage before dumping it in the bins — it's not rocket science and you will save the Club money which is much better spent on other things.



# WHARF RULES

December 2015

With the holiday season just about upon us, many members will be looking forward to days on the water or at the Club completing that essential maintenance on the boat before the summer season begins. So that all may enjoy everything the Club has to offer, please ensure that the wharf rules are observed at all times. As a reminder, they are set out below.

1. No yacht shall moor on the pontoon in the area reserved for dinghy launching.
2. No long term work on yachts during the weekend or Public Holidays should be carried out while moored to the pontoon. Such work should be carried out while yachts are moored fore and aft to the wharf and piles in front of the Clubhouse.
3. Yachts moored to the pontoon should ensure bows and sterns do not interfere with the touch and go area at the end of the pontoon and so allow easy access to this area for the Club tender and other vessels.
4. Owners/skippers must remain on the Club premises while yachts are moored to the pontoon and wharf area. No yacht attended or otherwise is permitted to remain overnight on the pontoon and only attended yachts are permitted to remain overnight while moored to the wharf.
5. Members may use a Club dinghy but must return it within a reasonable time to the dinghy shed. Under no circumstances may a Club dinghy be left on a mooring.
6. No dinghies may be left on the pontoon.
7. Masts after removal from yachts are to be carried to the grassed area south of the Clubhouse. Long term work on masts is not permitted on the wharf.

Obstruction of the dinghy launching area on the pontoon by moored boats causes considerable inconvenience to those members who use dinghies.

Please keep this area clear at all times



## NEW MEMBERS

We welcome the following new members:

Ed Harris  
 Hugh Hodgkinson  
 David Jones  
 Erik La Hei  
 Shaun McKnight  
 Kent Shaw  
 Andrew Waugh

## 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.

## SASC SHOP

(AKA *The Office*)

SASC Club Merchandise	\$
 Burgee – Medium 30 cm x 45 cm	32.50
 Tie	25.00
 Cap – White One Size Fits All	20.00
 Polo Shirt – Navy Short Sleeve S M L XL	36.00
 Polo Shirt – White Long Sleeve S M L XL 2XL	40.00
 Rugby Top – XXL Only	49.00
 Gaffers Day Merchandise	
 Wide Brimmed Canvas Hats – S M L XL	35.00
 Ladies' Tees – 8 10 12 14 18	30.00
 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 (limited stock)	65.00
 The Australia Day Regatta	35.00

## NEWSLETTER DEADLINE

The next *SASC News* will be the February 2016 edition. Contributions from members, which are always welcome, should reach the editor by Friday 3 February 2016. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





A fine photograph of the 60 foot staysail schooner *Mistral* sailing under the SASC burgee in the early 1950s. Where is she now?



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Yacht Sales Australia is a team of long term boaties with passions ranging from racing and cruising to refurbishing boats of all descriptions.

We don't differentiate between yachts and power boats, large or small, we simply love being on the water and want to help you with your boating dream.

Yacht Sales Australia promotes boats online, via social media and in the press. We have many years of sales and marketing experience, this in-depth knowledge of boats and how to sell them is what sets us apart. Whether you're buying or selling, we promise no nonsense, honest advice and great customer service.

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