



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



June 2017





SASC NEWS

SYDNEY AMATEUR SAILING CLUB

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Cover:

Vagrant crossing
astern of *Eloise*
and *Ranger* dur-
ing the Ranger/
Couta Sprint
series races on
2 April

(Photo John Jeremy)

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COMING EVENTS

June 2017

SATURDAY 17 JUNE

SASC Annual Prizegiving

SATURDAY 24 JUNE 2017

Race 7 in the Combined Clubs Winter Series. SASC Series race 4

SATURDAY 1 JULY 2017

Race 8 in the Combined Clubs Winter Series

SATURDAY 8 JULY 2017

Race 9 in the Combined Clubs Winter Series. SASC Series race 5

SATURDAY 15 JULY 2017

Race 10 in the Combined Clubs Winter Series

SATURDAY 22 JULY 2017

Race 11 in the Combined Clubs Winter Series. SASC Series race 6

SATURDAY 29 JULY 2017

Race 12 in the Combined Clubs Winter Series

SATURDAY 5 AUGUST 2017

Race 13 in the Combined Clubs Winter Series

SATURDAY 12 AUGUST 2017

Race 14 in the Combined Clubs Winter Series

SATURDAY 19 AUGUST 2017

Race 15 in the Combined Clubs Winter Series

NEED THE TENDER?

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tact the fast
tender on
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SAFETY REQUIREMENTS 2017-2018 SEASON

SAFETY AUDITS AND FIRE EXTINGUISHER SERVICE AT THE CLUB

Saturday 19 August 2017

Saturday 26 August 2017

Ring the Club for a booking





Watching the Emirates NZ challenger in the America's Cup challenger finals from Bermuda I have been tempted to resurrect the old Malvern Star bicycle from the back of the garage and retrofit it to the cockpit of *EZ Street*. Not that I have any hydraulics to speak of — but I might be able to hook it up to the fridge compressor to keep the beer cold!

There are those who argue that foiling is the future of sailing and already there are rumblings — according to our recent guest speaker, Matt Allen from Australian Sailing — of a “foiling class” at the next Olympics. Personally I am not so sure.

Certainly it is exciting to watch and a great television spectacle with the ACC's class catamarans touching 47 knots at times as they hurtle around the entire course in just on 20 minutes — about the same time it takes the crew of *EZ Street* to douse and pack the spinnaker on the downwind leg of a club race on the harbour. But it is a bit like Formula 1 car racing — interesting to watch with extraordinary technology on show but I still don't think most of us would be rushing out to buy one for the daily commute to the office and back.

Like distributed hydraulic power on the big Maxis which go to Hobart these days, powered by not one but in some cases two gensets, the expense and practicality of fitting such systems to ordinary vessels puts the technology well beyond the reach of most of us mere mortal sailors and boat owners. Foiling likewise requires significantly higher levels of skill, attentiveness, risk and cost — and the inherent hazards that come with it — and that will likely confine the technology to smaller boats for some time to come.

Mind you, should foiling take off at the Amateurs, so to speak, it would certainly make the Friday twilight races a spectacle to behold!

To me, sailing is as much about comfort, relaxation and time with friends and fellow sailors out on the water than it is about sheer unadulterated speed contests which have more in common with drag racing than the genteel sport of yacht racing — and for the life of me, I can't see where on those ACC flyers they have room for the esky!

However, whilst foiling is perhaps the biggest innovation in sailing in the past 50 years, given the average age of the Amateurs member, many of us, in our own lifetimes have witnessed extraordinary developments in sailing technology that have had a very significant impact on the sport — GRP, stainless-steel rigging, Spectra and Dyneema ropes, exotic sail cloths, GPS, chart plotters, EPIRBs, roller furlers and hydraulic and electric winches to name a few. What next — the marine equivalent of “park-assist”?

What a pleasure it is then that the Amateurs can pride itself as a haven for the more traditionally-minded sailor, evidenced by our imposing fleet of classic and gaff-rigged boats. Here our able-bodied crew are still admired for their ability to “hand, reef and steer” and not just aerobic performance. Hydraulic capacity has more to do with the size of your fridge than the power of your winches and “the foil” is still confined to the kitchen.

At the Amateurs, I think it is fair to say that we share a strong belief that boats are like whisky, all good and they just get better with age.

Bruce Dover





AN EVENING WITH MATT ALLEN

June 2017

This is an edited transcript of the interview conducted at the club by David Salter with the President of Australian Sailing, Matt Allen, after the recent General Meeting.

DAVID SALTER: Welcome to the Amateurs, Matt. Some of us here may be surprised to learn that you're not a native Sydney-sider.

MATT ALLEN: Yes, I actually grew up in Melbourne and sailed out of a number of yacht clubs. We sailed lots of different boats – Mirrors, Fireballs, 125s, quarter tonners, bigger boats. Sailed a lot with Lou Abrahams, did Admiral's Cups, Kenwood Cups, Sydney-to-Hobarts. I was on board *Challenge II* in 1983, the first Victorian boat to win the Hobart. In fact, the first time I sailed back from Hobart, I think it was 1977, I came in through Sydney Heads and I thought, 'How long has this been going on?' It took a while before we moved up to Sydney, and I've enjoyed it ever since.

DS: I'm sure you won't mind if I describe you as reasonably well off, but that wasn't always the case. How did you make your start in business?

MA: I wasn't quite sure what I wanted to do after leaving university, but the whole financial industry was expanding so quickly then that it was basically: one job interview, one job and when the guy interviewing me realised I was into sailing and snow skiing I had the job. I don't know if we talked about anything else. [Laughter] The financial markets

Photos John Jeremy





SASC NEWS were expanding dramatically and younger people had an advantage in those days because the technology was changing. I quite quickly realised that I wanted to work in an investment bank. It was a very exciting time. We were making it up as we went along. We'd work Monday to Friday, and on the weekends build our own computer systems.

DS: I think I'm correct in saying that your big career breakthrough in banking came not here, but in Japan.

MA: Well, we'd actually sold our business. We were a group of partners who owned 50% of the business and Swiss Bank owned the other 50%. We sold out in about 1997, and part of that deal was to move the senior management of the Australian business into Asia. So I went to Japan, and quite quickly Swiss Bank took over UBS. All of a sudden I was running the largest foreign bank in Japan with about a thousand people and a balance sheet that was around 100 billion US dollars.

DS: Crikey! Our budget discussions earlier this evening must have sounded decidedly puny [Laughter]. What was it like living so far away from Australia?

MA: Living in Japan was a terrific experience. I really enjoyed working with the Japanese. They treated me so incredibly well. Love the culture, love the food, but I missed the sailing and that was a real problem. There were a number of weekends when I'd hop on QF22 on Friday night and QF21 on Sunday night. I could be back in the office in Tokyo by about 9:00 or 9:15 on Monday mornings having had a bit of sailing and a bit of fun. That kept me going.

DS: After your Japan adventures you came to the point where, to put it bluntly, you'd made a serious pile of money. You could now acquire the kinds of boats you wanted, and do the kinds of racing you wanted, anywhere you wanted.

MA: Apart from the America's Cup! [Laughter]

DS: What was the Matt Allen program from that point?

MA: I wanted to go back and do Sydney-to-Hobarts and try and do some regatta racing and ended up building a Farr 52, which is the original *Ichi Ban*, and got my dear, late friend Roger Hickman involved. I think I was nicknamed the 'Marathon Man' then because if there was any regatta we'd just go and do it.

DS: But then you got involved in the 2006/7 Volvo Race with Grant Warrington. The story goes that when Warro was running short of cash you underwrote the rest of his Volvo campaign but took the boat as security. Is that right?

MA: Actually, the boat was mine from Day One. When we signed up the sponsorships from some banks and the Victorian government they looked at me and they looked at Warro... and they gave the money to me. [Laughter] So the boat was always mine. We tried to put together what was essentially the first, and to this day the only, genuinely Australian challenge for the Volvo Ocean Race. It was a struggle. By the end of the race it was competitive, but it wasn't really until the end of the race.

DS: After the Volvo you ended up with the boat – re-named *Ichi Ban* – and campaigned it here for a while. How did that work out?

MA: I think the Volvo 70 is a terrific boat to sail. It's pretty complicated, so short courses are way too challenging. We took it to Hobart seven times, I think. It performed well,





except for one time when we were probably an hour up on everyone else and one of the rudders broke off [*Laughter*]... I remember I was on the radio with 2GB and I was down below. We were not that far off Tasman Island – running along, spinnaker up, everyone's happy, an hour and half ahead of *Rosebud* on corrected time. I said on the radio, 'Everything's going well, we're really happy and nothing can go wrong from here.' Then I hung up on the SatPhone and heard *Bang!* Oh dear, what was that? It's never good, is it.

DS: After that you commissioned a brand new 61-footer for ocean racing – another *Ichi Ban* – plus you then bought the champion TP52 *Shogun* to race mainly as a regatta boat, also re-named *Ichi Ban*. What's next?

MA: Well, another *Ichi Ban*. [*Laughter*] I'm building a 52-footer in Spain at the moment. That will be sailing here in September. It won't make Hamilton Island, but we will make the racing from September onwards, with the aim of that boat going to Hobart. We've had to make a lot of changes. For instance, waterproofing. The Super Series 52s don't even have tracks for the jib sheets. They just have a hole in the deck.

DS: OK, so we're now up to date on the personal sailing front. How did you first get involved in the administration side of the sport?

MA: I guess it was joining the board of the Cruising Yacht Club. I'd enjoyed getting involved in the volunteering, which is incredibly rewarding, and we've got to make sure that we pass that on to the next generation. I'm not sure that the next generation is doing it, especially in big cities to the degree that we used to, and still do.





DS: Sport politics can get pretty brutal – just ask John Coates. Sitting on Boards and Committees is a tiresome way of filling in your evenings. What was it that you were hoping to achieve? What needed fixing?

MA: I really enjoy it when you're actually making changes. You can pretty much see the changes that need to be made at organizational levels. You can see the structural problems that sports and organisations have. I'll give you an example. Australian Sailing was a federated sport. We had a situation where we had more Directors than we had staff – about 56 Directors of state and national bodies, and about 45 staff. Meanwhile the AFL runs on a board of 10 or 11 people. So we needed to get the decision-making and the structure of the sport sorted out so we could actually make decisions and then implement them nationally.

DS: In the end, I suspect you'd agree that what we tend to think of as policy decisions in sport are usually just an expression of available funds and how they will be distributed. Can you give us a rough idea of how the Australian Sailing financial cake is divided up?

MA: The interesting thing is, when people talk about Australian Sailing they say, 'Oh, it's very Olympics focused'. I think part of our job is Olympic success, and can I just say that every single cent of money that goes into that Olympic effort comes from the Federal Government. It does not come from clubs. We've basically got two businesses: one is to run the sport and grow the sport, and the other is High Performance. Obviously there are some shared costs but two thirds of our business, approximately, goes on High Performance.

DS: I'm being a bit of a Devil's Advocate, but I'm sure that many of the members here would be concerned that two thirds of all the money goes to elite sailing. There is a perception problem among a lot of rank and file sailors. They're saying 'Why can't Australian Sailing realign its priorities?'





MA: Yes, I'm happy to accept that there's a perception problem. But it's the reality. I can't steal the money. I can hand it back, but what's the point of handing it back? It'll just go to swimming or cycling or something like that. The good news is that our membership numbers are growing at 7%. The other number is: 'How many people are actually sailing rather than just being members of the sport?' It's about 250,000. Year-on-year that's running at about 4 or 5%.

June 2017

DS: OK. If I can take you to another contentious topic – the America's Cup. You are now on the Arbitration Panel for the series of low-flying aircraft races soon to be held on bicycles in Bermuda. What do you tell the ordinary, amateur sailors who say they just don't feel a connection to the Cup any more?

MA: I think the America's Cup will be judged on its viewing numbers. My personal view is that this America's Cup will blow the socks off. You might not get a better script than the last one – the greatest comeback in history. That put John Bertrand back in his box! [Laughter]. I'm sure the numbers will be up there. They're going to be doing 40 knots and they're going to be manoeuvring as if there's no tomorrow. I think that's going to capture the imagination. You don't seem convinced, though, David. You want us to go back to the 12 metres, doing 8.6 knots upwind, 8.6 knots downwind?

DS: Well, I can only quote Hugh Treharne, who, when we asked him about the America's Cup, said "I wish they'd go back to sailing it in boats". I think there are a lot of people who share that view. But let's move on.

Offshore racing is another area of the sport where I'd suggest there is a disconnect for a lot of people. What's your view on the ethics of stored power – motors to cant the keel, push water around, drive-powered winches?

MA: Well, I think, intrinsically, sport has to evolve. We're an equipment sport. I think the situation is that the sport should have had a conversation a quarter of a century ago. Volvo 60s were probably the international class first using stored power. At that stage the sport should have sat down and had a debate as to whether this is a good development or not. But we didn't do it. Should we have stored power? Should we have hydraulic winches? I can be persuaded either way, but to wind the clock back to 25 years ago is a big call and I don't think it's broadly embraced by the world.

DS: All right, no more controversy. When you step down from the Presidency of Australian Sailing what would you like your legacy to be? What achievement would you most wish to be remembered for?

MA: I think a number of things. We're actually now growing the sport. I think that's a really important thing. We need to make sure that there are young people coming through the sport. We've organized a much better funding model. We're recognised from the Minister for Sport all the way down to our peers as the best-managed, best-governed sport in Australia. We've been the most successful sport at Olympic level over the last two Olympic Games. We've got the structure now that will take the sport forward. We've got a blueprint to do it.

DS: Matt, I'm sure that most of us here would agree that the sport is in good hands. Thank you very much.



Photo Lindy Danvers

We call it racing, but it was very much a drift in the very light conditions on 21 May





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Photo Lindy Danvers

The Combined Clubs Winter Series is well underway. Conditions on 21 May were more suitable for a raft up than a race



Photo Paul Connett

The Beashel Buoy was in there somewhere





Photo John Jeremy

The Classic Division made a fine sight at the start on Saturday 6 May



Photo John Jeremy

The race officer made a courageous decision to start in almost no wind on 27 May.
It worked and a short race was completed





THE 2017 RANGER AND COUTA SPRINTS

June 2017

For the Joy of Sailing

by
Mark Pearce

This is the fourth year of this engaging series and the beaming smiles all around at the clubhouse afterwards described well the great pleasure these events have brought. Yet again this series was exciting, competitive and fun racing — racing that didn't detract from the simpler pleasures of sailing. The event's founding father, Bill Gale, reminded us that these events are, firstly, for the joy of sailing and decreed that, this time, the second of the two race days was to be non-spinnaker, the Couta boats not being rigged for spinnakers. The format has been two days of up to three windward-leeward races each day, with the requirements to have five crew minimum and to not cover your opponents.

Sunday 2 April brought patchy rain and variable southerly winds, conditions which well suit these gaff-rigged beamy yachts. The sailing was close and exciting, and in the results the Rangers were in two groups with the Couta boats in the middle. *Vanity* and *Vagrant* were the standout boats as the fastest in all three races and *Vanity* was the boat of the day with two wins from three. The Couta boats were competitive and finished close behind the two lead Rangers.



Photo John Jeremy

Cherub was clearly over early at the start of the second race on 2 April





Photo John Jeremy

A close finish
for *Ranger* and
Cherub in the
second race on
2 April

Finer weather dawned on Saturday 29 April, the sort of timeless and colourful autumn day that in Sydney often heralds light winds. The Rangers' concern that, if forced to go unspinnakered, they would not be competitive against the Coutas proved to be unfounded, which was probably aided by the shifting wind angles downwind. In the light and challenging conditions the foredecks were more social than busy, although some boats were positioning crew with the care of a chess grandmaster. *Vagrant* excelled and was first home in both races. The Couta boats again were competitive, being in the middle of the fleet both races, *Makama* being the quicker on the day. *Cherub* reinforced her reputation as a light-weather performer with an especially creditable second in the second race and second overall.

Taking part in the fun was the starting team and, more mobile, our racing secretary on her *Bordeaux* provided a roving off-license venue for her numerous and vocal guests.

Results

2 April

1st race: *Vanity*, *Vagrant*, *Ranger*, *Cherub*, *Makama*, *Eloise*

2nd race: *Vanity*, *Vagrant*, *Eloise*, *Makama*, *Cherub*, *Ranger*

3rd race: *Vagrant*, *Vanity*, *Makama*, *Eloise*, *Cherub*, *Ranger*

29 April

1st race: *Vagrant*, *Vanity*, *Makama*, *Cherub*, *Eloise*, *Ranger*

2nd race: *Vagrant*, *Cherub*, *Makama*, *Eloise*, *Vanity*, *Ranger*



Photos John Jeremy

Cherub demonstrating her ability to roll shortly after the finish of the second race



Eloise and *Makama* neck and neck on the way to the finish





Photo John Jeremy

Happy spectators on board *Bordeaux*



Photo John Jeremy

Vanity finishing the first race on 29 April in a very light wind





Photo Bob Moore

There was just enough wind to start the second race on 29 April



Photo John Jeremy

Ghosting away from the start of the second race on 29 April





Photo Liam Timms

Not enough wind to spill the drinks on *Vanity*



Photo John Jeremy

Vagrant and *Cherub* creeping towards the finish





ROAMING RANGER

June 2017

A few people have telephoned me to say how pleased they were to see *Ranger* in the Broken Bay area. Shaun and Erin McKnight and their children spent the Easter break up there. It is nearly fifty years since she was last in the Bay. Cliff Gale designed *Ranger* as a family cruiser, racing being a secondary consideration and it is a great joy to me to see her returned to cruising as well as racing.

The Cherubic Mark Pearse is creating a magnificent model of a 28-foot *Ranger* — she was designed by Cliff for a member who did not proceed with her construction. On close examination I can see that the extra four feet enabled him to maximise her racing potential. She is a different boat to *Maluka*, also 28 feet long, which was created as an ocean cruiser. The cockpit is the same length as in A1 and her accommodation would have been greatly enhanced.

When the model is complete with sails in place I hope that there will be a ‘showing ceremony’ at the SASC.

Southerly

Bill Gale was all smiles during a sail in *Ranger* on Saturday 25 March



Photo Peter Inchtbold

LETTER TO THE EDITOR

Dear Sir,

Saturday 18 March 2017 was a day the crew of *Antares* would like to forget and hope never to have again.

Rounding Shark Island, we were dismayed when our spinnaker snagged the south cardinal mark. It was a particularly cruel lesson after all the work we had done on the mast earlier in the season. We were devastated. One positive of the whole affair was that no-one was injured and the boat was undamaged — just the rig and sails were in tatters.

In our misfortune it was particularly reassuring to read the Commodore's Signals in the April 2017 *News*. His words provided great comfort, buoying our sagging spirits and reminding us what a great club we belong to.

Antares is down but not out. We hope to have our new rig ready for the start of the spring series so we can once again enjoy the SASC competition in our beautiful yacht *Antares*.

Dennis Wood

Rob Keessen





MOORING RESPONSIBILITY

One of our club's many advantages is that we have been able to offer members a limited number of moorings in Mosman Bay. These moorings belong to the SASC, but must be used and maintained in accordance with the requirements set down by Roads and Maritime Services, the governing NSW authority.

Using a club mooring is a privilege and should be understood as such.

Owners of craft on club moorings are reminded of their fundamental legal obligation to maintain the boat in a sightly and seaworthy condition and the boat must also be properly insured.

A neglected boat on an SASC mooring reflects badly on our club.

RMS has recently informed us that it is taking a far more stringent approach to this matter. Boats which do not meet basic standards of maintenance and good order are liable to be removed and impounded. You have been warned.

TENDER USAGE

Providing a tender service on race days is an essential part of the club's activities, but it is also consumes significant amounts of our time, labour and money. There has been a tendency, of late, to treat use of the tenders as an "on demand" entitlement. This lack of consideration is creating serious inefficiencies and frustration among those members who take a more responsible approach.

Skippers are urged to explain the following principles to their crew:

- Leave enough time. Be sure to arrive at the club well before your race. Last-minute queues on the pontoon help no one. To minimize this abuse, the fast tender will now cease operating from 11:30 on race days.
- Wait at the club for your crew-mates to arrive, and travel *as a group*. Multiple trips delivering a string of individuals to the same boat are wasteful. They also disadvantage and delay the more sensible crews.
- Be patient. The tenders will only do quick 'one off' pickups after racing for genuine reasons. They are not a personal taxi service. Again, this abuse delays and disadvantages more reasonable crews.

Observing these simple principles will make our race days far more enjoyable.





June 2017



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Photos John Jeremy

The Commodore addressing Honorary Life and Life Members of the Club at a lunch held at the Club on 28 March. A good time was enjoyed by all present and many 'tall tales and true' were exchanged



Past Commodore Vic Dibben and Rear Commodore Peter Scott at the lunch





In keeping with the tradition (practice?) of these lunches, Honorary Life Member Maggie Stewart once more graciously agreed to play the role of Queen Victoria for the occasion.
Don't ask why — it's one of those SASC excentricities



Vic Dibben, our very own centenarian, was in fine form at the lunch





BOB BROWN 2017

David Salter reports on the annual Easter offshore outing.

Church authorities have been trying to establish a fixed computational date system for Easter since The First Council of Nicaea in AD325. If only they'd bothered to consult the SASC we could have saved them 1,700 years of anguish. As every member knows, Easter begins the day after the Bob Brown Race.

And indeed, the gods did smile upon us for this year's Maundy Thursday toddle up the coast from Watson's Bay to the finishing line at the mouth of Coaster's Retreat in Pittwater. The sun shined, there was a solid little southerly and the beer stayed cold. What could be more agreeable for the 13 yachts that set their spinnakers and settled in for a gorgeous afternoon sail up past the northern beaches to the tricky rounding off Barrenjoey?

The Bob Brown fleet on the way to Pittwater, as seen from *As You Do*





The fleet soon split into two groups — those who hugged the coastline to avoid the strong contrary current, and those who took a long leg seaward looking for better breeze and a faster angle. In the end, the two tactics seemed to even themselves out. The elapsed time difference between the fastest yacht (*Molly*) and the last finisher (*Lunacy*) was only 37 minutes, and that included a remarkable dead heat between *Magic* and *Mister Christian* who were both clocked with an elapsed time of 3:40:13.

June 2017

Everyone was safely rafted up on the moorings well before sunset and, for once, there weren't the customary bursts of Easter rainfall to dampen the celebratory drinks and long-distance dinner which followed. Wandering from boat to boat many skippers and crew remarked on how the constraints and pressures of modern life meant that the traditional

Photo by Dean Veverka





SASC NEWS

Magic, Mister Christian and Supertramp II enjoying a perfect run to Pittwater



Photo Will Rees

post-race Easter holiday cruise to Smith's Creek was now a fond memory more than an achievable pleasure. Maybe next year.

Commodore Bruce Dover (who sailed as cabin boy on *The Indefensible*) was on hand to announce the results at the Friday BBQ and congratulate the handicap winner, *Anitra V* (Philip Brown). That triumph prompted a round of decidedly unmannerly allegations of bare-faced burglary and the handicappers were forced to offer their usual dual defence of incompetence and ignorance.

Full results are on the club website, and special thanks must go to Ian and Wendy Anstee who contributed their splendid yacht *Mystic II* as finishing boat, ran the radio comms, took the finishing times and tabulated the results. A wonderfully generous effort.

Photos David Salter



Relaxed and comfortable — the SASC took their customary kiosk area for the Good Friday BBQ at The Basin

Winners are grinners: Philip Brown (*Anitra V*) accepts his prize from the Commodore





ADMIRAL'S CUP CELEBRATION

June 2017

David Salter reports on the planned celebrations for a landmark yachting anniversary.

Fifty years ago a team of three Australian yachts arrived in Cowes to take on the world. Two years earlier, in 1965, our first challengers for the Admiral's Cup, *Caprice of Huon*, *Freya* and *Camille*, had been mocked by the British yachting establishment as being too small and old fashioned. The Poms soon had to eat their words as the Australians went very close to winning the Cup at their first attempt.

When *Caprice of Huon* returned in 1967, this time with *Balandra* and *Mercedes III*, the Aussie team was better prepared for the tricky racing in the Solent and the Channel, and the tough Fastnet Race which closes out the Admiral's Cup series. They beat the crack three-boat teams from Great Britain, France, Spain and the USA by a whopping 107 points. And just to rub it in, *Mercedes III*, *Balandra* and *Caprice of Huon* finished first, second and third in the individual points score. It was a complete victory, and Australian offshore racing had arrived on the world stage.

Photo Beken of Cowes



Caprice of Huon on the Solent





SASC NEWS

A group of local yachtsmen, all with a connection to the Admiral's Cup, are now organising a special, one-off Regatta to mark the 50th anniversary of that first Admiral's Cup win. Staged jointly on Sydney Harbour by the SASC, RSYS and CYCA, the racing will be held over three days on 1, 2 and 3 December 2017. There will also be a full "*après racing*" social program over that weekend hosted by the participating clubs.

As important as re-uniting the yachts that represented Australia will be the opportunity of bringing the crews together again. Admiral's Cup veterans whose original "ride" is no longer racing will be welcome to join the crews of other boats in the regatta.

In keeping with the "three-boat team" theme, the Admiral's Cup Anniversary Regatta has three co-patrons: Sir James Hardy OBE, Syd Fischer OBE and Gordon Ingate OAM. All three have distinguished Admiral's Cup records.

Entry is open to any yacht which either represented Australia in the Admiral's Cup or competed in the selection trials. The records show that upwards of 60 yachts might qualify for the Regatta. Many of those may no longer be in racing trim and some, such as the legendary *Freya*, are now overseas. Nevertheless, a fleet of 10–15 is expected, including some from the 1965 and 1967 campaigns, led by the ageless *Caprice of Huon* and *Mercedes III*.

Some of the other famous names we might see racing each other again include *Camille*, *Impetuous*, *Police Car*, *Salacia II*, *Challenge*, *Love & War* and *Mister Christian*. There will be one race per day – two on the Harbour (Friday and Sunday) and a short offshore event on the Saturday.

Sydney Amateur Sailing Club ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of Members
will be held in the Clubhouse, Green Street, Cremorne
on Wednesday 2 August 2017 at 8.00 pm.

BUSINESS

1. To adopt the Annual Report, Balance Sheet and accompanying statements for the year ended 31 May 2017.
2. To elect Officers and Directors.
3. To elect Auditors. Crowe Horwath, being eligible, offer themselves for election.
4. To transact any other business which may be brought before a General Meeting of Members.

By order of the Board
David Salter
Hon. Secretary





GAFFERS DAY 2017

June 2017

It's come around again! Gaffer's Day this year will be on Sunday 8 October. Up to 100 yachts are expected to participate, competing in seven divisions. These range from the sturdy old gaff-rigged yachts of the 1920s and '30s, through the historic 18-foot skiffs to the more modern Bermudian-rigged yachts of the post-WWII era.

The biennial event is much more than a sailing regatta. There will be as much action and spectacle on land as out on the waters of Sydney Harbour.

A breakfast BBQ will open at 8:00 am, the rum tent begins dispensing the sailor's favourite tippie from 10:00 and the traditional starting cannon (the Les Ardouin Trophy) will be fired at noon. There will also be live music when the yachts return from the race.

Up to 20 Cousta boats from Victoria are expected to make the trip North to join the fleet, and the legendary Sparkman & Stevens offshore racer *Dorado*, which will be in Australia during the Spring season, has also been invited to take part.

Spectators can secure a close-up view of the on-water activities by booking a place on the ferry *Proclaim*, built in 1939, which will follow the racing.

Sir James Hardy OBE, whose 1933 tops'l cutter *Nerida* has participated in every Gaffer's Day since the first in 1972, is the new patron of the regatta. "It's not so much the gaff rig itself that defines this event", he says, "but the belief that there is enduring value and enjoyment to be found in celebrating traditional boats and the way they were designed, built and sailed."

Gaffers Day 2015

Photo John Jeremy





HISTORIC HALVOS

There is a distinct possibility — however remote — that three of the most significant related yachts from Australian offshore racing history could be reunited in Sydney. Well-known Halvorsen enthusiast Bob Allan tracked down *Solveig* in Hawaii, bought her ‘as found’ and has shipped the sloop to Australia for restoration to racing trim.

Solveig was the first of the Halvorsen-designed and built double-enders which dominated the East Coast ocean-racing fleet for almost two decades. Launched in 1950 she came 5th in the Sydney-Hobart that year. She won the race in 1954 before heading north for the Transpac. The 35-footer was sold in 1955 and remained based in Hawaii until her return to Australia in March. Her new owner is hoping to race *Solveig* with the SASC Classics division in the coming Spring/Summer season.

Meanwhile, the legendary *Freya* is for sale, lying in the West Indies. The last of the legendary Trygve and Magnus Halvorsen yachts, *Freya* was close to unbeatable on handicap, winning an incredible three Sydney-Hobarts in succession: 1963, 64 and 65. Apart from a rather unfortunate tropical paint job, *Freya* is in fine condition. What a splendid thing it would be if a local classic-yacht fancier could summon the cash and courage to acquire her and bring the old champion back home to Sydney Harbour.

To complete this potential threesome of historic Halvos we already have *Anitra V* on the SASC register. Proudly — and beautifully — maintained by Philip Brown, *Anitra* is yet another Halvorsen winner of the Sydney-Hobart (1957).

David Salter

Solveig afloat again on Sydney waters after an absence of 62 years





Triple-Hobart winner *Freya* awaits a buyer in the West Indies



Photo Lynne Smith

Anitra V sailing on the Derwent during the AWBF 2017 Parade of Sail





SASC NEWS

ON THE WATER



Photos courtesy David Salter

International yachting champion Harold Cudmore enjoying his trick at the helm of *Josephine* on Sydney Harbour on 24 March



Some of the Amateurs "old and bold" brigade formed the crew for Cudmore's spin on the Harbour — from left to right, Charles Maclurcan, John Sturrock, David Salter, Rob Evans and John Jeremy





Lending a hand: Sir James Hardy OBE emerged briefly from competitive retirement on Trophy Day to trim the mainsheet on *Mister Christian*



The crew of *Mr C* share a restorative ale back on the mooring after the final point-score race of the 2017-18 season





Photo Tom Moul

You can run, but you can't hide — *Antara* was recently spotted by Tom Moul at the Greek island of Spetses. Her owner is reported to be in good spirits

Photo Liam Timms



The very relaxed crew of *Vanity* during the Ranger/Couta Sprint Series on 29 April





SPOTTED IN TASMANIA

June 2017

One doesn't expect to find a yacht with SASC and the sail number A6 on her stern at a small museum on the north coast of Tasmania, but that is where you will find *Redpa*. It turns out that *Redpa* was donated to the Low Head Pilot Station Maritime Museum at the mouth of the Tamar River by SASC member, the late Tony Tyson. *Redpa* is 109 years old, and for some time after her donation she was displayed afloat in the Pilot Station Boat Harbour at Low Head. In the words of one of the volunteers at the museum, she developed the habit of sinking every few weeks, so she has been moved ashore for restoration as a static exhibit. She now sits in a cradle beside the museum which is, by the way, well worth a visit.

Redpa was designed and built in Launceston in 1908 by E. A. (Ned) Jack for Stanley Perrin (Tony Tyson's grandfather) who had been elected secretary of the Tamar Yacht Club in September 1908. *Redpa* raced successfully on the Tamar for some years.

Redpa is carvel planked in Huon Pine over spotted gum frames. Her overall length is 30 feet 10 $\frac{3}{4}$ inches and her waterline length is 23 feet 4 inches. She carried a working sail area of 579 square feet.

Next time you are in northern Tasmania, pay her a visit.

Photos John Jeremy

Redpa at the Low Head Pilot Station Maritime Museum in 2017





One of the display rooms at the Low Head Pilot Station Maritime Museum.
There is a photo of *Redpa* with her original rig on the wall



Redpa sailing on Sydney harbour during the 2006 Australia Day Regatta





BATTERY BREAKTHROUGH

June 2017

The US Naval Research Laboratory (NRL) has developed a battery which is safer than fire-prone lithium-ion batteries, allowing for some recently banned applications to return to navy ships and other craft.

Researchers from NRL's Advanced Electrochemical Materials group are leading an effort to create an entire family of safer, water-based, zinc batteries.

They have demonstrated a breakthrough for nickel–zinc (Ni–Zn) batteries in which a three-dimensional (3-D) Zn “sponge” replaces the powdered zinc anode traditionally used.

According to NRL, with 3-D Zn, the battery provides an energy content and rechargeability which rivals lithium-ion batteries while avoiding the safety issues that continue to plague lithium.

“Our team at the NRL pioneered the architectural approach to the redesign of electrodes for next-generation energy storage,” said Dr Debra Rolison, senior scientist and principal investigator on the project. “The 3-D sponge form factor allows us to reimagine zinc, a well-known battery material, for the 21st century.”

Zinc-based batteries are the go-to global battery for single-use applications but are not considered rechargeable in practice due to their tendency to grow conductive whiskers (dendrites) inside the battery, which can grow long enough to cause short circuits.

The NRL team demonstrated Ni–3-D Zn performance in three ways: extending lifetime in single-use cells; cycling cells more than 100 times at an energy content competitive with lithium-ion batteries; and cycling cells more than 50,000 times in short duty-cycles with intermittent power bursts, similar to how batteries are used in some hybrid vehicles.

With the benefits of rechargeability, the 3-D Zn sponge is ready to be deployed within the entire family of Zn-based alkaline batteries across the civilian and military sectors. “We can now offer an energy-relevant alternative, from drop-in replacements for lithium-ion to new opportunities in portable and wearable power, and manned and unmanned electric vehicles,” said project participant Dr Long, “while reducing safety hazards, easing transportation restrictions, and using earth-abundant materials.”





WRECK OF HMAS PERTH DISTURBED

Maritime archaeologists from the Australian National Maritime Museum and the National Research Centre of Archaeology Indonesia/ Pusat Penelitian Arkeologi Nasional (ARKENAS) have conducted a joint dive on the wreck of the Australian Second World War cruiser HMAS *Perth*, supported by officials from the Indonesian Navy, Indonesian Ministry of Marine Affairs and Fisheries, Indonesian Ministry of Education and Culture (Jakarta), and the Directorate of Heritage and Museum-Regional Office Serang.

Perth was sunk with the loss of 357 lives following a fierce sea battle against the Imperial Japanese Navy on the night of 28 February 1942 off the coast of Banten Bay on the northwest tip of Java in Indonesia, where the shipwreck remains today.

“It is with profound regret we advise that our joint maritime archaeologist diving team has discovered sections of *Perth* missing. Interim reports indicate that only approximately 40 per cent of the vessel remains. The research team has found evidence of large-scale salvage on the site, including what appears to be recent removal of material from the wreck,” Australian National Maritime Museum director Kevin Sumption said.

Limited salvage is known to have taken place on *Perth* since the late 1970s, and in 2013 recreational divers reported damage to the site by unidentified salvors.

“This dive, following on from multi-beam sonar work commissioned

HMAS *Perth* in
Sydney Harbour
about 1940





June 2017

in late 2016 by the Museum and ARKENAS, confirms that the site has since been significantly disturbed. While some damage is a result of the Japanese torpedo strikes that sank the vessel in 1942, and the expected degradation of the site over the last 75 years, there are signs the removal of this material is a result of salvage with some salvage equipment visible around the site.

“This isn’t what we were hoping to find. The museum appreciates the support of the Indonesian Government to-date to conduct the research dive and we remain committed to continuing to work in close partnership with our Indonesian colleagues at ARKENAS and with Indonesian authorities to secure formal protection of the site and protect what remains of the shipwreck. As the site lies in Indonesian territorial waters, it is important that we continue to work in close partnership with our Indonesian colleagues,” Mr Sumption said.

Director of ARKENAS Made Geria said, “The National Research Centre of Archaeology Indonesia (Pusat Penelitian Arkeologi Nasional) will always support the primary purpose of this project, which is to secure formal protection for the site of HMAS *Perth*, and to develop knowledge for the management of underwater cultural heritage in Indonesia.”

Earlier this year Australian Prime Minister Malcolm Turnbull and Indonesian President Joko Widodo issued a joint statement during the President’s visit to Australia where they noted this year’s 75th anniversary of the loss of *Perth* and reaffirmed their commitment to work together to strengthen cooperation in the area of maritime cultural heritage in accordance with respective national policy, laws, and regulations.

The research dive was conducted on 14–17 May. It is the first detailed survey of the wreck since 2015 and follows up on a remote sensing survey of the site carried out by the museum and ARKENAS in December last year.

The expedition team will formalise its report on the state of the shipwreck including the site’s stability. This information will be used to prepare, in consultation with ARKENAS, a detailed site assessment and a case for declaration under the appropriate legislation of the Republic of Indonesia.

HMAS *Perth*’s bell was retrieved from her wreck by an Indonesian diving team in 1974 and subsequently presented to the Australian Government by the Indonesian Government.





RAN photograph

The Spanish Armada's frigate *Cristobal Colon* arriving in Sydney on 24 March. The ship will be based in Sydney for several months to help train the crew of Australia's first air-warfare destroyer, *Hobart*, which will be commissioned in Sydney in September



RAN photograph

HMAS *Adelaide* in the Captain Cook Dock in Sydney on 17 May for repairs to her propulsion system





RAN photograph

After a third of a century's service to the nation, the guided missile frigate *Sydney* left under tow on 18 May bound for Henderson in Western Australia where she will be broken up as scrap by Birdon Pty Ltd



US Navy photograph

The first carrier built to a new design for the US Navy in 40 years, *Gerald R Ford* has been delivered to the US Navy after 8 years construction. Perhaps the most expensive warship ever built, she cost about \$A17 billion to build





SASC NEWS

NEW MEMBERS

We welcome the following new members:

Stephen Davies

Jane Heard

Robert Heard

Toby Maigaard

SASC NEWS IN COLOUR

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

LOCKERS FOR RENT

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

Please contact the office if you are interested.

SASC SHOP

(AKA The Office)

SASC Club Merchandise

Burgee – Medium 30 cm x 45 cm	\$32.50
Racing 'A' flag	\$18.50
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	\$40.00
Rugby Top – XXL Only	\$49.00

Gaffers Day Merchandise

Wide Brimmed Canvas Hats – S M L XL	\$35.00
Ladies' Tees	\$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 (very limited stock)	\$65.00
The Australia Day Regatta	\$35.00



NEWSLETTER DEADLINE

The next *SASC News* will be the August 2017 edition. Contributions from members, which are always welcome, should reach the editor by Friday 28 July 2017. Contributions can be in hard copy or sent by email. Photographs are also very welcome.





FROM THE ARCHIVES

June 2017

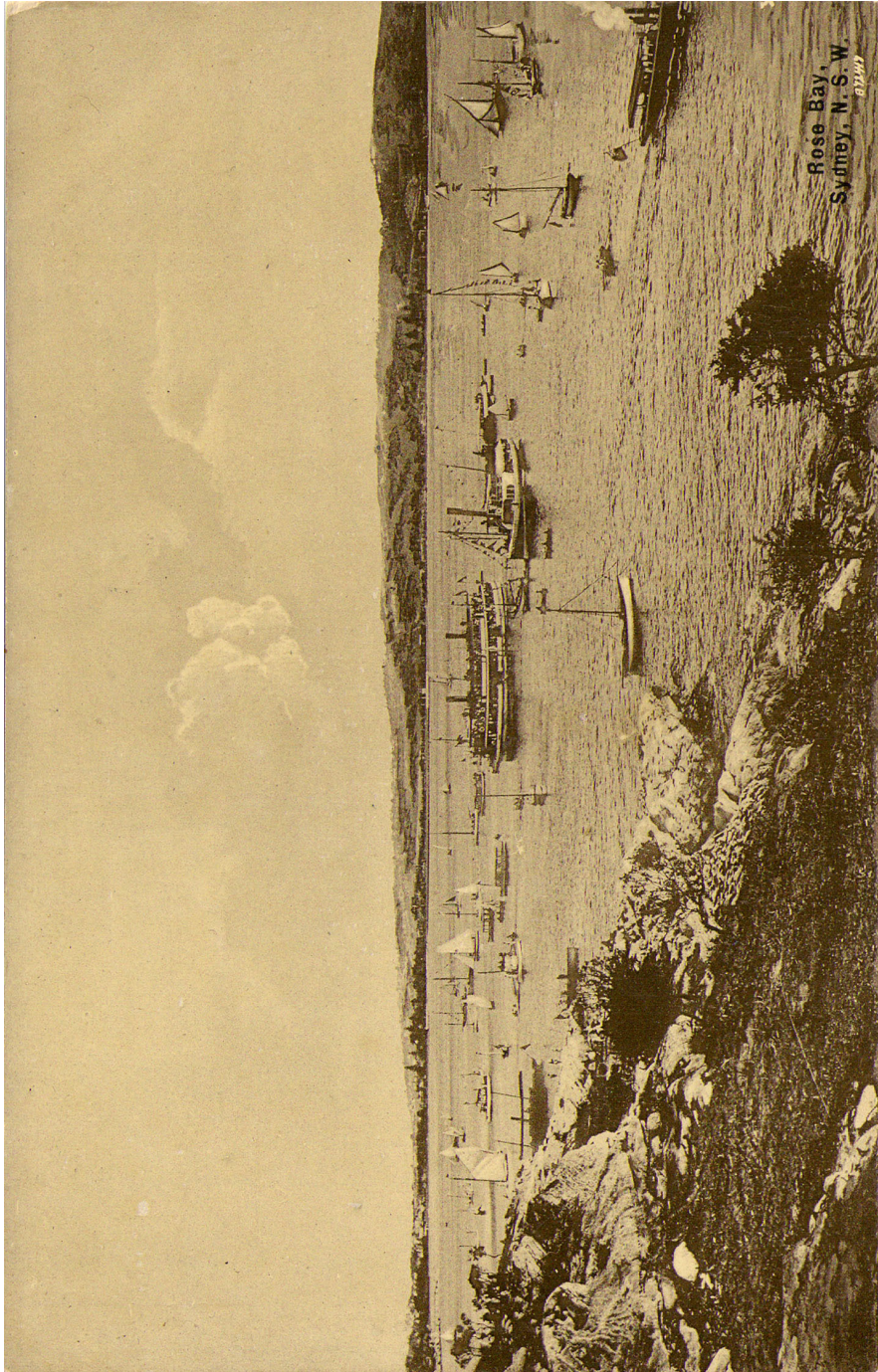


Photo David Critchley collection

A sailing event in Rose Bay about 1905. Plenty of prime real estate is evident in Rose Bay and Point Piper



**YACHT
SALES
AUSTRALIA**

Yacht Sales Australia

The yacht sales professionals!



Beneteau First 45' – \$280,000



Northshore 310 - \$69,000



Mottle 33' – \$39,000



Formosa 51' – \$169,000



Martzcraft 35 - \$49,000



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