



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 2018

SYDNEY AMATEUR SAILING CLUB

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Racing Secretary	Alice Murphy

Cover:

Celeste and *Ca-price* approaching the finish during the Captain Slo-cum Trophy Race on 14 November
(Photo John Jeremy)

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The SASC News is published six times per year.

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Print Post Approved PP 255003/01708

Printed by Focus Print Group

COMING EVENTS

December 2018

SATURDAY 15 DECEMBER 2018

Point score race for Super 30 Gold Cup, Classic Divisions, Cruiser Racer Divisions and Cavalier 28 Division. Spring Trophy Day

SUNDAY 16 DECEMBER 2018

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

FRIDAY 11 JANUARY 2019

First Summer twilight race

SATURDAY 19 JANUARY 2019

First point score race of the Summer series for Super 30s (with RSYS Mini A regatta), Classic Divisions, Cruiser Racer Fleet and Cavalier 28 Division

SUNDAY 20 JANUARY 2019

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

SATURDAY 26 JANUARY 2019

Australia Day Regatta

SATURDAY 2 FEBRUARY 2019

Point score races for Super 30 Gold Cup Division (Around the Islands Teapot Trophy), Classic Divisions, Cruiser Racer Fleet (Codock Trophy) and Cavalier 28 Division

SUNDAY 3 FEBRUARY 2019

Pointscore race for Sunday Classic Division and Non-spinnaker Division

SATURDAY 9 FEBRUARY 2019

Pointscore race for Classic Divisions and Mixed Fleet Division

SUNDAY 10 FEBRUARY 2019

RANSA Regatta. Boats from all divisions are invited to enter to compete for the Inter-club Trophy

SUNDAY 17 FEBRUARY 2019

Point score race for Super 30 Gold Cup Division, Classic Divisions, Cruiser racer Fleet and Cavalier 28 Division. *Rescheduled from Saturday 16 February*

SATURDAY 23 FEBRUARY 2019

Point score race for Mixed Fleet and Classic Divisions. SASC/ MHYC Daydream Shield inter-club sprint races

NEED THE TENDER?

**Call Allan,
Will, Gavan
or Lewis
on
0418 678 690**

Sat: 0900-1800
Sun: 0900-1800

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



SIGNALS FROM THE COMMODORE

Some of you might remember the scene from Monty Python's *Life of Brian*, in which the anti-Roman activist Reg (played by John Cleese), whilst extolling a gathering of would-be revolutionaries, poses the question "And what have the Romans ever done for us?"

"The aqueduct", responds one. "Irrigation", responds another. "And the roads" says one. "Medicine... Education... Health..." respond other voices from the crowd.

"All right... all right... but apart from better sanitation and medicine and education and irrigation and public health and roads and a freshwater system and baths and public order what *have* the Romans done for *us*?" demands a clearly exasperated Reg.

The same might be said of Australian Sailing. What have they ever done for us? Given that every member of every sailing club wishing to go out on the water to compete is required to pay a compulsory levy to the organisation, it is a damn good question to ask.

Like a lot of other Amateur members, I have been something of a cynic when it came to Australian Sailing, or Yachting Australia as was its previous incarnation. What have they done for us? "Not much" would have been my previous answer, but the good news is, I think, that change is happening and, as the governing body for the sport of sailing in Australia, the organisation does deserve our support.

Previously there was an unwieldy structure which involved the national body, Australian Sailing (or YA as it was) and then the State organisations — in our case Yachting NSW. The problem was this created a great deal of overlap and duplication of personnel and services and certainly a good deal of territorial disputes and communication obstacles between the governing bodies and the clubs themselves.

To its credit, Yachting NSW is the first of State-based bodies to see the folly of the old structure and is currently in the process of de-registering itself recognising that it no longer needs to operate or exist as a separate entity. It removes an entire layer of bureaucracy and in doing so seeks to strengthen the national governance framework of the sport, reduce duplication, create more efficient management/organisational structures and develop closer relationships with the Clubs themselves.

In effect, it means that the Amateurs — and its members — will have a direct relationship with the national governing organisation which is no longer filtered via a State-based body. Mind you, the club will be still paying the same level of affiliation fee, which is in turn passed onto members — currently around \$48 per member per year at the Amateurs. Now, however, we will be paying directly to Australia Sailing.

So, what are we paying for? Well, what we are not paying for is anything



to do with the high-performance program, namely the Australian Sailing Team (AST) which is the national representative team for Olympic- and Paralympic-class sailing. All high-performance funding comes from Government grants, sponsors and patrons. No club or member fees are used to fund high-performance programs.

In terms of its other activities, only about 39% of Australian Sailing's revenue comes from affiliation or membership fees. The balance comes from a combination of government grants (state and federal), course fees and sponsorship income.

And what are those activities? Australian Sailing lists them as the following: advocacy to government; maintaining the Racing Rules and regulatory framework with AS Prescriptions, Appeals and Special Regulations; measurement services and certificates for international classes, ratings for IRC/ORC and class yard-sticks; training and education programs under the Discover Sailing framework; personal accident insurance cover for club members and course participants and online membership databases, websites and communication tools for clubs.

Having met the new Australian Sailing leadership team — Chairman Matt Allen, CEO John Lee (ex South Sydney and Sydney Rosters CEO) and General Manager Dave Edwards (well known to many here at the Amateurs), I must say there is some reason for confidence that clubs like ours will be better served in the future.

Certainly there is acknowledgement that there is very significant room for improved communication between the national governing body and us, the fee-paying members. It is also true that we need to make ourselves more aware of the services available to the club if we are going to avail ourselves of the training and education opportunities and maximise our chances of accessing funding and grants.

Sailing has a relatively low participation rate compared to other sports and, in a contestable environment for federal, state and local council funding and resources, I believe it is imperative we have a strong, centralised governing body who can advocate on behalf of all sailing clubs and sailors alike in order that we build our profile and ensure sailing's sustainability in the long term.

So what have they done for us? Probably not so much just yet but, then, we should "Always Look on the Bright Side of Life". Or so Brian says..

Best wishes to all members, staff, volunteers and your loved ones for a healthy, happy and prosperous festive season and fair winds and good sailing in 2019.

Bruce Dover



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AUSTRALIA DAY
IN SYDNEY

183RD AUSTRALIA DAY REGATTA 2019

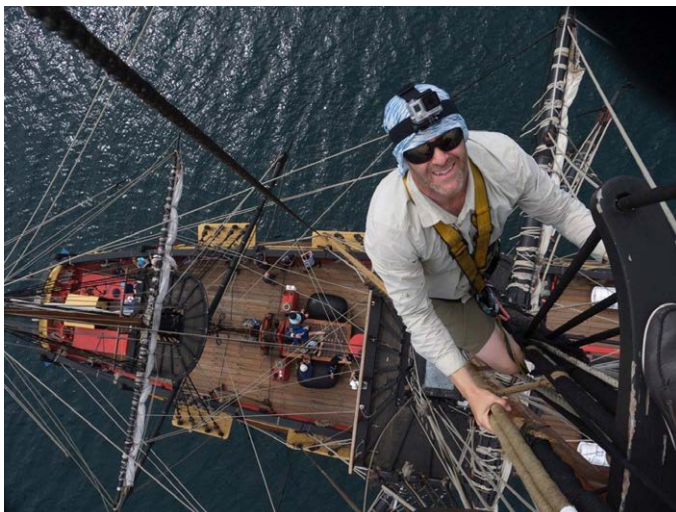


**Don't delay! Enter now — the Notice of Race is available at
www.australiadayregatta.com.au or www.sasc.com.au**

JOIN THE VOYAGE OF A LIFETIME

December 2018

In 2019, HMB *Endeavour* will be sailing to Tasmania, New Caledonia and New Zealand and the Australian National Maritime Museum hopes you can join one of the legs to experience the sail of a lifetime. Designed for adventure seekers and history lovers, the professional crew provide training in all aspects of 18th century sailing.



You can choose to be an active member of the crew — setting sails, climbing the mast and taking the helm — or you can join as a supernumerary and select your level of participation.

The first in the series of 2019 voyages takes *Endeavour* to Hobart for the Australian Wooden Boat Festival. The voyage down is over 11 days and you will also be sailing to Port Arthur (28 January to 8 February). The return voyage is from 13 to 24 February 2019. Alternatively you can sail to the South Pacific paradise of New Caledonia over 11 days (22 April to 3 May). The return voyage is 9 to 20 May 2019.

Next, HMB *Endeavour* spends 18 days sailing to New Zealand, with the outbound voyage from 12 September to 1 October 2019 and the return from 4 to 22 December 2019.

Voyage Crew costs are as follows:

Sydney to Hobart 28 January – 8 February 2019	\$2790
Hobart to Sydney 13 – 24 February 2019	\$2790
Sydney to New Caledonia 22 April – 3 May 2019	\$2790
New Caledonia to Sydney 9 – 20 May 2019	\$2790
Sydney to New Zealand 12 September – 1 October 2019	\$4860
New Zealand to Sydney 4 - 22 December 2019	\$4860

**To find out more go to www.anmm.gov.au/sailendeavour,
email HMBEndeavour@anmm.gov.au or call (02) 8241 8323.**

*If you decide to embark on the Voyage of a Lifetime,
mention the SASC when making a booking*

HALLOWEEN AT MERSEA

Further adventures of a peripatetic sailor from down-under

by
Martin van der
Wal

Wikipedia tells us that Halloween is the first day of AllHallowsTide. It's a thought that amuses me. Tides are big in Essex, and the water is skinny. So, you say, why state the obvious? Well, here I am — a sailor from Sydney, Australia, on an engineless boat. The skipper is casting off from a crowded mooring with approximately one knot of breeze blowing and two knots of tide running against it.

Tides in Sydney are polite affairs which don't include the entire body of water vanishing before your eyes. Uncomfortable, is how it makes me feel, beyond my ken! As befits a Halloween experience I suppose. Because, as it happens, *Halloween* is the boat I have shipped on for the Mersea Week races. A sleek greyhound of a yacht, a West Solent One Design, rescued, restored and raced by Adrian Mulville. Hang on, you might say, that name rings a bell? Well, it should! If you haven't read his father Frank Mulville's books, more's the pity. If you have read them, you might like to know that Adrian started his sailing life as a wee bairn not yet two years old, his cradle lashed to the mast below, as his father coaxed the family's ancient, leaking, Essex Smack *Transcur* across the Bay of Biscay back in 1961. Frank's first of many published books *Terschelling Sands*, featured Adrian and *Transcur* in yet another adventure, a tale of near shipwreck in the North Sea.

Adrian and Ollie

Mersea Week is an Essex Smack magnet and no fewer than eleven

Photos Martin van der Wal



came out to play this year. That has quite major implications for other divisions like our “Fast Classic Division”. These implications are called “Smack Attacks” in the local parlance. These include, but are not limited to, finding oneself on a mark with slow-turning Smacks dwarfing you on every hand. Or running downwind with a fistful of Smacks stealing all your air from behind and, of course, the ubiquitous gassing on the windward leg. Although our starts began ten minutes behind them we found ourselves carving our path through the Smack fleet daily, trying to avoid a spanking in the process. This process not helped by the fact that everybody is vying for the same tide lanes. Yep! That tide thing again.

Leonardo da Vinci once compared moving water to the fall of a woman’s hair, the weight determining direction, the eddies and currents comparable to the “curl’s incidental motion and return flow”. To this



Tides out!

Up! Up!





The West Solent
One Design

sailor from Down-Under the mysterious eddies and undertows of the Blackwater will forever belong to the dark side of ‘She who must be Obeyed’, but for Adrian, Lady Blackwater is an old dance partner. Albeit one on whose toes you dare not step. Not if you want to win a race!

Winning races is what Adrian goes on the course to achieve. Yes, you might have some fun along the way, and so you should, but that is incidental. I have raced my own classic boat *Hoana* week in, week out, year round, for over thirty years on Sydney Harbour, and I have a fair idea of the varieties of temperament that people attracted to sailing in general, and racing in particular, display.

Fortunately no-one in the *Halloween* crew had the mistaken impression that they were out there

for a natter and a laugh over a few beers, all the big talk of a race, but none of the commitment. That is what the post-race ‘would’ve, could’ve, should’ve’, muttered over a pint or two back at the club is all about. On the racecourse with Adrian we are held in the grip of a sober, largely silent, spellbinding, elongated moment of roughly two-hour’s duration, that curious mix of art and science, painstakingly refined, towards one goal. Winning is why we are here!

OK so let’s back up a little. What is it actually like, to sail with a man with at least (he stopped counting), twenty-five Atlantic crossings under his belt and around one hundred transits helming Thames Barge charters under Tower Bridge? Add to that fourteen years of doing full prep, shakedown cruises with owners, and deliveries of new Oyster yachts all over the world? In his twenties he was Caribbean-charter racing on major classic yachts like *Eileen* and *Puritan* before anybody really cared about them, (paid so little, he had to fight the ship’s cat for the last can of fish). He has extensively cruised with his own family, and undertaken countless deliveries including to the South Pacific and everywhere in between. The list really does go on. I haven’t even touched on the adventures he shared as a boy on his father’s boats, or the years of racing *Xylonite* — a Thames Barge extraordinaire. He boat-wrangled her for *Dunkirk* the movie. And then we have the thirty-year rebuild to original, and continuous campaigning, of his beloved thirty-six footer *Halloween*, a true thoroughbred of a racing yacht often nicknamed the little J-Boat. This is a lifetime at sea, a lifetime shaped by the sea, a breadth of experience difficult to quantify. So what did I learn?

The first thing I learnt was that Adrian seemed eager to learn from me. Now we can parse that enquiry in a couple of different ways. First



possibility was that I was being examined as to who or what this new Antipodean shipmate, represented. Was I a pet dislike of his — the person who thinks they know it all? One critical lesson learnt from his father and re-experienced for him. If nature hasn't told you how little you really know, then you just aren't listening. Well, it seems I passed the test. All through the week the collaborative exercise persisted. Tactics were weighed up, sail trim examined, Adrian's tendency to rejoice in *Halloween's* weatherliness a little too often, checked. From this, I learnt that Adrian is a sailor always engaged in the flow of ideas and open to feedback. Then I learnt that Adrian was fond of ritual, these rituals were time dependent, being 'on time' was important, because time was necessary for these rituals to be fulfilled. The proper, calm, preparation of the boat prior to racing with time to make and savour a cup of coffee was one such ritual. Being on the course with plenty of time to set-up and tune, boat, crew, and tactics before the start was a natural outcome of this ritual. Standard pre-start rituals were rigorously adhered to, running the line, timing from set points, tactical analysis, all crew settling quietly down to allotted roles, the skipper settling into race mode. On the course; total commitment, positive talk, flashes of f'ing frustration quickly left in the wake, pleasure in achievement, pleasure in just being there. A thorough putting of the boat to bed at the end of the day, no rush to the club, a quiet beer and sandwich on board, congratulations to the crew, mea culpa's from him as to any errors he

Looming!



Painted ship

felt he had committed. These were the rituals played out every time we raced. I am sure the list would grow exponentially if cruising had been our aim.

All well and good, but still, what about those more subtle traits one might find in a man born to the sea? Well, now you are talking about character. I had a great time sailing with Adrian. For a week! What could I know? A lively sense of humour, a delight in a pint, that directness common to the Essex character. Something else though; few men I have met with the ocean in their veins are fully at their



All set and pulling

ease when land-based. A quiet, iron-willed determination to see it through is expressed in their walk, an echo of impatience with land side horizons tempers their talk. The wind has penetrated their souls, the seas ceaseless susurrus whispers in their ears. Eyes show a hunger for that great certainty of uncertainty offered only to those out of sight of land, living by their wits, immersed in the fluid realm, with only the great bowl of the sky as an implacable witness. Frank Mulville wrote the definitive book on single-handed sailing of his times. Like father, like son maybe. Adrian's own son, Ollie, crewing for the week, had just starting applying his young, straight A's maths and physics mind to the joys of sailing. Adrian has never pushed him into it, mindful perhaps of the price to be paid. Seventeen-year old Ollie, although loving sailing, wants to explore Space.

Smack attack!





Delayed start

Perhaps there is no escape from our epigenetic destinies? The solar wind beckons him. So, you ask, how did we go on the ceaselessly moving tendrils of Lady Blackwater's tresses? Well, despite being totally spanked by the Smacks in more races than not, we snatched second place by nine-seconds from our closest rival, the less fortunate *Kismet*, a forty-eight foot 1892 Fife gaff cutter. She needed just a bit more pressure to fully capitalise on her length. First place had already been stitched up, with three in-a-row bullets (until the handicapper took

a second look half way through the series)from the very sharply sailed December 2018
Kim Holman designed thirty-two foot *Stiletto*.

With dark dread in my heart, but total calm from Adrian, *Halloween* sailed — off and on
her mooring — in and out of Locks — on and off hard-hearted wharfs — racing tides and
light variable winds — all week long. A masterclass in classic engineless sailing, given by a
master sailor with barely a word spoken. Spooky!



Don't look now!

LHI CLASSIC BARBEQUE 2018

by
Nigel Stoke

For those readers with a keen sense of history it will be a surprise to find that 19 November this year found 60 crew and other parties on Ned's Beach at Lord Howe Island on a Monday eve. However it was not just the full moon which had changed the date. For most of the previous 15 years the BBQ has been held on a Tuesday — "Two weeks after Melbourne Cup". Such is the emphasis by all skippers on a lack of formal organisation that the only other detail for skippers to contemplate was the application to the Lord Howe Island Board for a mooring.

Tom Moul't's annual promotion poster had predicted some challenges with a scribbled update from 15th BBQ. It took only minutes to add another yellow tape and update the yachts and island communities to get down to Ned's for some fun.

The Lord Howe Island local school P&F scrambled with only one day's notice to prepare the BBQ for the Monday evening. The primary reason for all this was that not only had all 10 yachts arrived at the island but the weather for the return trip indicated a need to exit Tuesday morning for a fast run, or wait until the next weekend to avoid the forecast East Coast Low of 980 mm and expected 30 to 40 knot W or SW winds.

The fleet this year included some memorable classics as well as the RUTUS crowd. [Round Up The Usual Suspects — thanks Rob].

The fleet included three Sydney to Hobart winners — *Anitra V* (1957), *Fidelis* (1966) and *Midnight Rambler* (1998 — ugh), with other classics

Photo John Jeremy

EZ Street departing from Mosman Bay on 15 November



including *EZ Street* and *Indefensible*. Ian Hansen, the internationally-awarded artist, sailed over in *Karalee* with the youthful 91-year-old Captain Peter Mounsey as his foredeck crew.

There were first appearances this year from some smaller yachts — *Salty Dayz* and *Elara* and also the enthusiastic Jeremy Gormley making his second trip to the island this year in *Manutai*.

The BBQ was outstanding yet again with thanks to the parents of the Lord Howe Island school with Policeman Simon at the grill and Kelly the amazing organiser.

Peter Adams, the new CEO of the Board, welcomed the yachties to the island and it was good to see him stay to enjoy the hospitality and share some tall stories. Macca (Craig) Wilson spoke on behalf of the Board and, of course, Clive Wilson addressed the gathering with some sobering recollections of challenging conditions at sea over the years.

The German yacht *Lunatix*, skippered by Freddy (Friedrich Bohnert), was presented with the Lord Howe Island courtesy flag and the use of a bicycle for his stay. Tom Moul, designer of the 16th BBQ poster, had jumped ship to join *Lunatix* on the final part of Freddie's voyage from the Mediterranean to Lord Howe. Freddie, to his credit, said that he had a life-long dream to sail to the island and that, just maybe, he would extend his stay in the Southern Hemisphere — to compete in the 2018 Sydney to Hobart.

Photo courtesy Nigel Stoke

The *Fidelis* crew
at Ned's Beach





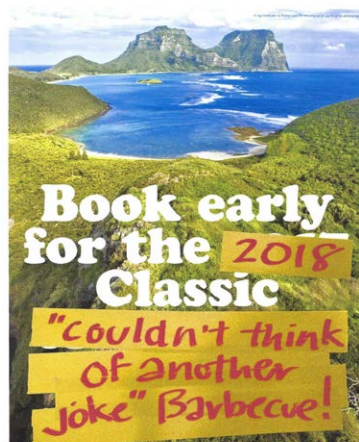
Photo courtesy Nigel Stoke

Happy winners — Commodore Bruce Dover and his crew of *EZ Street* with the Classic Yacht Trophy

Nigel Stoke presented the Classic Yacht Trophy to the Commodore of the Sydney Amateur Sailing Club — our own Bruce Dover and skipper of *EZ Street*.

The food and drink were outstanding, a nearest-the-bottle competition raised some more donations and the temperature in the Ned's Beach shed, and other recollections of the evening are shrouded in mystery and subject to "what goes on tour stays on tour ...".

The final tally of fund raising from the night was a total of \$4100 for the school.



It would be a terrible shame to sail across the Tasman, only to find that you didn't have anywhere to leave your boat. Bookings are very limited so make sure you call the Lord Howe Island Board and book early (and if you drop out at the last moment please let them know so someone else can come along). As always, fabulous food will be provided as an excuse for a modest donation but you must bring your own drink and glasses.

Ned's Beach, 5pm, \$10. All proceeds go to The Lord Howe Island Public School.

For more info call 02 492 1000
or email info@lordhowe.org.au

Dear Sir

I have two things to comment on. First, my thanks to Martin van der Wal and yourself for printing his excellent contributions on sailing in Europe. I was interested to find out more about the vessels he sailed in and found some YouTube footage of *Coral of Cowes*. There are some movies of her being sailed by a previous owner which show that she is a lovely ship and would keep a large crew busy. Members who enjoy classic yachts would get pleasure from viewing the videos.

My second comment relates to David Salter's suggestion that we drop the drops! I had some reservations about it and aired them with David. He suggested I communicate them to members to give an alternative view. My first point to David was "what about the days when I can't race because of another commitment?" David suggested that the crew race without the owner. He is lucky to have crew who he is happy let sail *Mister Christian* without him, others don't. To meet his aim and to accommodate people like me, perhaps a 'did not start' might be allowed as a drop, but not a poor performance.

My second point relates to crew and owner availability. In the June *News*, the Commodore commented on the general downturn in sailing club membership. I would add that it is not restricted to sailing — bowls and golf clubs report a similar experience. My father played golf on about 48–50 Saturdays per year. On the other days he went, under protest, to weddings, funerals etc. If I played golf, I would probably be free to play on about 30 Saturdays a year. But my son in law, who is a good golfer, let his membership lapse after a few years of little or no playing. I believe this is because the modern father, as a species, works longer hours and is more involved in raising his young. His children's sport takes precedence over his golf. I presume this applies to many SASC members. In Sydney we have the additional impact of the house prices. My first house cost a few year's salary, now the figure may be over ten year's salary so there will be a smaller pool of potential owners with the money to buy a yacht and they will probably have less time to race. Some of my friends with yachts have given up racing because similar pressures are limiting their potential crew.

If I am correct there will be an unavoidable decline in the number of race entrants. To partially combat this, the drafters of the racing program might like to consider adding 'The Busy Owner's Series' to the race program. This might be based on the performance of a yacht which started in any six races over the summer, or three of the winter series races, with no drops. My reasons for offering this as a suggestion are that it is easier to organise a crew for a few dates, compared to every weekend. Also, with David's idea of no drops and a full season of point-score races, what would be the incentive for a yacht placed in the last third of the fleet to continue starting each weekend?

John Pennefather



Photo courtesy Chris Manion

Chris Manion's *Magic* was a sad sight on the evening of Friday 19 October when an incident during the Friday twilight race had this result. Chris was on *Captain Amora* that day where he had this unusual view of his boat



Photo John Jeremy

Magic's mast was removed the following day as Saturday sailors were arriving for their usual race



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Ross Littlewood presenting the miniature Platypus Trophy to Chris Harper of *Crackerjack* at the Squadron on 16 October

SEASONS GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS
EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR
A HAPPY CHRISTMAS SEASON AND GOOD SAILING
FOR 2019

*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 AND ROY
(BOATSHED), PETER (CLUBHOUSE), ALLAN, WILL,
GAVAN AND LEWIS (TENDER DRIVERS) AND THE
STARTING TEAMS





Photos John Jeremy

Solveig and Caprice of Huon beating to windward after the start of the Captain Slocum Trophy Race on 4 November



Clewless? and Solveig II approaching the finish on 4 November



Hotspur², Crackerjack and Caprice of Huon



Josephine about to pass close astern of Captain Amora



Yeromais V nearing the finish



A close finish between *Reverie* and *Yeromais V*



Vivienne Marie, winner of the Captain Slocum Trophy for 2018

The 2018–2019 Season is well and truly underway at the SASC with a real buzz around our club. We had a Sailing Committee meeting on 13 November with all divisional representatives reporting good close sailing. Combined sailing with other clubs is going well and the meeting discussed a few possible minor course changes for next season and the structure of a few divisions. There are a few matters of which all SASC sailors should be aware.

The SailGP 50-foot foiling catamarans are coming to Sydney to sail on Friday 15 and Saturday 16 February 2019. This will affect our sailing plans.

On Friday 15 February SailGP will take over the main body of the Harbour between Clark Island and Sow & Pigs between 4 pm and 6 pm. Accordingly, **our twilight race will be delayed with the first warning signal at 6.20 pm**, 40 minutes later than usual.

On Saturday 16 February SailGP will occupy the Harbour from 3 pm to 5 pm and there is expected to be a huge spectator fleet.

Accordingly, **ALL scheduled Saturday Racing will be moved to SUNDAY 17 February**. Normal Saturday Sailing Instructions will apply, i.e. all race starting times will be the same as a normal Saturday.

Alice Murphy will keep everyone informed as more details come to hand.

Other Important Items to Note

Other Club's Starting and Finishing Lines:

Our General Sailing Instructions at Clause 25 clearly state that competitors 'shall endeavour not to sail through other club's starting and finishing lines.' Some recent photos I have seen clearly show that our skippers are not trying very hard to observe this instruction, with some yachts crossing a starting line whilst other club's divisions are starting. Please observe this courtesy requirement to avoid more demanding rules being introduced in future.

Multiple Tender Trips:

Please ask your crew to try to avoid making multiple tender journeys (four or five are not uncommon) to your boat by coordinating their arrivals. This is sometimes difficult but simply getting together on the wharf before leaving in the tender will make the job of the tender drivers easier and save everyone a lot of time.

Friday Twilight Participation Prize:

The popular Trip to Hobart for Two is on again this year. Every race sailed more than five in the season is one chance to win, so gather your friends for a twilight sail and a meal at the club — you never know, you could win the trip to Hobart.

The Website:

The new website has been well received. If you have any suggestions to improve it let Alice or me know.

Also, don't hesitate to talk to me about any suggestions to improve sailing at the SASC. Meanwhile, enjoy your time on the water and please support the club after the race with a few drinks and a light meal as a team.

Chris Manion



Photos John Jeremy

Super 30s on the way after their start on 17 November



The start of the Cavalier 28 Division on 17 November



Tamaris (Greg Sproule) on the way to the starting line. She was the winner of Classic Division 2 on 17 November



Eloise, *Tamaris* and *Warana* manoeuvring before their start

WOMEN ON WATER 2018



Photos John Jeremy

Sunday 25 November was sunny with light to moderate south-easterly breeze — perfect conditions for the Royal Prince Edward Yacht Club's popular Women on Water regatta. Thirty-four yachts started and provided a true Sydney sailing spectacle



Hoana (Kylie Twible), *Makama* (Felicity Leeming) and *Cherub* (Ruth Daniell)



Celeste was sailed by Cath Kinsella



With *Magic* still out of commission, Chris Manion sailed in *Bordeaux* under the command of Alice Murphy



Clewless?, sailed by Susan Hardy, finished towards the middle of the fleet



It was a nail-biting finish with *Woodwind* ahead of *Hoana* at the last mark.
Hoana managed to beat *Woodwind* by two seconds



Photos Alice Murphy

Kylie Twible and the victorious crew of *Hoana*



Belinda Tayler was clearly well supported by her crew in second-place getter *Woodwind*.
Cheryl Yarrow, the RPEYC Race Officer for the day, is on the right

RUTUS SAILS AGAIN



Photos John Jeremy

The good ship *Sailfish*, under the command of Rob Evans, secures alongside the pontoon ready to take the usual suspects to lunch at the CYCA on 15 November



Despite their numbers being depleted by members at sea on the way to Lord Howe Island, those who could make it enjoyed a fine lunch at the recently modernised CYC facility



Photo courtesy Fred Bevis

Concerned about *Warana's* commendable performance during his absence on a recent visit to the Middle East, Fred Bevis decided to practice some sailing on the River Nile in Egypt

PACIFIC OIL RECOVERY

A US Navy-led salvage team has successfully removed 867 kL of oil from the sunken World War II ex-German cruiser *Prinz Eugen* located in the Kwajalein Atoll in the Marshall Islands. The success of the oil removal comes after two years of intensive research and planning to prepare for the unprecedented removal of oil from up to 173 tanks in the ship.

In order to collect the recovered oil, the salvage team chartered the commercial oil tanker *Humber* to store the oil and transport it for disposal or recycling at the end of the operation. During the operation, *Humber* and the Military Sealift Command's USNS *Salvor*, were positioned directly above the ex-*Prinz Eugen*.

Each of the wreck's accessible, oil-filled tanks was hot tapped, pumped free of recoverable oil, and sealed with a permanent tamper-proof dome assembly to prevent any more leakage of residual oil left in the tank.

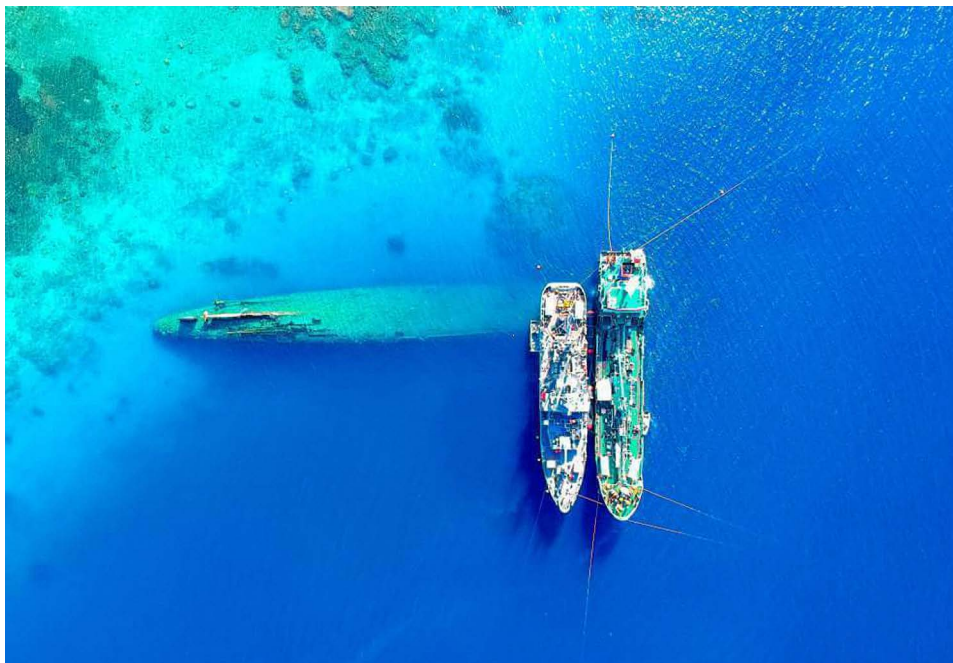
After WWII, *Prinz Eugen*, a former heavy cruiser of Nazi Germany's Kriegsmarine, was transferred to the US Navy as a war prize from the British Royal Navy. In 1946, she was loaded with oil and cargo and used to test her survivability during the Operation Crossroads atomic bomb tests at Bikini Atoll. Although the cruiser survived the initial blast, she sank a few months later with 2,767 t of oil still in her tanks.

A US Navy report on the oil-spill risk conducted in 1974 recommended that the oil be removed within 30 years, but the project never materialised and ownership of the wreck was eventually transferred to the Republic of Marshall Islands in 1986.

US Navy photograph

Prinz Eugen in 1946 during Operation Crossroads as USS *Prinz Eugen* (IX 300)





US Navy photograph

USNS *Salvor* and the tanker *Humber* at the wreck during the recovery operation. A close inspection of this image will reveal that the cruiser's port propeller is missing. It is now at the German Naval Memorial at Laboe in Germany



Photo John Jeremy

Prinz Eugen's propeller on display at the German Naval Memorial at Laboe



RAN photograph

The crew of HMAS *Brisbane* marching on board their ship after her commissioning ceremony at Fleet Base East on 27 October. *Brisbane* is the second of the RAN's new guided missile destroyers. HMAS *Hobart* has recently been visiting the United States and *Sydney* is fitting out in Adelaide



Navantia photograph

On 23 November *Supply*, the first of two new underway replenishment ships for the RAN, was launched by Navantia in Spain. *Supply* and her sister ship *Stalwart* will replace HMA Ships *Success* and *Sirius*



RAN photograph

The Minister for Defence, the Hon. Christopher Pyne MP, inspecting a model of Australia's new OPVs whilst attending a ceremony at ASC Shipbuilding in Adelaide on 15 November to mark the formal commencement of construction of the first ship, the future HMAS *Arafura*. *Arafura* is expected to enter service in 2022



RAN photograph

HMAS *Gascoyne* at sea off Korea. After the longest transit ever completed by Australian minehunters, HMA Ships *Gascoyne* and *Huon* recently contributed to the Multi-National Navy Mine Warfare Exercise 2018 in the Republic of Korea. This is the furthest north that RAN minehunters have deployed and the first time units of this type have visited the Republic of Korea. HMAS *Gascoyne* is expected to be the flagship of the Australia Day Regatta on 26 January 2019

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 22 December 0900 – 1800

Sunday 23 December 0900 – 1800

Wednesday 26 December 0900 – 1800

Saturday 29 December 0900 – 1800

Sunday 30 December 0900 – 1800

Monday 31 December 0900 – Sunset

Tuesday 1 January 0900 – 1800

The office will be closed from COB Friday 21 December 2018 to the morning of Tuesday 8 January 2019. Racing will be off-line from COB Monday 17 December 2018 to the morning of Friday 11 January 2019. The Boatshed will be closed from COB Thursday 20 December until Monday 14 January 2019.

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.

REMEMBER THE NEIGHBOURS

We share our little patch of paradise with our neighbours. Please ensure that you and your guests avoid parking inconsiderately and, when leaving the Club, do so quietly and without inappropriate behaviour.

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.

WHARF RULES

December 2018

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 members who use dinghies.

Please keep this area clear at all times



NEW MEMBERS

We welcome the following new members:

Robert Jessup

Gary Lucke

TENDER DRIVER OPPORTUNITY

A tender driver is sought on a casual basis starting mid-February, please call Vice Commodore Sean Kelly, 0412 184 198.

SASC SHOP

(AKA The Office)

Subject to availability

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$36.50
Racing 'A' flag	\$20.50
Tie	\$25.00
Cap – White One Size Fits All	\$20.00
Wide Brimmed Canvas Hats	
— small, medium and large	\$30.00
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

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

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.

NEWSLETTER DEADLINE

The next *SASC News* will be the February 2019 edition. Contributions from members, which are always welcome, should reach the editor by Friday 1 February 2019. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





Photo John Jeremy

Sunday 20 January 2019 will be the fortieth anniversary of the commissioning of *Captain Amora*, the starter's boat which has served us faithfully these last four decades.

The project to acquire a new starter's boat began in early 1978. In July that year a likely candidate for conversion was located — LFB 445 was a 30-foot round-bilge, carvel-planked fishing boat built by K Brown in August 1973. She was slipped for survey on the SASC slipway on 1 August 1978 and purchased later that month. The conversion took three months to complete with the aid of a shipwright and a team of volunteers.

Quite austere when she was first commissioned, today *Captain Amora* is in excellent condition for her age after more dedicated volunteers spent many hours refitting her earlier this year. However one original, perhaps endearing, characteristic remains — she still rolls!

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Yacht Sales Australia

The yacht sales professionals



Adams 10.6 - \$29,900



Northshore 310 - \$49,900



Hunter 33 - \$119,000



Nantucket 31 - \$38,000



Duncanson 37 - \$49,500



Carmen 31 - \$33,500

See our website for full details.

Call us for a complimentary valuation, insurance or to sell your boat
02 9969 2144 or email sales@yachtsalesaustralia.com
www.yachtsalesaustralia.com